ANNUAL LINE PERFORMANCE REPORT

metrobus

FY 2022: July 2021 – June 2022

FY 2022 ANNUAL LINE PERFORMANCE REPORT

How This Document Will Be Used

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

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

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

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

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

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

This edition of the ALPR is the result of applying the [Bus Service Guidelines](#) and targets to Metrobus service that was operating in April 2022, primarily using data from the period from July 2021-June 2022. 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.

---

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

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

How to Read This Document

About the Line

The "About the Line" section delivers a detailed overview of the line. This section contains a line map and provides an overview of the service classification, activity tier, overall line grade, Line Benefit Score, operating statistics, service area context, facilities/amenities, ridership statistics[2], and span and frequency of service.

Line Benefit Score

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

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

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

---

[2] Certain ridership statistics experienced issues during the Winter 2022 schedule due to sampling issues in APC data cause by the disruption in service due to the Omicron variant. This resulted in ridership statistics being more heavily weighted towards the Fall 2021 and Spring/Summer 2022 schedules.

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

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

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

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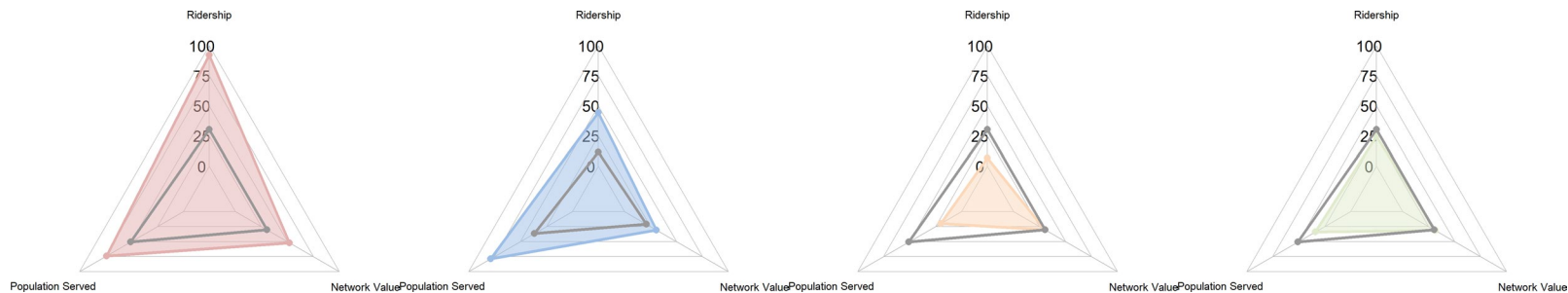
Span and Frequency Graphic

The span and frequency of service of each route is summarized by time of day for each line; an example of the graphic used is shown below (**Figure 2**). Frequency is calculated by averaging the frequency for each direction of a route. For lines with multiple routes, the "Trunk" line combines the span and frequency along the shared portions of the line. The top line of the graph, which shows hours of the day, also depicts the line's span and frequency standards based on its class. Only the trunk span and frequency are compared against the established level of service standard for the classification.

Figure 2: Example Span and Frequency Graphic
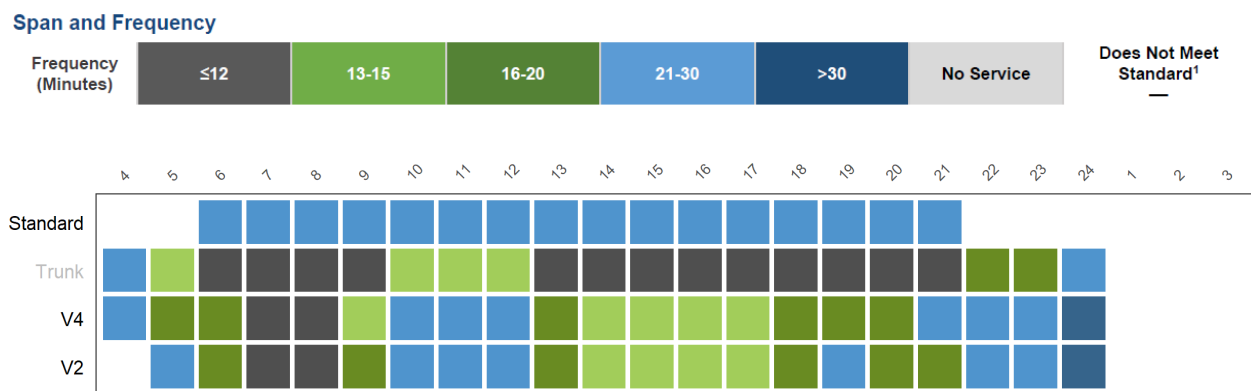
Performance Report Card

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

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

Grades

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

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

Table 1: Metrics by Level

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

Table 2: Service Availability Metric Targets

		Span of Service			Headway						Stops per Mile
					Weekday		Saturday		Sunday		
Class	**Tier**	**Weekday**	**Saturday**	**Sunday**	**Peak**	**Off-Peak**	**Peak**	**Off-peak**	**Peak**	**Off-Peak**	
BRT	1	5:30 a.m.– 12:00 a.m.	6:00 a.m.– 12:00 a.m.	6:00 a.m.– 10:00 p.m.	10	15	15	15	15	15	2-3
	2	5:30 a.m.– 10:00 p.m.	6:00 a.m.– 9:00 p.m.	6:30 a.m.– 9:00 p.m.	15	20	20	20	20	20	1-3
	3	5:30 a.m.– 10:00 p.m.	6:00 a.m.– 9:00 p.m.	6:30 a.m.– 9:00 p.m.	30	30	30	30	30	30	1-3
Framework	1	6:00 a.m.–12:00 a.m.	7:00 a.m.–12:00 a.m.	7:00 a.m.–12:00 a.m.	15	15	20	20	20	20	4-5
	2	6:00 a.m.–10:00 p.m.	8:00 a.m.–9:00 p.m.	8:00 a.m.–9:00 p.m.	20	20	30	30	30	30	4-5
	3	6:00 a.m.–10:00 p.m.	8:00 a.m.–9:00 p.m.	8:00 a.m.–9:00 p.m.	30	60	60	60	60	60	4-5

Class	Tier	Span of Service Weekday	Span of Service Saturday	Span of Service Sunday	Headway Weekday Peak	Headway Weekday Off-Peak	Headway Saturday Peak	Headway Saturday Off-peak	Headway Sunday Peak	Headway Sunday Off-Peak	Stops per Mile
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 Peak	Load Factor Off-Peak	Operating Cost per Passenger	Cost Recovery
BRT	1	1.75	35	5	25%	79%	5%	1.2	1.0	$3.50	30%
	2	1.75	25	2	25%	79%	5%	1.0	1.0	$4.50	20%
	3	1.75	20	2	20%	79%	5%	1.0	1.0	$4.50	20%
Framework	1	1.75	30	4	10%	79%	5%	1.2	1.0	$5.00	25%
	2	1.75	20	2	10%	79%	5%	1.0	1.0	$5.00	20%
	3	1.75	15	1	10%	79%	5%	1.0	1.0	$7.00	20%
Coverage	1	N/A	20	4	10%	79%	5%	1.2	1.0	$5.00	25%
	2	N/A	15	2	10%	79%	5%	1.0	1.0	$5.00	20%
	3	N/A	10	1	10%	79%	5%	1.0	1.0	$7.00	20%
Commuter	1	N/A	N/A	1.5	15%	79%	5%	1.0	1.0	$7.00	25%
	2	N/A	N/A	1	15%	79%	5%	1.0	1.0	$7.00	20%
	3	N/A	N/A	1	15%	79%	5%	1.0	1.0	$7.00	20%

Operational Analysis

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

Line Grade Summary Table

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

Table 4: Line Grade Summary Table

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
MW1	Metroway Potomac Yard	BRT	1	D	23	VA
X3	Benning Road	Commuter	1	B	--	DC
28F	Skyline City	Commuter	1	C	--	VA
16Y	Columbia Pike-Farragut Square	Commuter	1	C	40	VA
21C	Landmark - Holmes Run Parkway	Commuter	1	C	29	VA
5A	DC-Dulles	Commuter	1	D	24	VA
11C	Mount Vernon Line	Commuter	1	C	13	VA
3Y, 3F	Lee Highway-Farragut Square	Commuter	2	C	--	VA
17B, 17M	Kings Park-North Springfield	Commuter	2	C	30	VA
8W	Foxchase-Seminary Valley	Commuter	2	C	17	VA
29G	Annandale	Commuter	2	B	12	VA
18G, 18J	Orange Hunt	Commuter	3	C	31	VA
18P	Burke Centre	Commuter	3	B	29	VA

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
17G, 17K	Kings Park Express	Commuter	3	C	28	VA
Z7	Laurel-Burtonsville Express	Commuter	3	C	17	MD
Z2	Colesville-Ashton	Commuter	3	C	17	MD
W14	Bock Road	Commuter	3	C	17	MD
B21, B22	Bowie State University	Commuter	3	C	9	MD
C11, C13	Clinton	Commuter	3	C	2	MD
P6	Anacostia-Eckington	Coverage	1	C	51	DC
G2	P Street-Ledroit Park	Coverage	1	C	36	DC
W6, W8	Garfield-Anacostia Loop	Coverage	1	C	35	DC
D4	Ivy City-Franklin Square	Coverage	1	C	29	DC
D8	Hospital Center	Coverage	1	C	28	DC
X8	Maryland Avenue	Coverage	1	C	20	DC
D2	Glover Park-Dupont Circle	Coverage	1	C	19	DC
A2, A6, A7, A8	Anacostia-Congress Heights	Coverage	2	A	64	DC
V7, V8	Benning Heights-Alabama Avenue	Coverage	2	A	42	DC
W2, W3	United Medical Center-Anacostia	Coverage	2	C	42	DC
U5, U6	Marshall Heights	Coverage	2	B	33	DC
W1	Shipley Terrace-Fort Drum	Coverage	2	B	30	DC
4B	Pershing Drive-Arlington Blvd	Coverage	2	C	30	VA
F8	Langley Park -Cheverly	Coverage	2	C	28	MD
U7	Deanwood- Minnesota Ave.	Coverage	2	B	27	DC
26A	Annandale-East Falls Church	Coverage	2	C	20	VA
2B	Fair Oaks-Jermantown Road	Coverage	2	C	18	VA
R4	Queens Chapel Road	Coverage	2	B	17	MD
F14	Sheriff Road-Capitol Heights	Coverage	3	B	28	MD
G12, G14	Greenbelt-New Carrollton	Coverage	3	B	27	MD
L8	Connecticut Avenue-Maryland	Coverage	3	A	27	MD
A4, W5	Anacostia-Fort Drum	Coverage	3	A	26	DC

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
U4	Sheriff Road-River Terrace	Coverage	3	A	23	DC
V14	District Heights-Seat Pleasant	Coverage	3	B	23	MD
K12	Forestville	Coverage	3	B	20	MD
89M	Laurel	Coverage	3	B	19	MD
P18	Oxon Hill-Fort Washington	Coverage	3	C	19	MD
C21, C22, C26, C29	Central Avenue	Coverage	3	C	19	MD
H6	Brookland-Fort Lincoln	Coverage	3	B	18	DC
NH1	National Harbor-Southern Avenue	Coverage	3	A	17	MD
M6	Fairfax Village	Coverage	3	A	16	DC
H12	Marlow Heights-Temple Hills	Coverage	3	B	16	MD
F12	Ardwick Industrial Park Shuttle	Coverage	3	B	16	MD
T2	River Road	Coverage	3	C	15	MD
E2	Ivy City - Fort Totten	Coverage	3	B	14	DC
K2	Takoma-Fort Totten	Coverage	3	B	13	DC
F13	Cheverly-Washington Business Park	Coverage	3	C	13	MD
B24	Bowie-Belair	Coverage	3	B	12	MD
J12	Marlboro Pike	Coverage	3	B	12	MD
M4	Nebraska Avenue	Coverage	3	B	10	DC
C12, C14	Hillcrest Heights	Coverage	3	B	10	MD
B27	Bowie-New Carrollton	Coverage	3	C	9	MD
52, 54	14th Street	Framework	1	B	77	DC
90, 92	U Street-Garfield	Framework	1	B	74	DC
70	Georgia Avenue-7th Street	Framework	1	B	70	DC
32, 36	Pennsylvania Avenue	Framework	1	C	58	DC
S2	16th Street	Framework	1	C	57	DC
X2	Benning Road-H Street	Framework	1	B	57	DC
96	East Capitol Street-Cardozo	Framework	1	C	54	DC
31, 33	Wisconsin Avenue	Framework	1	B	54	DC

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
79	Georgia Avenue Limited	Framework	1	B	49	DC
S9	16th Street Limited	Framework	1	C	48	DC
D6	Sibley Hospital - Stadium Armory	Framework	1	D	45	DC
80	North Capitol Street	Framework	1	C	42	DC
16A, 16C, 16E	Columbia Pike	Framework	1	D	42	VA
H2, H4	Crosstown	Framework	1	C	41	DC
60, 64	Fort Totten-Petworth	Framework	1	C	39	DC
G8	Rhode Island Avenue	Framework	1	D	39	DC
42, 43	Mount Pleasant	Framework	1	C	38	DC
L2	Connecticut Avenue	Framework	1	C	36	DC
38B	Ballston-Farragut Square	Framework	1	C	36	VA
62, 63	Takoma-Petworth	Framework	1	C	35	DC
H8, H9	Park Road-Brookland	Framework	1	C	34	DC
59	14th Street Limited	Framework	1	C	32	DC
10B	Hunting Point-Ballston	Framework	1	D	31	VA
7A	Lincolnia-North Fairlington	Framework	1	C	30	VA
X9	Benning Road-H St Limited	Framework	1	B	28	DC
16G, 16H	Columbia Pike- Pentagon City	Framework	1	C	27	VA
10A	Alexandria-Pentagon	Framework	1	D	24	VA
25B	Landmark-Ballston	Framework	1	D	23	VA
74	Convention Center- Southwest Waterfront	Framework	1	D	18	DC
NH2	National Harbor-Alexandria	Framework	1	D	11	VA
K9	New Hampshire Ave. - Maryland Limited	Framework	2	D	--	MD
C2, C4	Greenbelt-Twinbrook	Framework	2	B	61	MD
28A	Leesburg Pike	Framework	2	C	52	VA
K6	New Hampshire Ave. - Maryland	Framework	2	A	46	MD
F4	New Carrollton-Silver Spring	Framework	2	B	45	MD
B2	Bladensburg Road-Anacostia	Framework	2	A	43	DC

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
W4	Deanwood-Alabama Avenue	Framework	2	A	41	DC
V2, V4	Capitol Heights - Minnesota Ave.	Framework	2	A	41	DC
Y2, Y7, Y8	Georgia Avenue-Maryland	Framework	2	B	41	MD
Q1, Q2, Q4, Q5, Q6	Veirs Mill Road	Framework	2	B	38	MD
J1, J2	Bethesda-Silver Spring	Framework	2	C	37	MD
23A, 23B, 23T	Mclean-Crystal City	Framework	2	C	37	VA
1A, 1B	Wilson Blvd. -Vienna	Framework	2	C	35	VA
N2, N4, N6	Massachusetts Avenue	Framework	2	C	34	DC
E4	Military Road-Crosstown	Framework	2	B	34	DC
C8	College Park-White Flint	Framework	2	D	30	MD
22A, 22F	Barcroft-South Fairlington	Framework	2	D	30	VA
29K, 29N	Alexandria-Fairfax	Framework	2	C	29	VA
2A	Washington Blvd. -Dunn Loring	Framework	2	C	26	VA
Z6	Calverton-Westfarm	Framework	2	C	23	MD
Z8	Fairland	Framework	2	C	22	MD
1C	Fair Oaks-Fairfax Blvd.	Framework	2	D	21	VA
P12	Eastover-Addison Road	Framework	3	A	38	MD
D12, D14	Oxon Hill-Suitland	Framework	3	B	34	MD
R1, R2	Riggs Road	Framework	3	B	34	MD
T18	Annapolis Road	Framework	3	A	30	MD
REX	Richmond Highway Express	Framework	3	B	30	VA
83, 86	College Park	Framework	3	B	29	MD
A12	Martin Luther King Jr. Highway	Framework	3	C	25	MD
F6	New Carrollton-Fort Totten	Framework	3	B	23	MD
T14	Rhode Island Avenue - New Carrollton	Framework	3	B	21	MD
F1, F2	Chillum Road	Framework	3	B	20	MD
V12	District Heights-Suitland	Framework	3	B	17	MD
R12	Kenilworth Avenue	Framework	3	C	16	MD

Routes	Line	Classification	Tier	Grade	Line Benefit Score	Jurisdiction
7M	Mark Center-Pentagon	Gap	1	---	17	VA
A31, A32, A33	Minnesota Avenue -Anacostia	Gap	1	---	13	DC
S41	Rhode Island Avenue- Carver Terrace	Gap	1	---	7	DC
D31, D32, D33, D34	16th Street-Tenleytown	Gap	2	---	26	DC
W45, W47	Mt. Pleasant - Tenleytown Line	Gap	2	---	20	DC
D51	Congress Heights-Georgetown	Gap	2	---	18	DC
S35	Fort Dupont Shuttle	Gap	3	---	11	DC

Glossary

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

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

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

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

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

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

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

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

Line Benefit Score: Complements the application of service guidelines by evaluating individual lines in context of their relative contribution to the overall network. It is composed of three evaluation factors that are all weighted equally:

Ridership: Total average weekday ridership measures the demand for the line/route.

Population Served: Since each service type has its own function within the transit network, they are evaluated based on access by different populations:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Line Table of Contents (by line name)

metrobus

metrobus

About the Line

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

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

Line Benefit Score

77

Out of 100
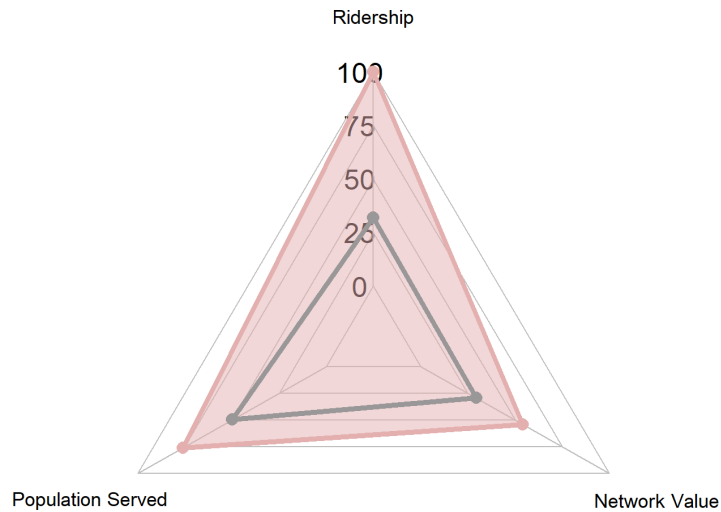
Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	76	54	100	

Operating Statistics

	Annual Operating Costs	$10,424,354
	Peak Vehicles	21
	Vehicle Type(s)	40 Foot

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

	Service Area Population		166,902
	People of Color Population	*Service Area*	67,144
		% Riders Surveyed	70%
	Low Income Household	*Service Area*	40,412
		% Riders Surveyed	46%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership	

54 — 1,650,411
52 — 1,481,359
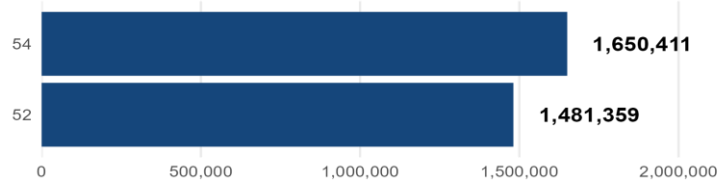
Top Transfer Locations	**McPherson Square, Columbia Heights, Takoma**

Average Daily Ridership
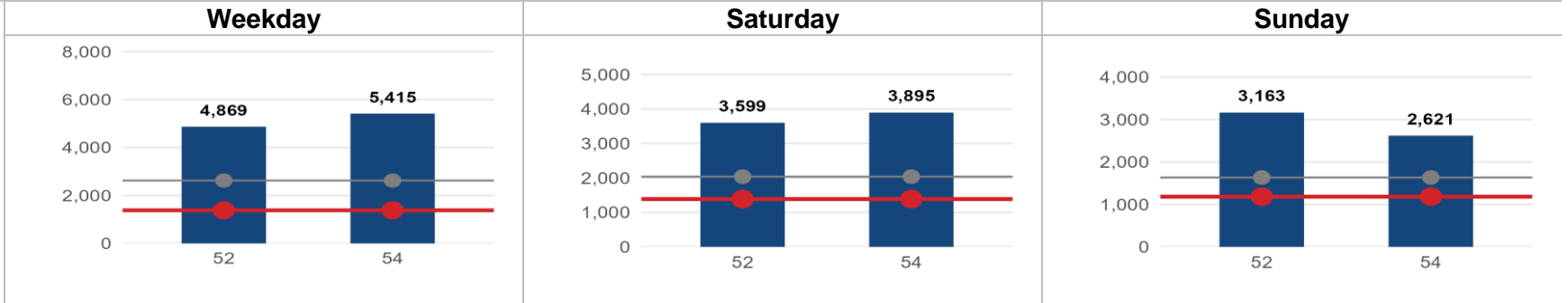
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
52: 4,869 / 54: 5,415	52: 3,599 / 54: 3,895	52: 3,163 / 54: 2,621

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
N:12 S:14	N:17 S:25	N:21 S:24	N:27 S:23	N:23 S:11	N:19 S:5	N:20 S:20	N:20 S:20
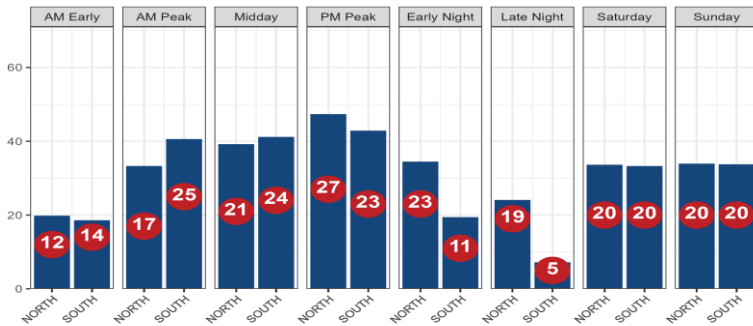
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.61	0.61
	Off-Peak Maximum Target: 1.0	0.52	0.44
	Saturday Maximum Target: 1.0	0.5	0.5
	Sunday Maximum Target: 1.0	0.5	0.51

metrobus

Span and Frequency

B 14th Street

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:00 AM - 2:33 AM	-	A	4:30 AM - 2:37 AM	-	A	4:45 AM - 2:39 AM	-	A
Frequency of Service | varies	Peak: 10.7 / Off-Peak: 10.9	Peak: 16.6 / Off-Peak: 20	B	15.2	22.5	B	18.3	25.9	B
Productivity									
Passengers per Revenue Hour | 30	36.2	24.4	A	34.8	21.6	A	35.1	20.0	A
Passengers per Revenue Mile | 4	5.1	3.2	A	4.7	2.7	A	4.6	2.4	A
Reliability									
On-Time Performance | 79%	71%	74%	D	70%	72%	D	71%	76%	D
Crowding | 5%	3%	1%	A	4%	1%	A	3%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.48 Peak: 0.61	Off-Peak: 0.29 Peak: 0.38	A	0.5	0.29	A	0.51	0.26	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$3.29	$ 5.47	A	$3.43	$ 6.24	A	$3.40	$ 6.78	A
Cost Recovery | 25%	33%	21%	A	32%	18%	A	32%	17%	A

metrobus

Route 52

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.5	5.2	E
Route Design — **Circuity |** 1.75	1.31	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	31.2	24.4	B	30.3	21.6	B	31.3	20.0	B
	Passengers per Revenue Mile | 4	4.5	3.2	A	4.1	2.7	B	4.1	2.4	B
	Unique Segment Ridership | 10%	5%	22%	D	12%	34%	B	10%	34%	C
Reliability	**On-Time Performance |** 79%	72%	74%	D	69%	72%	D	73%	76%	D
	Crowding | 5%	2%	1%	A	3%	1%	A	4%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.55	Off-Peak: 0.29 Peak: 0.38	A	0.44	0.29	A	0.47	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.82	$ 5.47	A	$3.94	$ 6.24	A	$3.82	$ 6.78	A
	Cost Recovery | 25%	29%	21%	A	28%	18%	A	29%	17%	A

metrobus

Route 54

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.9	5.2	E
Route Design — **Circuity |** 1.75	1.13	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	42.3	24.4	A	40.4	21.6	A	41.3	20.0	A
	Passengers per Revenue Mile | 4	5.9	3.2	A	5.5	2.7	A	5.5	2.4	A
	Unique Segment Ridership | 10%	3%	22%	E	4%	34%	E	3%	34%	E
Reliability	**On-Time Performance |** 79%	70%	74%	D	70%	72%	D	67%	76%	E
	Crowding | 5%	3%	1%	A	6%	1%	D	3%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.54 Peak: 0.67	Off-Peak: 0.29 Peak: 0.38	A	0.58	0.29	A	0.58	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.82	$ 5.47	A	$2.96	$ 6.24	A	$2.89	$ 6.78	A
	Cost Recovery | 25%	39%	21%	A	37%	18%	A	38%	17%	A
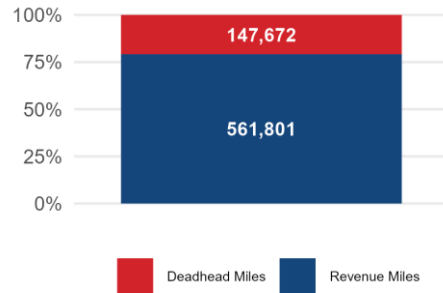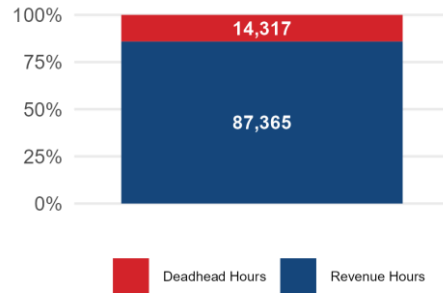
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 147,672
- Revenue Miles: 561,801

Hours Allocation

- Deadhead Hours: 14,317
- Revenue Hours: 87,365

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
52	18.20	4,245	4,186 (98.6%)
54	14.40	3,498	3,441 (98.4%)

Service Change Summary

Route 52 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route 54 - Dec 2021:
Weekday: Move NB (4:07pm) school trip to 3:45pm; move NB (3:30pm) trip to 3:40pm; Saturday: No change; Sunday: No change;
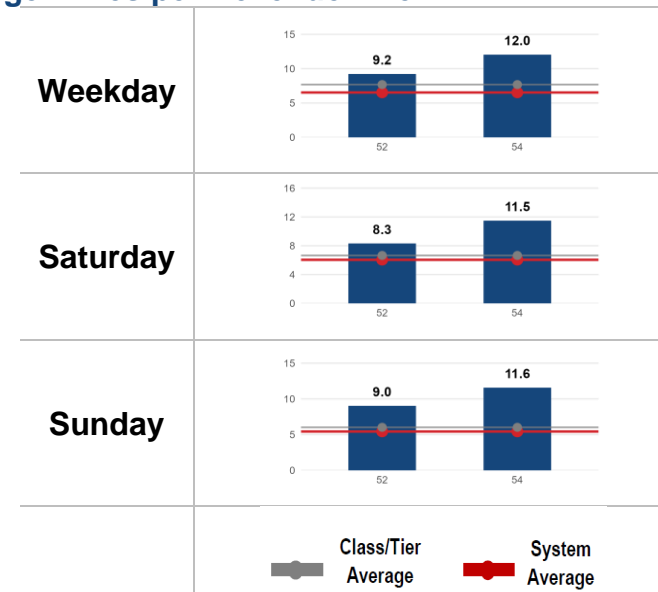
Passenger Miles per Revenue Mile

Weekday
- 52: 9.2
- 54: 12.0

Saturday
- 52: 8.3
- 54: 11.5

Sunday
- 52: 9.0
- 54: 11.6

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

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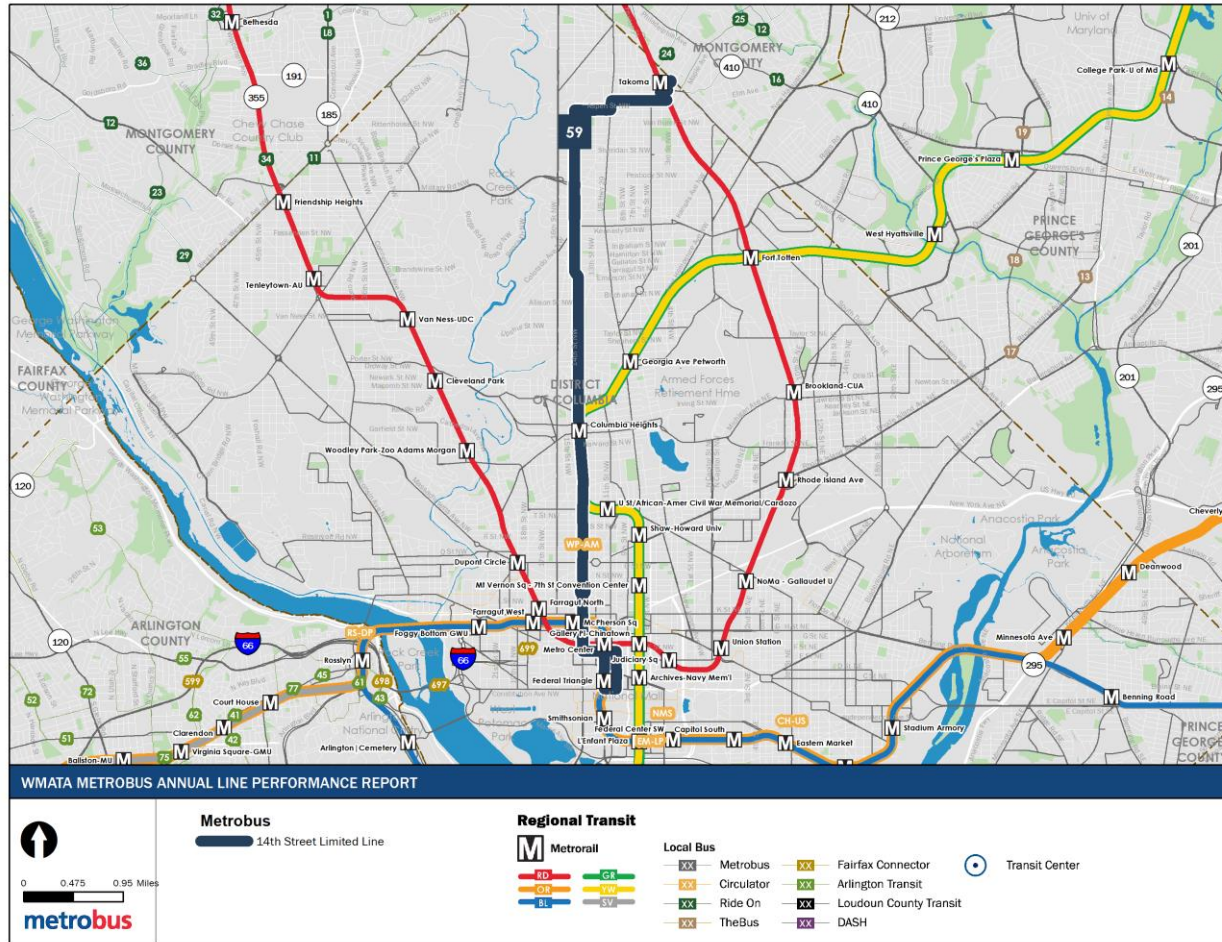
Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

32
Out of 100
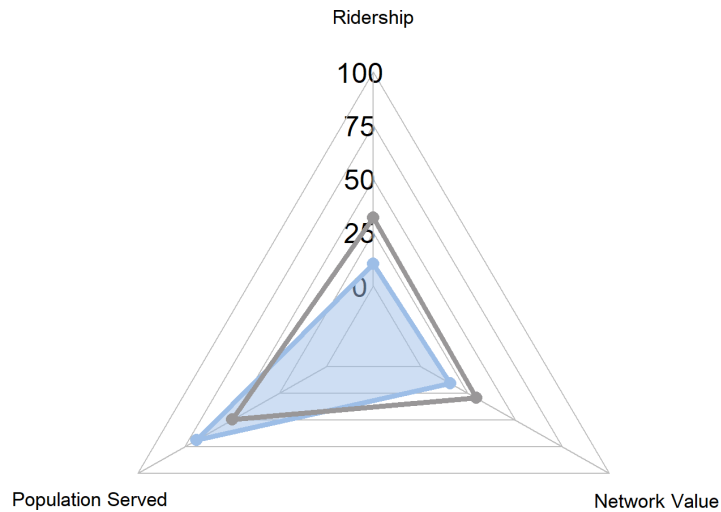
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	69	16	10	
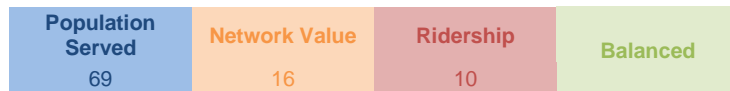
Operating Statistics

	Annual Operating Costs	$1,168,167
	Peak Vehicles	8
	Vehicle Type(s)	EXTRA/LC

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

	Service Area Population		71,305
	People of Color Population	Service Area	28,537
		% Riders Surveyed	72%
	Low Income Household	Service Area	17,179
		% Riders Surveyed	38%

Facilities/Amenities

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

Ridership

Annual Ridership
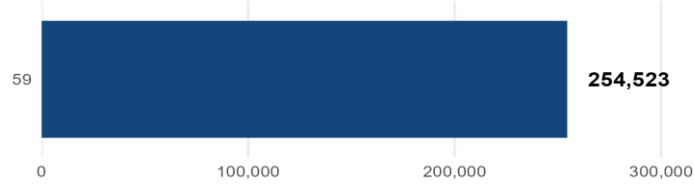
59	254,523

Chart axis: 0, 100,000, 200,000, 300,000

Top Transfer Locations

McPherson Square, Columbia Heights, Takoma

Weekday	Saturday	Sunday

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday: 1,077 (System Average), Class/Tier Average ~2,600, bar value 59

Saturday: *No Service*

Sunday: *No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Peak: NORTH 11, SOUTH 17
Midday: SOUTH 14
PM Peak: NORTH 17, SOUTH 13
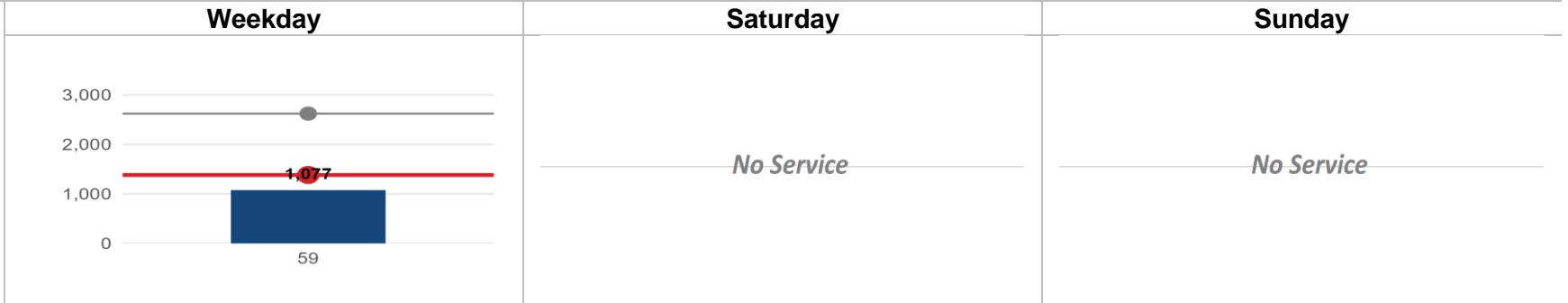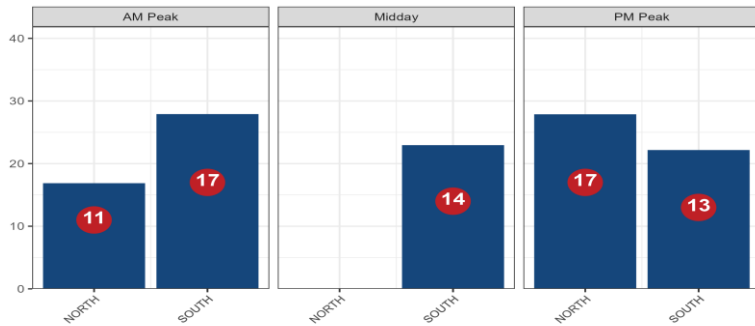
Vehicle Load Factor

	Direction:	SOUTH	NORTH
Weekday	**Peak** Maximum Target: 1.2	0.39	0.36
	Off-Peak Maximum Target: 1.0	0.35	
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

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

- Standard
- Trunk
- 59

Saturday (by Hour)

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

No Service

Sunday (by Hour)

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

No Service

C 14th Street Limited

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	6:21 AM - 9:50 AM; 3:45 PM - 7:39 PM	-	E	-	-	-	-	-	-
Frequency of Service | varies	Peak: 22.5 / Off-Peak: NA	Peak: 16.6 / Off-Peak: 20	D	-	-	-	-	-	-
Productivity — **Passengers per Revenue Hour** | 30	25.8	24.4	D	-	-	-	-	-	-
Passengers per Revenue Mile | 4	3.4	3.2	D	-	-	-	-	-	-
Reliability — **On-Time Performance** | 79%	68%	74%	E	-	-	-	-	-	-
Crowding | 5%	1%	1%	A	-	-	-	-	-	-
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.37	Off-Peak: 0.29 Peak: 0.38	A	-	-	-	-	-	-
Cost Effectiveness — **Operating Cost per Passenger Trip** | $5	$4.63	$ 5.47	A	-	-	-	-	-	-
Cost Recovery | 25%	26%	21%	B	-	-	-	-	-	-

metrobus

Route 59

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	2.5	5.2	E
Route Design **Circuity |** 1.75	1.09	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	25.8	24.4	D	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	3.4	3.2	D	-	-	-	-	-	-
	Unique Segment Ridership | 10%	13%	22%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	68%	74%	E	-	-	-	-	-	-
	Crowding | 5%	1%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.37	Off-Peak: 0.29 Peak: 0.38	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.63	$ 5.47	A	-	-	-	-	-	-
	Cost Recovery | 25%	26%	21%	B	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 38,474
- Revenue Miles: 73,793

Hours Allocation

- Deadhead Hours: 3,156
- Revenue Hours: 9,790

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
59	14.60	861	843 (97.9%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday — 59

Saturday — No Service

Sunday — No Service

- Class/Tier Average
- System Average

About the Line

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— 16th Street Line

Regional Transit

M Metrorail

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

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

metrobus

Line Benefit Score

57
Out of 100

Ridership — Network Value — Population Served

Classification Average △

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	82	43	47	

Operating Statistics

📅	**Annual Operating Costs**	$7,706,614
🚌	**Peak Vehicles**	16
🚌🚌🚌	**Vehicle Type(s)**	40 Foot, 60 Foot

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

👥	**Service Area Population**		89,025
👥	**People of Color Population**	Service Area	33,167
		% Riders Surveyed	61%
🏠	**Low Income Household**	Service Area	17,555
		% Riders Surveyed	31%

Facilities/Amenities

Ⓜ metro	**Bus Stops**	121
🚏	**% Stops With Shelters**	31%
🪑	**% Stops With Benches**	27%
9:00	**% Stops With Real-Time Signs**	27%
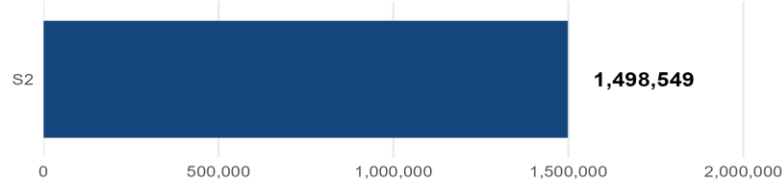
metrobus

Ridership

Annual Ridership	S2 — 1,498,549 *(bar chart, axis 0 to 2,000,000)*
Top Transfer Locations	**McPherson Square, Columbia Heights, Silver Spring**

Average Daily Ridership

— Class/Tier Average (grey)
— System Average (red)

Weekday	Saturday	Sunday
4,879 (S2)	**3,596** (S2)	**2,757** (S2)

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	13	17
AM Peak	12	23
Midday	15	20
PM Peak	24	18
Early Night	21	9
Late Night	15	4
Saturday	17	14
Sunday	17	15
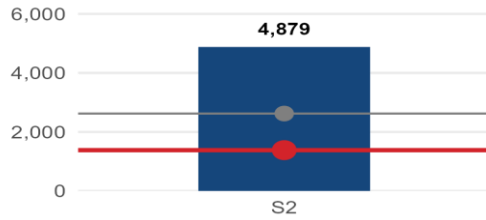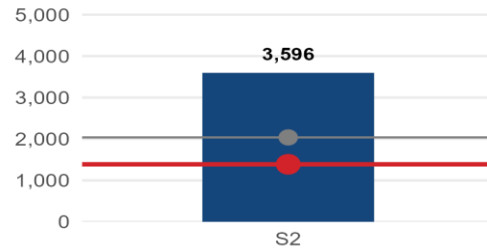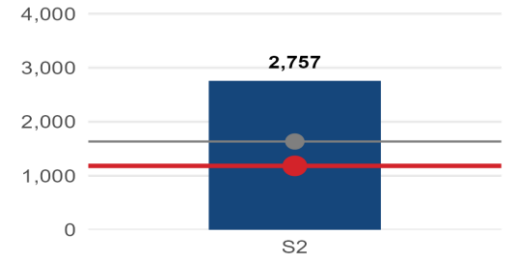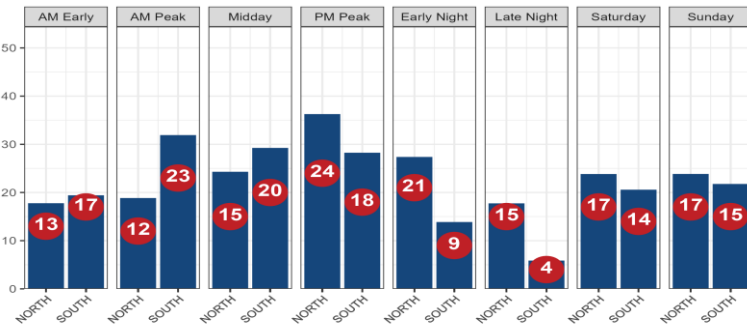
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.43	0.46
	Off-Peak Maximum Target: 1.0	0.37	0.31
	Saturday Maximum Target: 1.0	0.41	0.35
	Sunday Maximum Target: 1.0	0.41	0.37

Span and Frequency

C 16th Street

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:00 AM - 2:35 AM	-	A	4:15 AM - 2:34 AM	-	A	4:27 AM - 2:39 AM	-	A
	Frequency of Service | varies	Peak: 11.3 / Off-Peak: 14.1	Peak: 16.6 / Off-Peak: 20	B	16.6	22.5	B	22.1	25.9	C
Productivity	**Passengers per Revenue Hour | 30**	25.7	24.4	D	22.1	21.6	E	23.1	20.0	E
	Passengers per Revenue Mile | 4	2.9	3.2	E	2.5	2.7	E	2.6	2.4	E
Reliability	**On-Time Performance | 79%**	73%	74%	D	72%	72%	D	71%	76%	D
	Crowding | 5%	2%	1%	A	3%	1%	A	1%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.45	Off-Peak: 0.29 Peak: 0.38	A	0.38	0.29	A	0.39	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$4.65	$ 5.47	A	$5.40	$ 6.24	B	$5.16	$ 6.78	B
	Cost Recovery | 25%	28%	21%	A	24%	18%	C	25%	17%	B

metrobus

Route S2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	6.1	5.2	E
Route Design	Circuity | 1.75	1.31	1.29	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	25.7	24.4	D	22.1	21.6	E	23.1	20.0	E
	Passengers per Revenue Mile | 4	2.9	3.2	E	2.5	2.7	E	2.6	2.4	E
	Unique Segment Ridership | 10%	31%	22%	A	39%	34%	A	39%	34%	A
Reliability	On-Time Performance | 79%	73%	74%	D	72%	72%	D	71%	76%	D
	Crowding | 5%	2%	1%	A	3%	1%	A	1%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.45	Off-Peak: 0.29 Peak: 0.38	A	0.38	0.29	A	0.39	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$4.65	$ 5.47	A	$5.40	$ 6.24	B	$5.16	$ 6.78	B
	Cost Recovery | 25%	28%	21%	A	24%	18%	C	25%	17%	B

Operational Analysis
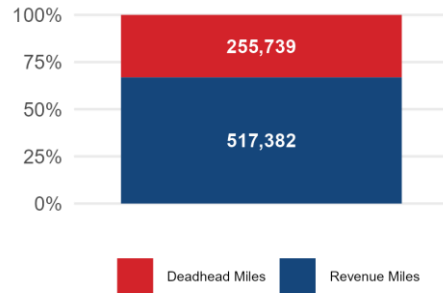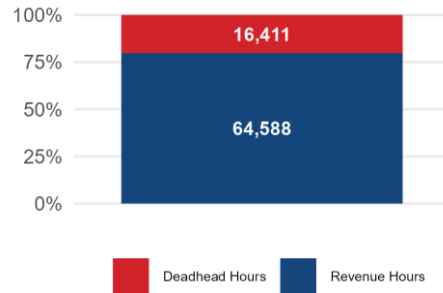
Miles Allocation

- Deadhead Miles: 255,739
- Revenue Miles: 517,382

Hours Allocation

- Deadhead Hours: 16,411
- Revenue Hours: 64,588

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S2	20.20	5,477	5,451 (99.5%)

Service Change Summary

Route S2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

9

Saturday

8

Sunday

9

- Class/Tier Average
- System Average

About the Line

Service Classification

Gap

Activity Tier

2

Overall Grade

Line	-

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

Line Benefit Score

<div style="border:1px solid #000">

26

Out of 100

</div>

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	71	2	3	
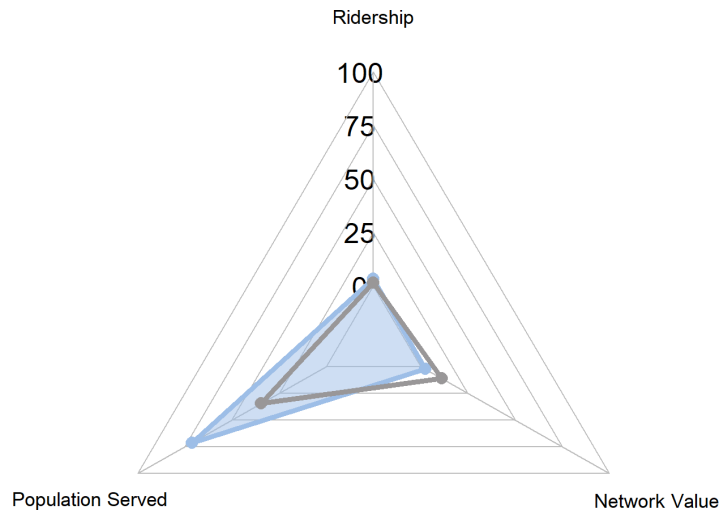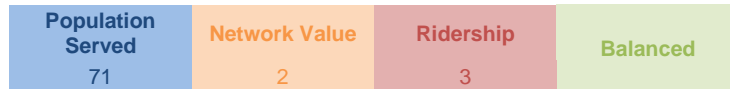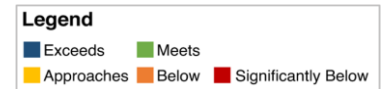
Operating Statistics

	Annual Operating Costs	$138,686
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot, 60 Foot

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

	Service Area Population		114,360
	People of Color Population	Service Area	40,056
		% Riders Surveyed	
	Low Income Household	Service Area	23,780
		% Riders Surveyed	

Facilities/Amenities

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

Ridership

Annual Ridership

Route	Ridership
D34	8,400
D33	12,146
D32	22,476
D31	21,738

(Chart x-axis: 0, 10,000, 20,000, 30,000)
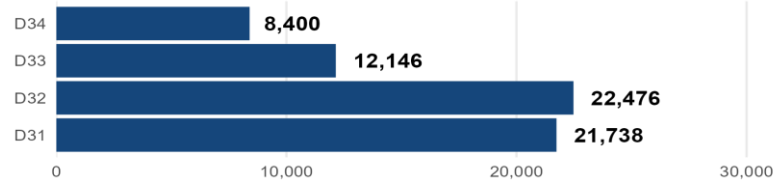
Top Transfer Locations

Columbia Heights, Cleveland Park, Tenleytown-AU

Average Daily Ridership
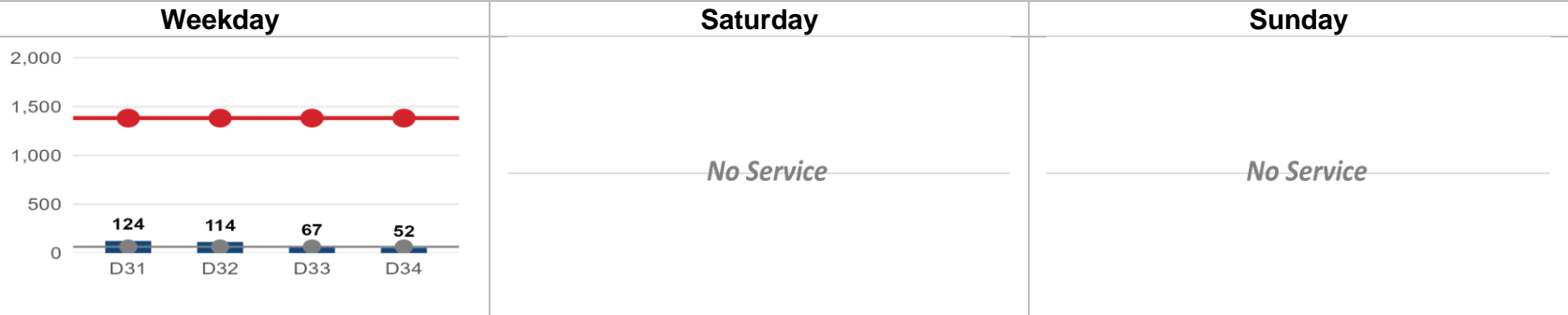
- Class/Tier Average
- System Average

	Weekday	Saturday	Sunday
	D31: 124, D32: 114, D33: 67, D34: 52	*No Service*	*No Service*

(Weekday chart y-axis: 0, 500, 1,000, 1,500, 2,000)

Average Trip Ridership and Maximum Load by Time Period

AM Peak — WEST: 29
PM Peak — EAST: 25

(Chart y-axis: 0, 10, 20, 30, 40)
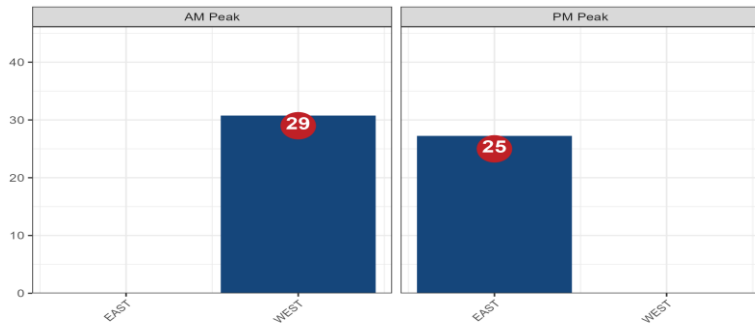
Vehicle Load Factor

Direction:		EAST	WEST
Weekday	**Peak** Maximum Target: NA		
	Off-Peak Maximum Target: NA	0.62	0.73
	Saturday Maximum Target: NA		
	Sunday Maximum Target: NA		

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

- 16th Street-Tenleytown

Measure	Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	7:26 AM - 8:26 AM; 3:40 PM - 4:55 PM	-	-	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 8.2 / Off-Peak: NA	Peak: 4.1 / Off-Peak: NA	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |**	62.3	54.1	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	6.2	5.6	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	59%	56%	-	-	-	-	-	-	-
	Crowding |	2%	1%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$1.91	$ 3.67	-	-	-	-	-	-	-
	Cost Recovery |	107%	73%	-	-	-	-	-	-	-

metrobus

Route D31

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

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour |	51.8	54.1	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	5.9	5.6	-	-	-	-	-	-	-
	Unique Segment Ridership |	3%	11%	-	-	-	-	-	-	-
Reliability	On-Time Performance |	40%	56%	-	-	-	-	-	-	-
	Crowding |	0%	1%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip |	$2.30	$ 3.67	-	-	-	-	-	-	-
	Cost Recovery |	88%	94%	-	-	-	-	-	-	-

metrobus

Route D32

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

		Weekday			Saturday			Sunday		
Measure	Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity Passengers per Revenue Hour	76.7	54.1	-	-	-	-	-	-	-
Passengers per Revenue Mile	7.8	5.6	-	-	-	-	-	-	-
Unique Segment Ridership	0%	11%	-	-	-	-	-	-	-
Reliability On-Time Performance	58%	56%	-	-	-	-	-	-	-
Crowding	4%	1%	-	-	-	-	-	-	-
Load Factor Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness Operating Cost per Passenger Trip	$1.56	$ 3.67	-	-	-	-	-	-	-
Cost Recovery	147%	94%	-	-	-	-	-	-	-

Route D33

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

	Measure	Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour	80.4	54.1	-	-	-	-	-	-	-
	Passengers per Revenue Mile	6.8	5.6	-	-	-	-	-	-	-
	Unique Segment Ridership	0%	11%	-	-	-	-	-	-	-
Reliability	On-Time Performance	63%	56%	-	-	-	-	-	-	-
	Crowding	0%	1%	-	-	-	-	-	-	-
	Load Factor Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip	$1.48	$ 3.67	-	-	-	-	-	-	-
	Cost Recovery	142%	94%	-	-	-	-	-	-	-

metrobus

Route D34

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

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |**	48.2	54.1	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	4.3	5.6	-	-	-	-	-	-	-
	Unique Segment Ridership |	0%	11%	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	77%	56%	-	-	-	-	-	-	-
	Crowding |	0%	1%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$2.48	$ 3.67	-	-	-	-	-	-	-
	Cost Recovery |	68%	94%	-	-	-	-	-	-	-
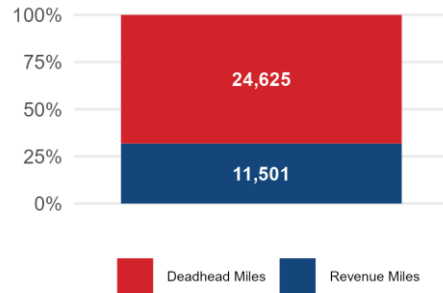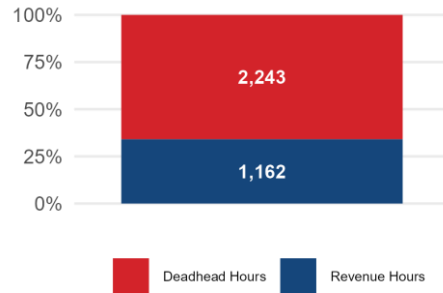
metrobus

Operational Analysis

Miles Allocation

24,625	Deadhead Miles
11,501	Revenue Miles

Hours Allocation

2,243	Deadhead Hours
1,162	Revenue Hours

Service Delivery (Monthly)

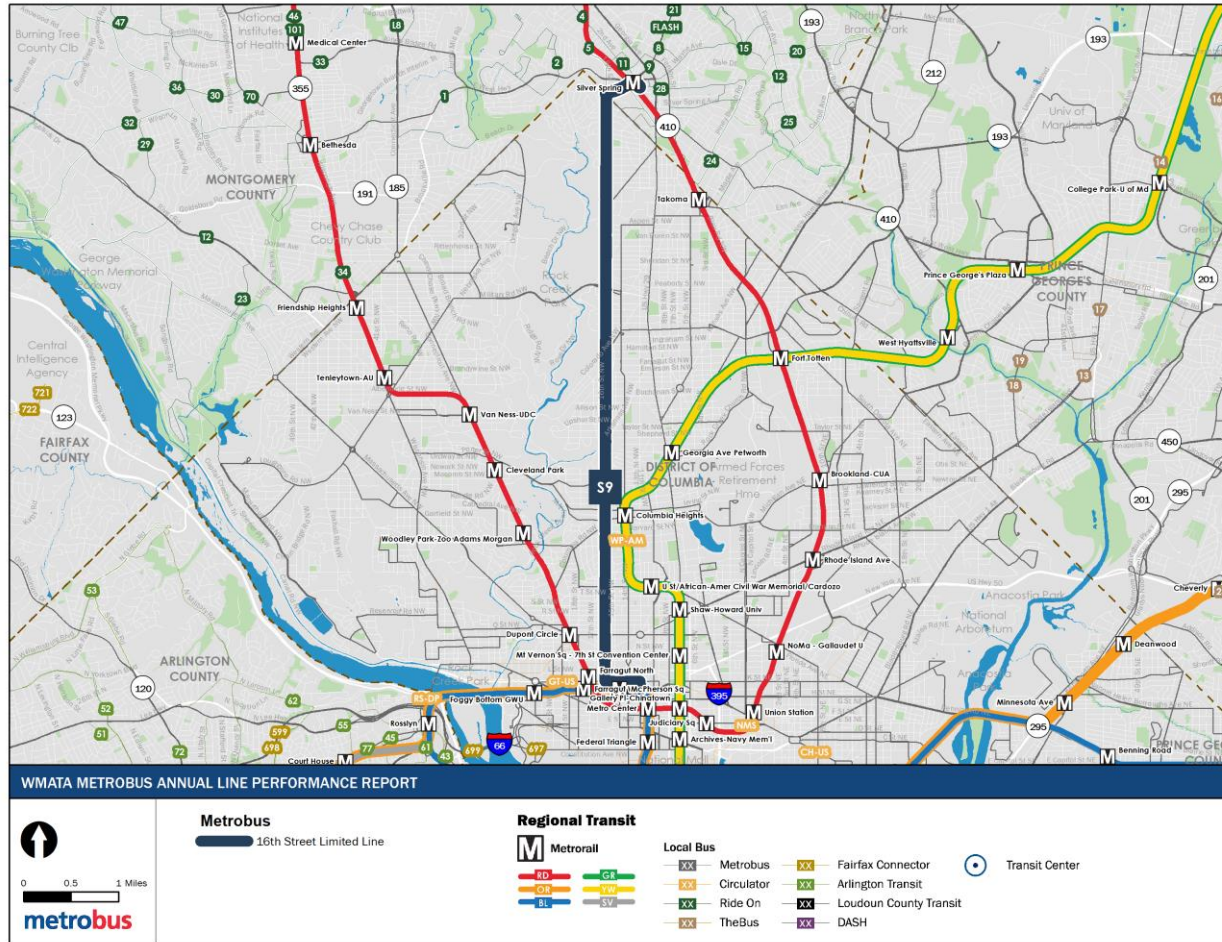| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D31	9.80	60	60 (100.0%)
D32	8.20	60	60 (100.0%)
D33	9.20	30	30 (100.0%)
D34	7.10	45	45 (100.0%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday

D31	D32	D33	D34
21.48	21.84	24.10	12.07

Saturday — *No Service*

Sunday — *No Service*

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

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

metrobus
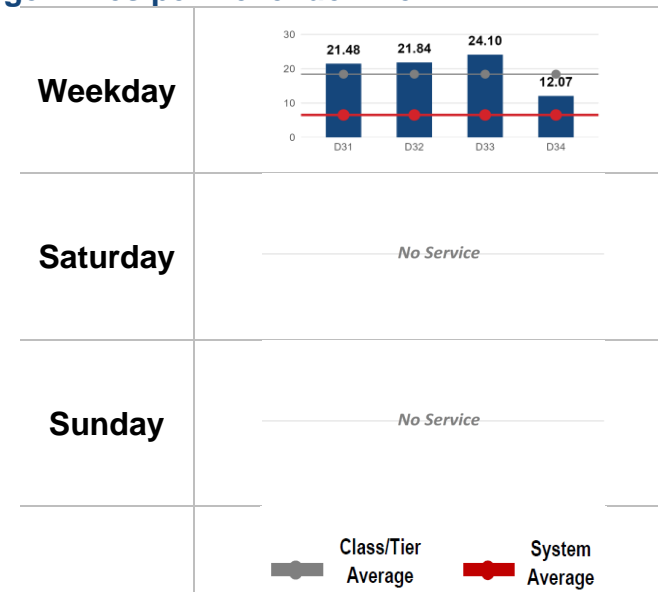
Line Benefit Score

	48
	Out of 100
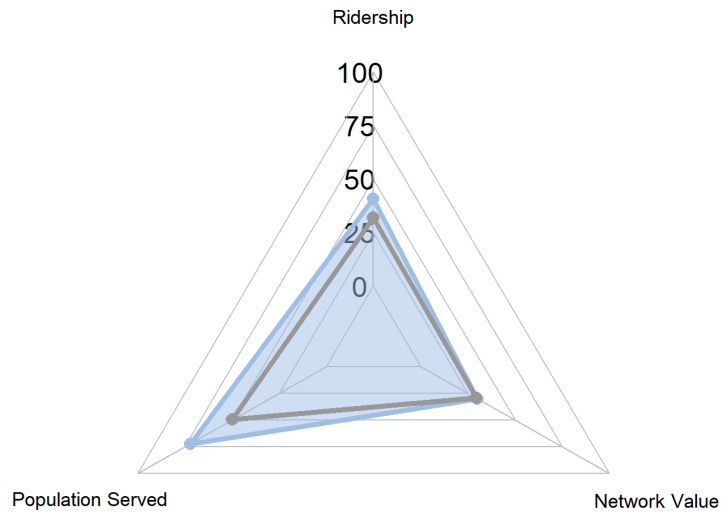
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	72	30	41	

Operating Statistics

	Annual Operating Costs	$5,703,212
	Peak Vehicles	17
	Vehicle Type(s)	40 Foot, 60 Foot, EXTRA/LC

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

	Service Area Population		72,436
	People of Color Population	*Service Area*	26,821
		% Riders Surveyed	60%
	Low Income Household	*Service Area*	14,026
		% Riders Surveyed	31%

Facilities/Amenities

	Bus Stops	43
	% Stops With Shelters	37%
	% Stops With Benches	30%
	% Stops With Real-Time Signs	42%

metrobus

Ridership

Annual Ridership

S9 — 1,241,754

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

Top Transfer Locations

McPherson Square, Columbia Heights, Silver Spring

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
4,188	2,458	2,186

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	14	18
AM Peak	11	23
Midday	11	16
PM Peak	16	16
Early Night	15	7
Late Night	17	
Saturday	12	13
Sunday	12	13

Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.38	0.5
	Off-Peak Maximum Target: 1.0	0.33	0.35
	Saturday Maximum Target: 1.0	0.3	0.32
	Sunday Maximum Target: 1.0	0.29	0.34

metrobus

Span and Frequency

C **16th Street Limited**

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:08 AM - 11:46 PM	-	A	6:08 AM - 11:37 PM	-	A	6:33 AM - 9:23 PM	-	C
Frequency of Service | varies	Peak: 8.1 / Off-Peak: 11.7	Peak: 16.6 / Off-Peak: 20	A	12.3	22.5	A	12.0	25.9	A
Productivity									
Passengers per Revenue Hour | 30	27.0	24.4	C	21.5	21.6	E	21.8	20.0	E
Passengers per Revenue Mile | 4	2.8	3.2	E	2.2	2.7	E	2.3	2.4	E
Reliability									
On-Time Performance | 79%	73%	74%	D	74%	72%	D	76%	76%	C
Crowding | 5%	2%	1%	A	0%	1%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.44	Off-Peak: 0.29 Peak: 0.38	A	0.31	0.29	A	0.31	0.26	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$4.41	$ 5.47	A	$5.55	$ 6.24	C	$5.47	$ 6.78	B
Cost Recovery | 25%	29%	21%	A	23%	18%	C	23%	17%	C

metrobus

Route S9

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3	5.2	E
Route Design	**Circuity |** 1.75	1.13	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	27.0	24.4	C	21.5	21.6	E	21.8	20.0	E
	Passengers per Revenue Mile | 4	2.8	3.2	E	2.2	2.7	E	2.3	2.4	E
	Unique Segment Ridership | 10%	18%	22%	A	23%	34%	A	23%	34%	A
Reliability	**On-Time Performance |** 79%	73%	74%	D	74%	72%	D	76%	76%	C
	Crowding | 5%	2%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.44	Off-Peak: 0.29 Peak: 0.38	A	0.31	0.29	A	0.31	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.41	$ 5.47	A	$5.55	$ 6.24	C	$5.47	$ 6.78	B
	Cost Recovery | 25%	29%	21%	A	23%	18%	C	23%	17%	C

Operational Analysis
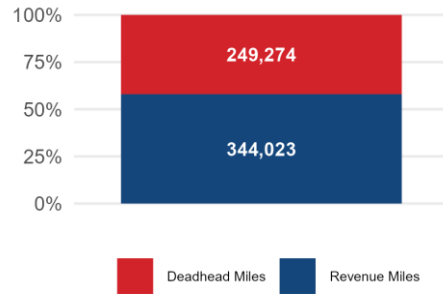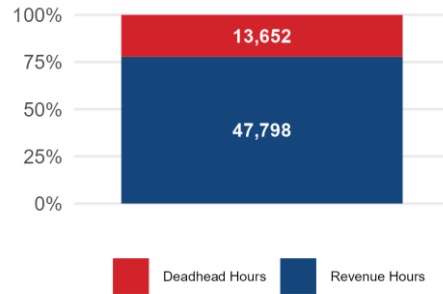
Miles Allocation

100% | 75% | 50% | 25% | 0%

249,274 (Deadhead Miles, red)
344,023 (Revenue Miles, blue)

Legend: ■ Deadhead Miles ■ Revenue Miles

Hours Allocation

100% | 75% | 50% | 25% | 0%

13,652 (Deadhead Hours, red)
47,798 (Revenue Hours, blue)

Legend: ■ Deadhead Hours ■ Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S9	14.80	5,820	5,794 (99.6%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday — S9: 9

Saturday — S9: 8

Sunday — S9: 8

Legend: ▬ Class/Tier Average   ▬ System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

2

Overall Grade

| Line | C |

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

Line Benefit Score

29

Out of 100

Ridership

100
75
50
25
0
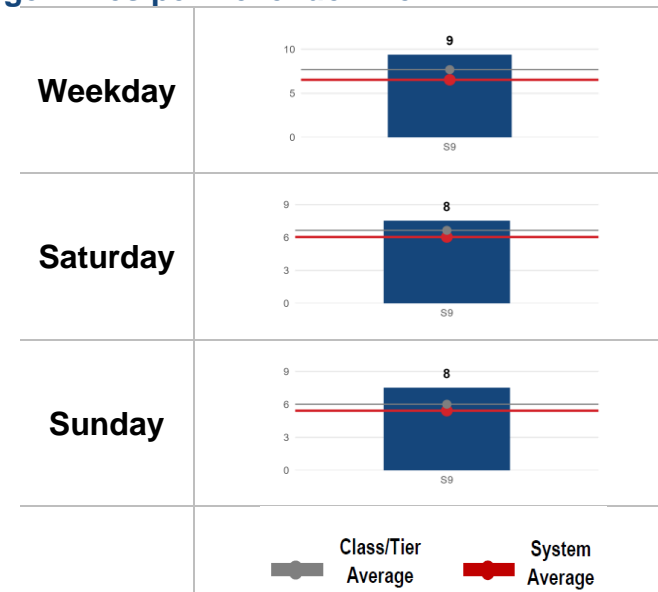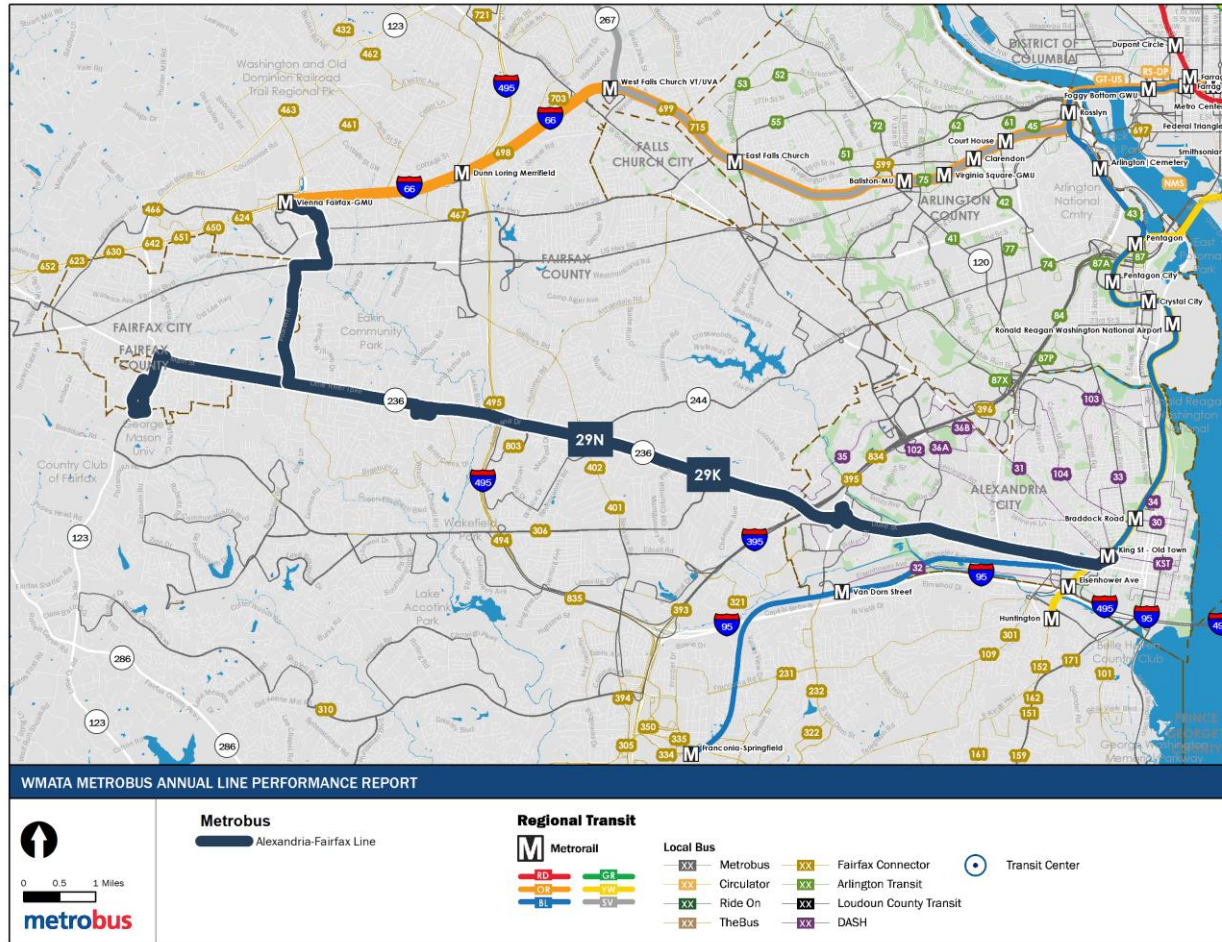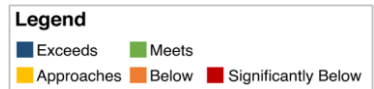
Population Served
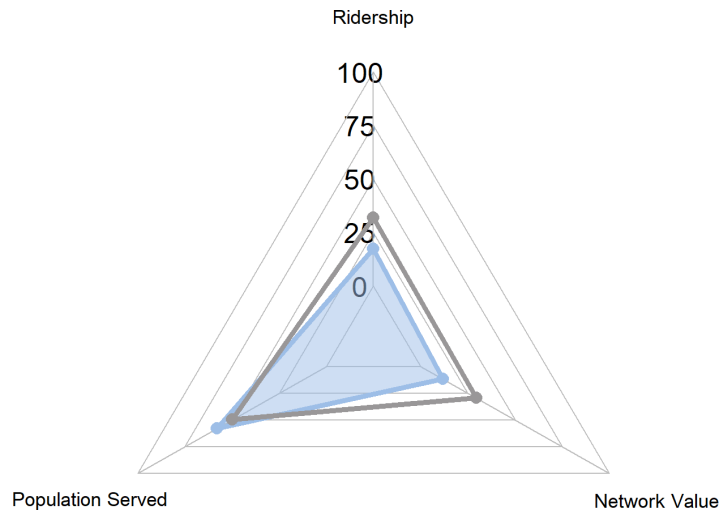
Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	58	12	17	

Operating Statistics

	Annual Operating Costs	$3,596,535
	Peak Vehicles	12
	Vehicle Type(s)	40 Foot

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

	Service Area Population		92,860
	People of Color Population	Service Area	40,258
		% Riders Surveyed	78%
	Low Income Household	Service Area	23,407
		% Riders Surveyed	63%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership	29N: 287,383 · 29K: 275,698
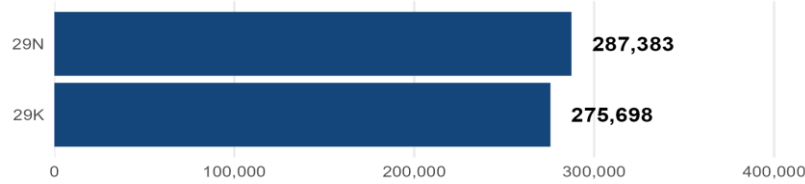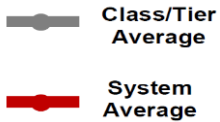
Top Transfer Locations — King Street, Vienna

Average Daily Ridership
- Class/Tier Average
- System Average
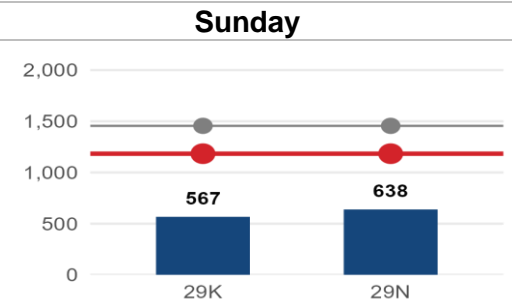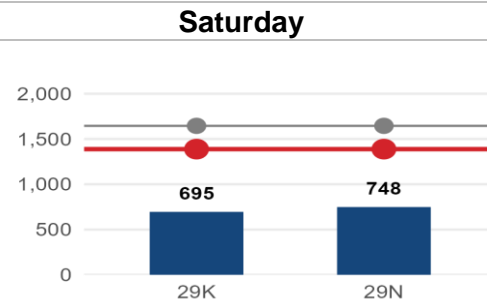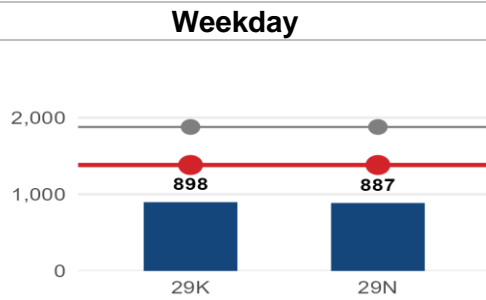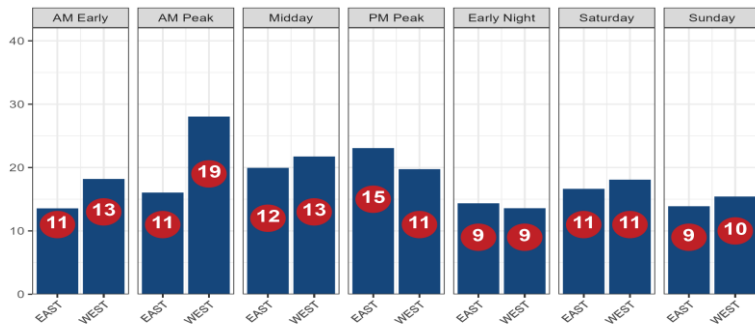
	Weekday	Saturday	Sunday
29K	898	695	567
29N	887	748	638

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	11	13
AM Peak	11	19
Midday	12	13
PM Peak	15	11
Early Night	9	9
Saturday	11	11
Sunday	9	10

Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** — Maximum Target: 1	0.33	0.37
	Off-Peak — Maximum Target: 1.0	0.28	0.29
	Saturday — Maximum Target: 1.0	0.27	0.27
	Sunday — Maximum Target: 1.0	0.22	0.24

Span and Frequency

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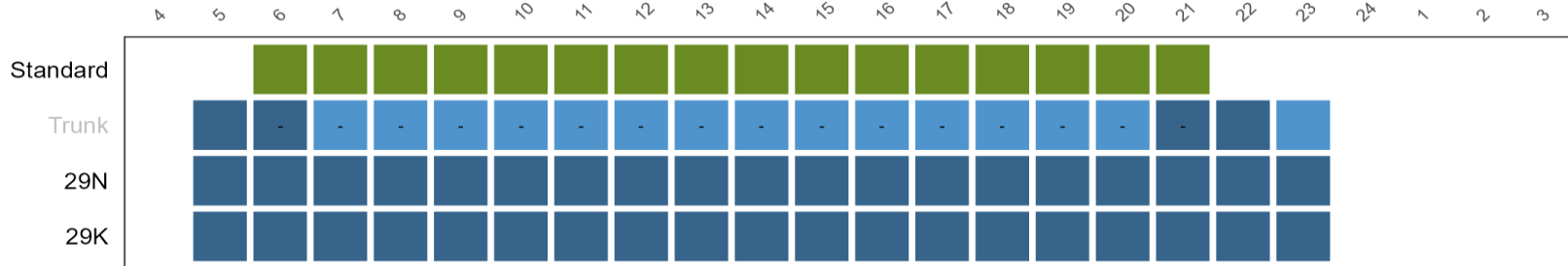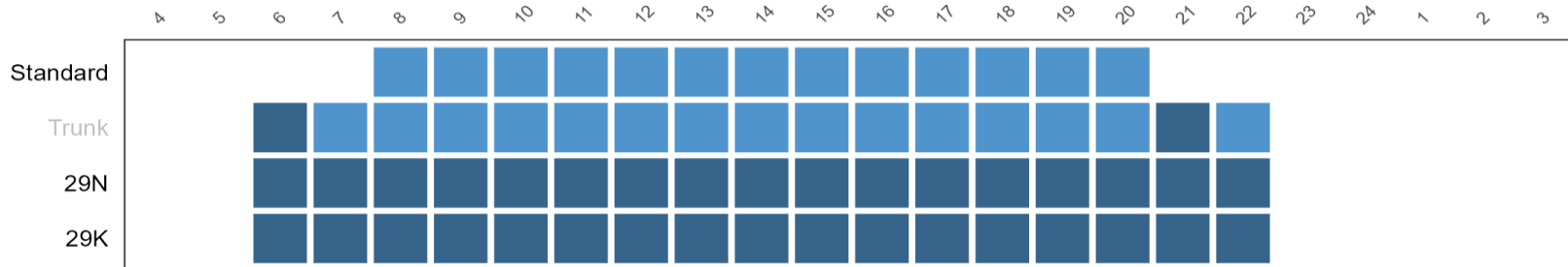
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
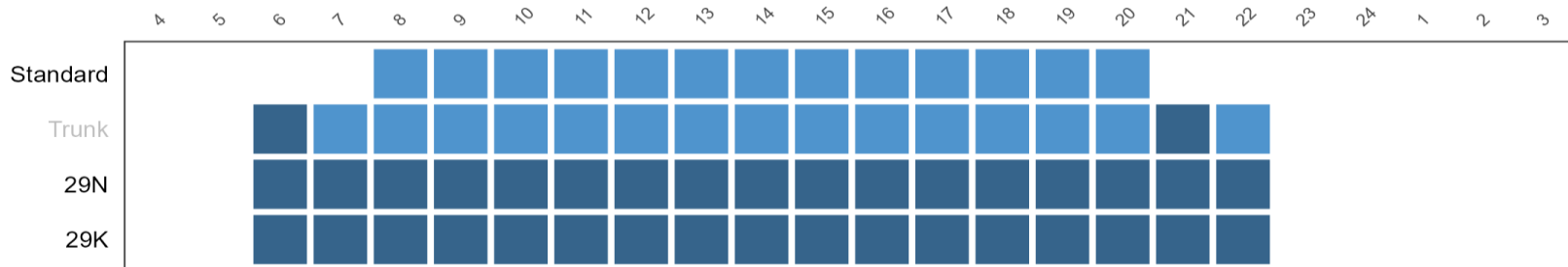
C Alexandria-Fairfax

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:29 AM - 11:30 PM	-	A	6:10 AM - 10:30 PM	-	A	6:10 AM - 10:30 PM	-	A
	Frequency of Service | varies	Peak: 26.6 / Off-Peak: 25.1	Peak: 20.8 / Off-Peak: 24.1	D	25.9	27.3	B	25.9	26.9	B
Productivity	**Passengers per Revenue Hour** | 20	15.2	20.3	E	13.1	20.2	E	11.2	18.1	E
	Passengers per Revenue Mile | 2	1.2	2.0	E	1.0	1.9	E	0.9	1.6	E
Reliability	**On-Time Performance** | 79%	77%	78%	C	74%	77%	D	75%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.35	Off-Peak: 0.3 Peak: 0.36	A	0.27	0.29	A	0.23	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$7.83	$ 6.80	E	$9.12	$ 6.78	E	$10.69	$ 7.75	E
	Cost Recovery | 20%	17%	18%	D	14%	16%	E	12%	14%	E

metrobus

Route 29K

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	3.5	4.7	E
Route Design Circuity | 1.75	1.16	1.46	A

	Measure | Standard	Weekday			Saturday			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	15.5	20.3	E	12.9	20.2	E	10.8	18.1	E
	Passengers per Revenue Mile | 2	1.2	2.0	E	1.0	1.9	E	0.9	1.6	E
	Unique Segment Ridership | 10%	11%	20%	B	14%	36%	A	15%	39%	A
Reliability	On-Time Performance | 79%	77%	78%	C	73%	77%	D	76%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.35	Off-Peak: 0.3 Peak: 0.36	A	0.27	0.31	A	0.23	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$7.69	$ 6.80	E	$9.26	$ 6.78	E	$11.04	$ 7.75	E
	Cost Recovery | 20%	17%	18%	D	14%	17%	E	12%	15%	E

metrobus

Route 29N

Measure | Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	3	4.7	E
Route Design Circuity | 1.75	1.27	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	15.0	20.3	E	13.3	20.2	E	11.5	18.1	E
	Passengers per Revenue Mile | 2	1.2	2.0	E	1.1	1.9	E	0.9	1.6	E
	Unique Segment Ridership | 10%	8%	20%	C	8%	36%	C	9%	39%	C
Reliability	On-Time Performance | 79%	78%	78%	C	75%	77%	C	74%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.35	Off-Peak: 0.3 Peak: 0.36	A	0.27	0.31	A	0.23	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$7.95	$ 6.80	E	$9.00	$ 6.78	E	$10.38	$ 7.75	E
	Cost Recovery | 20%	16%	18%	D	14%	17%	E	12%	15%	E

Operational Analysis
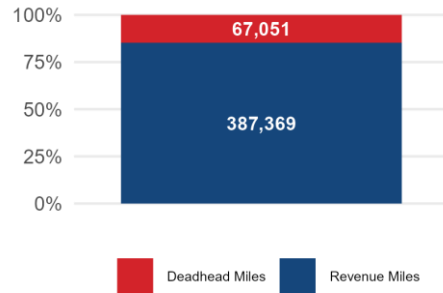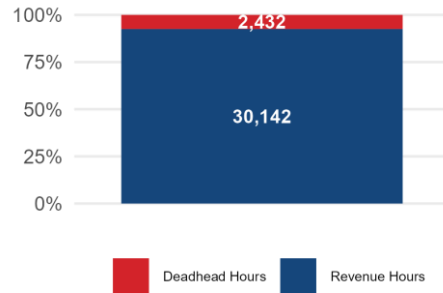
Miles Allocation

Deadhead Miles: 67,051
Revenue Miles: 387,369

Hours Allocation

Deadhead Hours: 2,432
Revenue Hours: 30,142

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
29K	34.30	1,434	1,424 (99.3%)
29N	34.90	1,443	1,437 (99.6%)

Service Change Summary

Route 29K - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;
Route 29N - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;

Passenger Miles per Revenue Mile

Weekday
29K: 7.27
29N: 6.78

Saturday
29K: 5.874
29N: 5.909

Sunday
29K: 5.084
29N: 5.066

Class/Tier Average
System Average

metrobus

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

Ridership

100
75
50
25
0
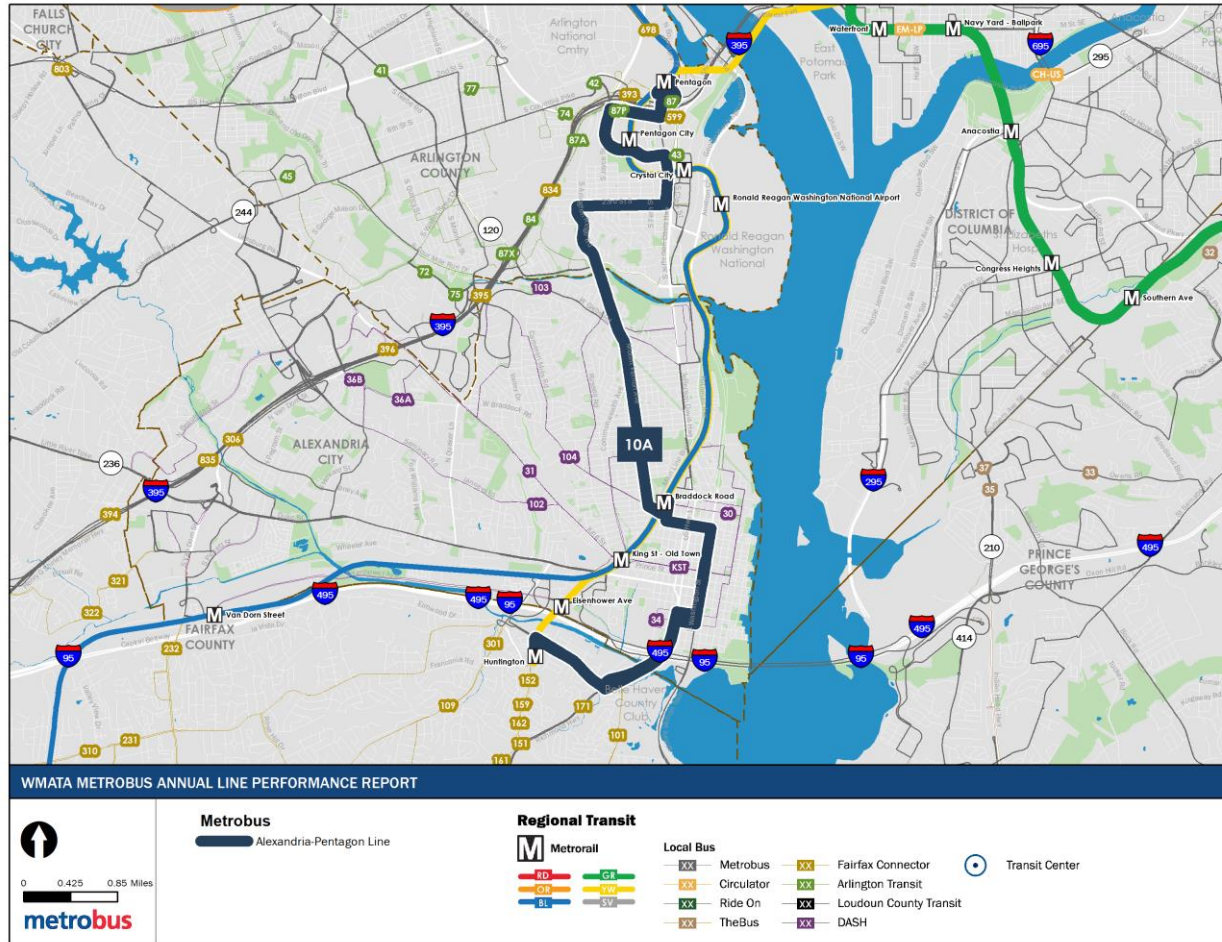
Population Served
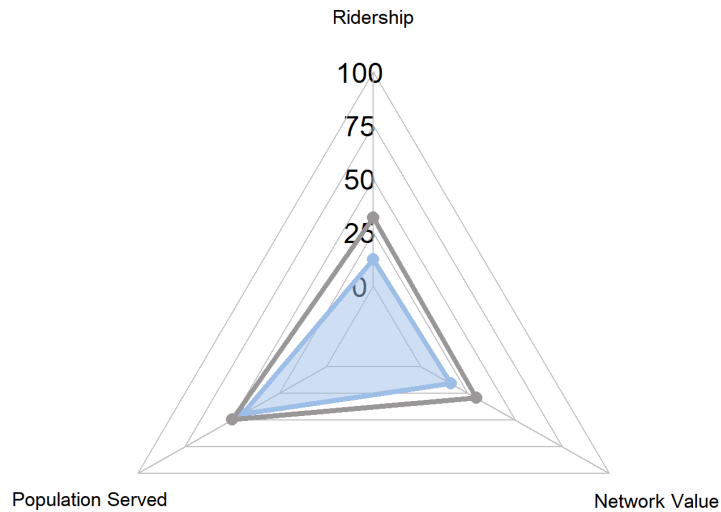
Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	45	16	12	

Operating Statistics

Annual Operating Costs		$2,940,198
Peak Vehicles		6
Vehicle Type(s)		40 Foot

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

Service Area Population			56,277
People of Color Population	Service Area	14,033
	% Riders Surveyed	62%
Low Income Household	Service Area	8,890
	% Riders Surveyed	34%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership	10A — **379,643**

Top Transfer Locations	**Braddock Road, Crystal City, Pentagon**
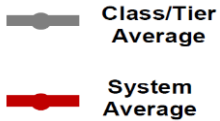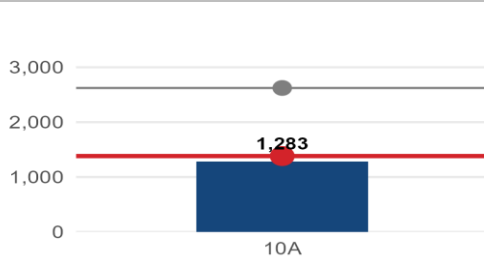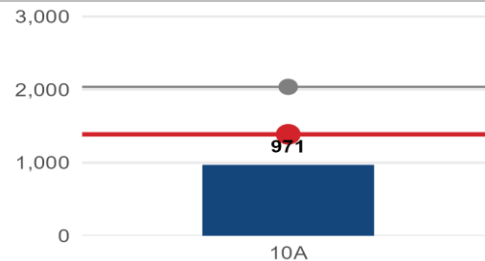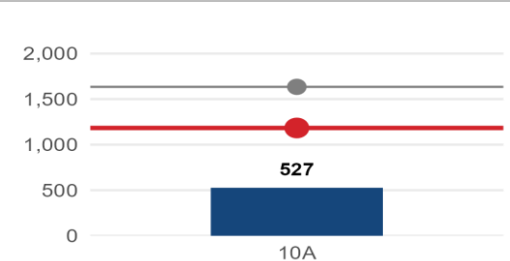
	Weekday	Saturday	Sunday
Average Daily Ridership — Class/Tier Average — System Average	1,283 (10A)	971 (10A)	527 (10A)

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	14	13
AM Peak	12	12
Midday	9	8
PM Peak	13	13
Early Night	10	8
Late Night	4	6
Saturday	10	8
Sunday	9	7
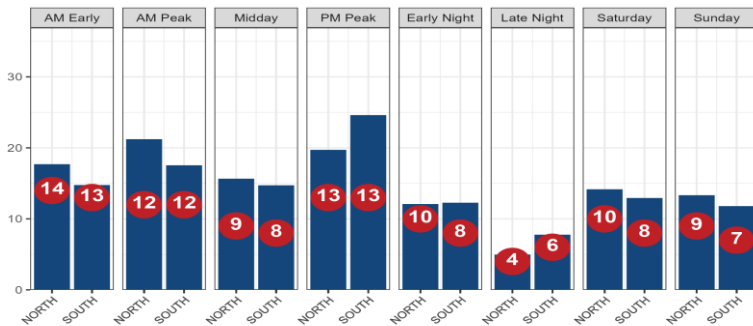
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.31	0.32
	Off-Peak Maximum Target: 1.0	0.24	0.2
	Saturday Maximum Target: 1.0	0.24	0.21
	Sunday Maximum Target: 1.0	0.23	0.18

metrobus

Span and Frequency

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

Weekday (by Hour)

Rows: Standard, Trunk, 10A (hours 4–24, 1–3)

Saturday (by Hour)

Rows: Standard, Trunk, 10A (hours 4–24, 1–3)

Sunday (by Hour)

Rows: Standard, Trunk, 10A (hours 4–24, 1–3)

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

55
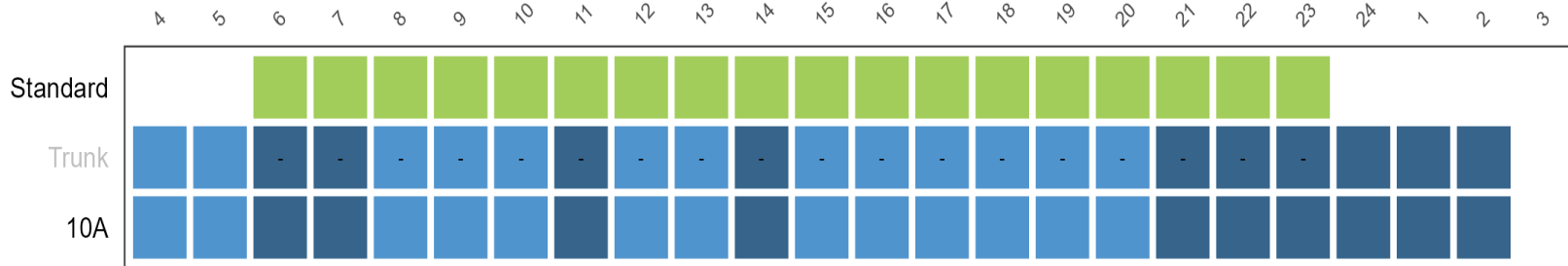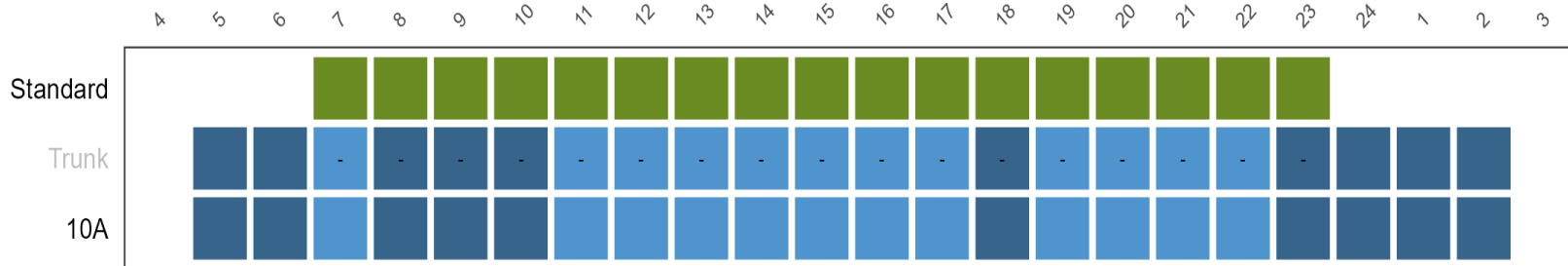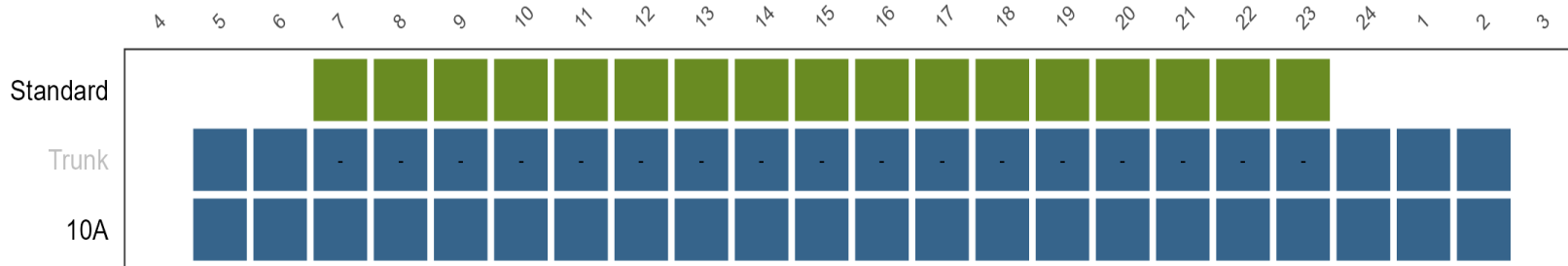
D Alexandria-Pentagon

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: 30.2 / Off-Peak: 30.2	Peak: 16.6 / Off-Peak: 20	E	31.0	22.5	E	60.3	25.9	E
Productivity	**Passengers per Revenue Hour** | 30	15.3	24.4	E	13.8	21.6	E	11.4	20.0	E
	Passengers per Revenue Mile | 4	1.6	3.2	E	1.3	2.7	E	1.2	2.4	E
Reliability	**On-Time Performance** | 79%	84%	74%	B	80%	72%	B	80%	76%	B
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.32	Off-Peak: 0.29 Peak: 0.38	A	0.22	0.29	A	0.21	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$7.78	$ 5.47	E	$8.64	$ 6.24	E	$10.50	$ 6.78	E
	Cost Recovery | 25%	17%	21%	E	15%	18%	E	13%	17%	E

metrobus

Route 10A

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.8	5.2	A
Route Design	**Circuity |** 1.75	1.5	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	15.3	24.4	E	13.8	21.6	E	11.4	20.0	E
	Passengers per Revenue Mile | 4	1.6	3.2	E	1.3	2.7	E	1.2	2.4	E
	Unique Segment Ridership | 10%	25%	22%	A	24%	34%	A	26%	34%	A
Reliability	**On-Time Performance |** 79%	84%	74%	B	80%	72%	B	80%	76%	B
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.32	Off-Peak: 0.29 Peak: 0.38	A	0.22	0.29	A	0.21	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.78	$ 5.47	E	$8.64	$ 6.24	E	$10.50	$ 6.78	E
	Cost Recovery | 25%	17%	21%	E	15%	18%	E	13%	17%	E

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 25,738
- Revenue Miles: 234,132

Hours Allocation

- Deadhead Hours: 2,111
- Revenue Hours: 24,641
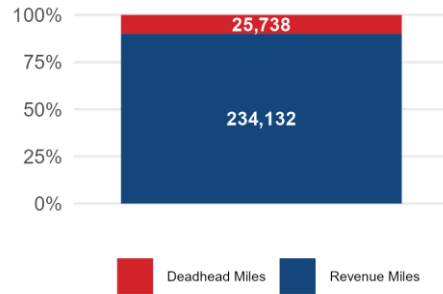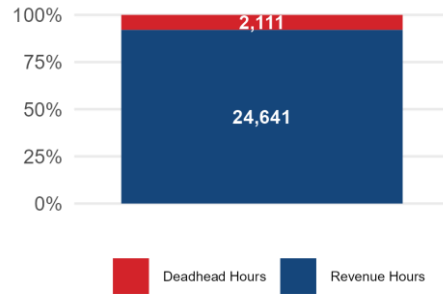
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
10A	22.80	2,243	2,222 (99.1%)

Service Change Summary

Route 10A - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday:
No Change;

Passenger Miles per Revenue Mile

Weekday — 10A

Saturday — 10A

Sunday — 10A

- Class/Tier Average
- System Average

About the Line

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	A

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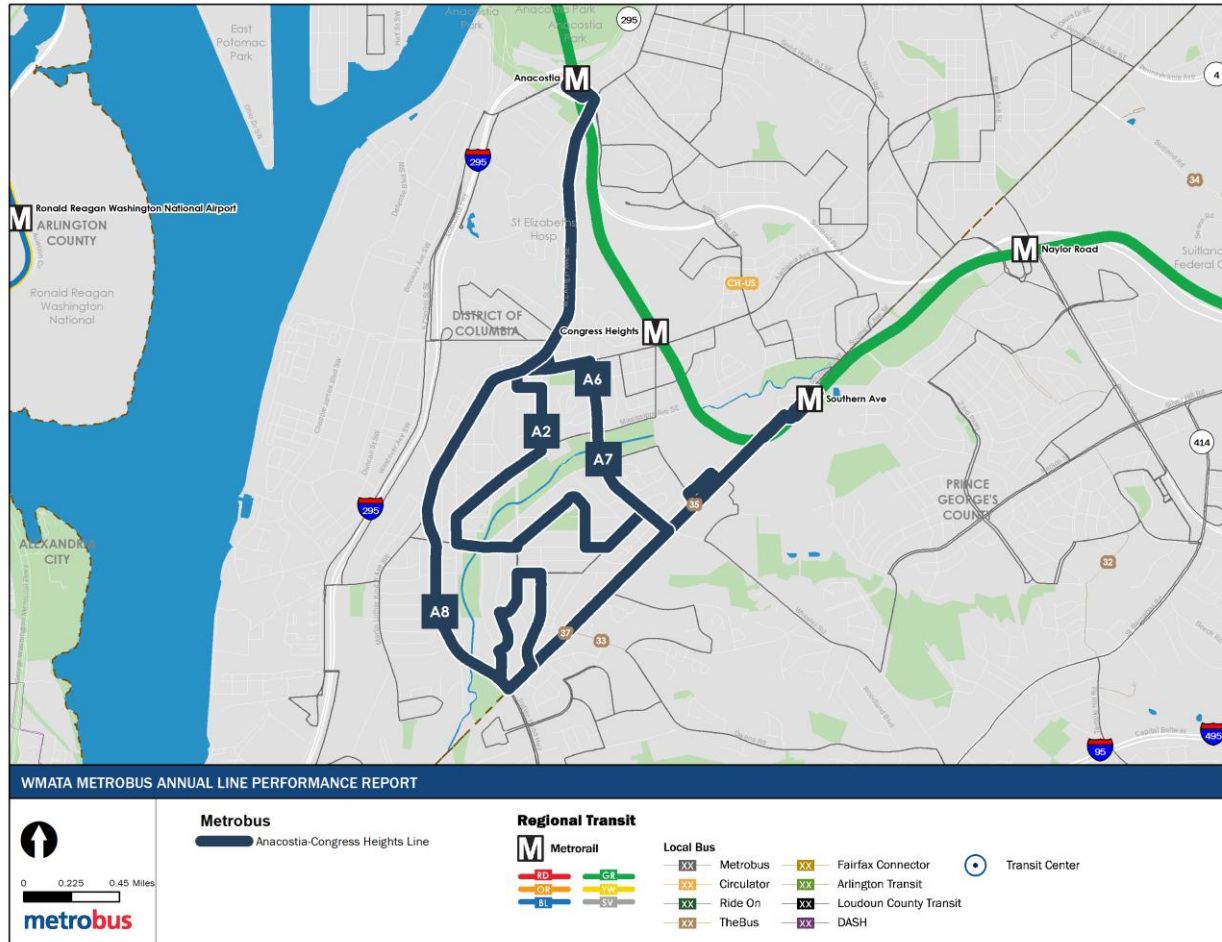
Line Benefit Score

64

Out of 100
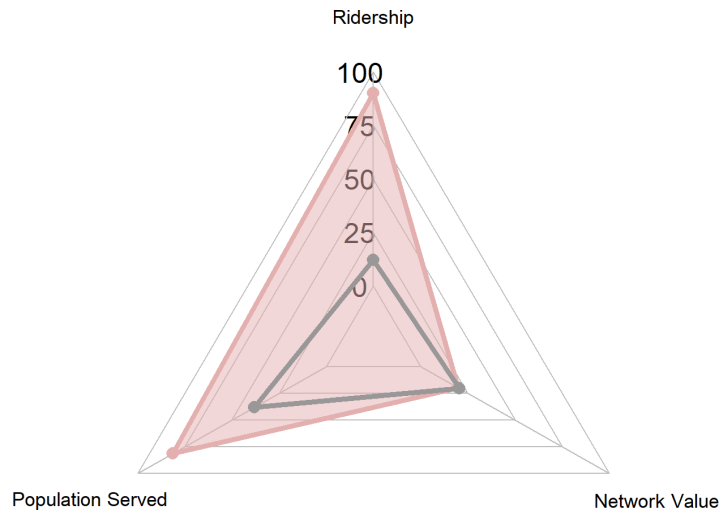
Ridership · Network Value · Population Served radar chart

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	81	20	90	
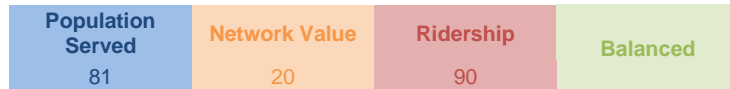
Operating Statistics

Annual Operating Costs	$7,851,170
Peak Vehicles	26
Vehicle Type(s)	40 Foot

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

Service Area Population			96,045
People of Color Population	Service Area	90,156
	% Riders Surveyed	99%
Low Income Household	Service Area	48,727
	% Riders Surveyed	78%

Facilities/Amenities

Bus Stops	142
% Stops With Shelters	16%
% Stops With Benches	11%
% Stops With Real-Time Signs	5%

metrobus

Ridership

Annual Ridership

Route	Ridership
A8	971,508
A7	74,331
A6	772,431
A2	944,943

(Bar chart axis: 0 to 1,000,000)
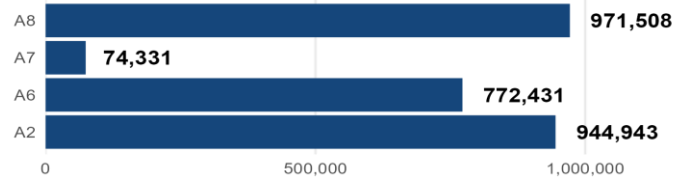
Top Transfer Locations

Anacostia, Southern Avenue, Metro Center

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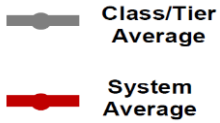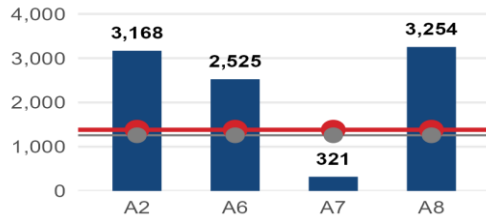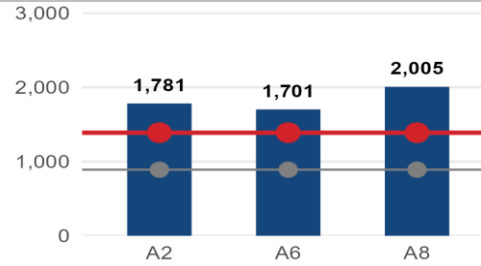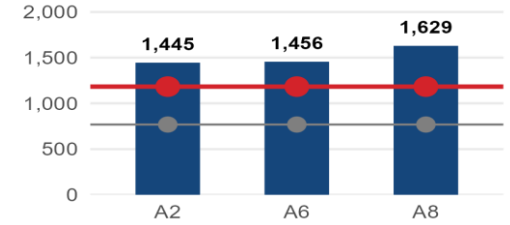
Legend:
- Class/Tier Average (gray)
- System Average (red)

Weekday

Route	Value
A2	3,168
A6	2,525
A7	321
A8	3,254

Saturday

Route	Value
A2	1,781
A6	1,701
A8	2,005

Sunday

Route	Value
A2	1,445
A6	1,456
A8	1,629

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	12	5
AM Peak	15	12
Midday	18	17
PM Peak	14	17
Early Night	10	14
Late Night	5	10
Saturday	13	14
Sunday	11	12
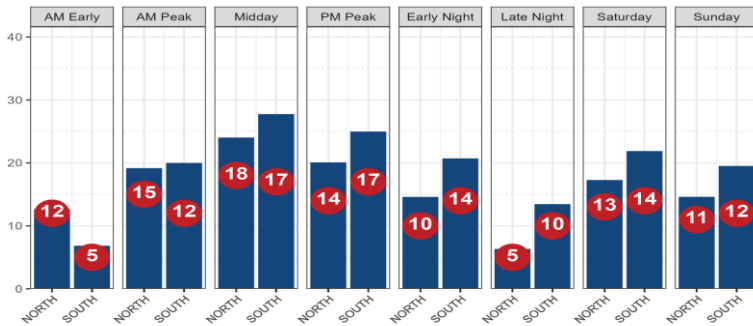
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.38	0.39
	Off-Peak Maximum Target: 1.0	0.35	0.37
	Saturday Maximum Target: 1.0	0.33	0.34
	Sunday Maximum Target: 1.0	0.28	0.31

Span and Frequency
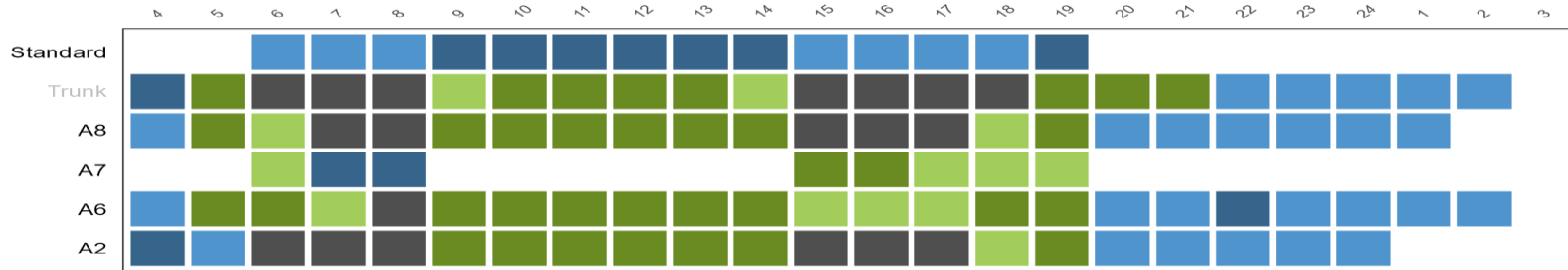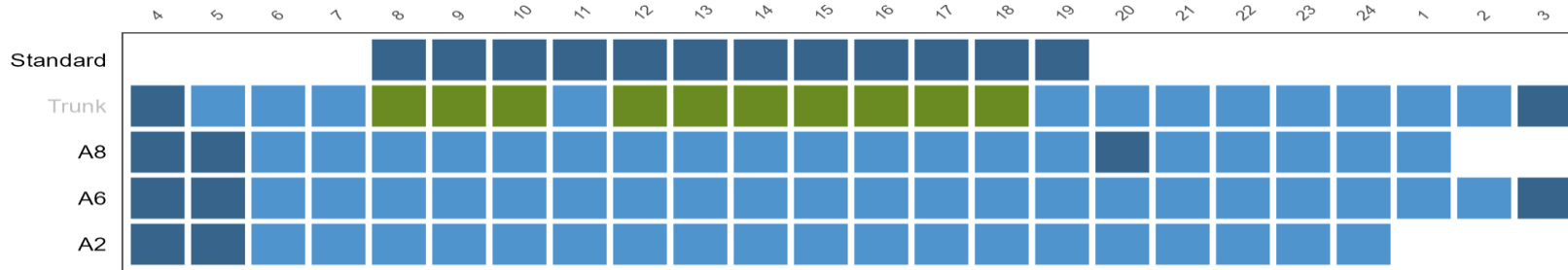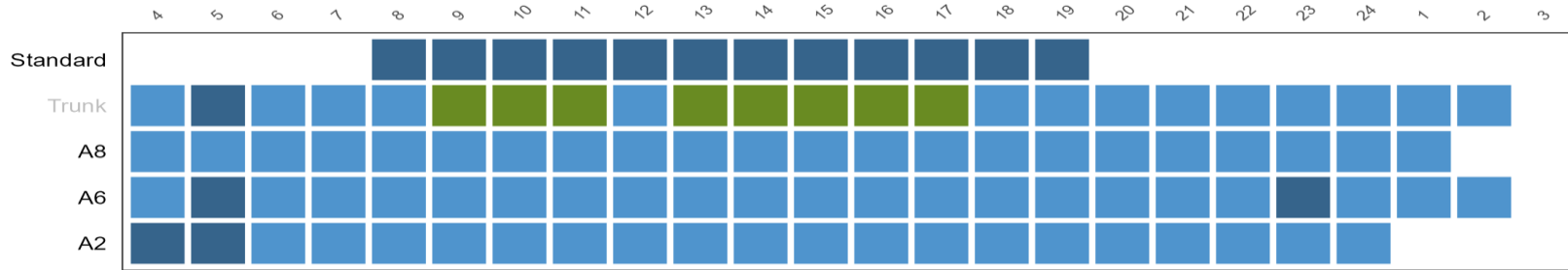
A Anacostia-Congress Heights

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:10 AM - 2:12 AM	-	A	3:55 AM - 2:13 AM	-	A	4:05 AM - 2:12 AM	-	A
	Frequency of Service | varies	Peak: 10.3 / Off-Peak: 16.3	Peak: 26.3 / Off-Peak: 36.7	A	22.4	39.6	A	22.6	40.8	A
Productivity	**Passengers per Revenue Hour | 15**	38.1	25.1	A	39.3	24.3	A	35.8	22.5	A
	Passengers per Revenue Mile | 2	4.4	2.9	A	4.2	2.6	A	3.6	2.3	A
Reliability	**On-Time Performance | 79%**	83%	82%	B	84%	82%	B	82%	81%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.38	Off-Peak: 0.23 Peak: 0.29	A	0.33	0.22	A	0.29	0.2	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$3.13	$ 5.84	A	$3.04	$ 6.11	A	$3.33	$ 6.59	A
	Cost Recovery | 20%	13%	13%	E	13%	12%	E	12%	11%	E

metrobus

Route A2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	7.1	6.3	E
Route Design	Circuity | N/A	2.16	2.5	-

	Measure | Standard	Weekday			Saturday			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	32.3	25.1	A	32.6	24.3	A	29.0	22.5	A
	Passengers per Revenue Mile | 2	4.0	2.9	A	3.6	2.6	A	3.1	2.3	A
	Unique Segment Ridership | 10%	29%	29%	A	73%	43%	A	74%	52%	A
Reliability	On-Time Performance | 79%	83%	82%	B	85%	82%	A	85%	81%	A
	Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.4	Off-Peak: 0.25 Peak: 0.32	A	0.35	0.24	A	0.31	0.21	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$3.70	$ 5.84	A	$3.66	$ 6.11	A	$4.12	$ 6.59	A
	Cost Recovery | 20%	12%	13%	E	12%	12%	E	11%	11%	E

metrobus

Route A6

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile	4-5	6.8	6.3	E
Route Design Circuity	N/A	1.73	2.5	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 15	36.6	25.1	A	36.9	24.3	A	34.1	22.5	A
	Passengers per Revenue Mile | 2	4.2	2.9	A	3.9	2.6	A	3.6	2.3	A
	Unique Segment Ridership | 10%	0%	29%	E	35%	43%	A	35%	52%	A
Reliability	On-Time Performance | 79%	83%	82%	B	83%	82%	B	76%	81%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.35	Off-Peak: 0.25 Peak: 0.32	A	0.3	0.24	A	0.28	0.21	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$3.26	$ 5.84	A	$3.23	$ 6.11	A	$3.50	$ 6.59	A
	Cost Recovery | 20%	11%	13%	E	11%	12%	E	10%	11%	E

Route A7

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	7	6.3	E
Route Design — **Circuity |** N/A	1.32	2.5	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	28.4	25.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	3.9	2.9	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	2%	29%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	82%	82%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.3	Peak: 0.32	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.20	$ 5.84	A	-	-	-	-	-	-
	Cost Recovery | 20%	13%	13%	E	-	-	-	-	-	-

metrobus

Route A8

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	6.3	6.3	E
Route Design — Circuity | N/A	1.64	2.5	-

	Measure | Standard	Weekday			Saturday			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	50.0	25.1	A	51.4	24.3	A	47.9	22.5	A
	Passengers per Revenue Mile | 2	5.4	2.9	A	5.1	2.6	A	4.3	2.3	A
	Unique Segment Ridership | 10%	51%	29%	A	49%	43%	A	50%	52%	A
Reliability	On-Time Performance | 79%	82%	82%	B	83%	82%	B	86%	81%	A
	Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.42	Off-Peak: 0.25 Peak: 0.32	A	0.35	0.24	A	0.29	0.21	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$2.39	$ 5.84	A	$2.32	$ 6.11	A	$2.49	$ 6.59	A
	Cost Recovery | 20%	16%	13%	D	16%	12%	D	15%	11%	D
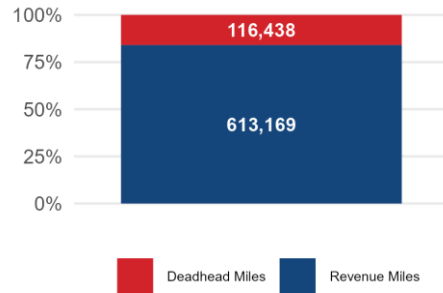
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 116,438
Revenue Miles: 613,169

Hours Allocation

Deadhead Hours: 8,308
Revenue Hours: 65,799
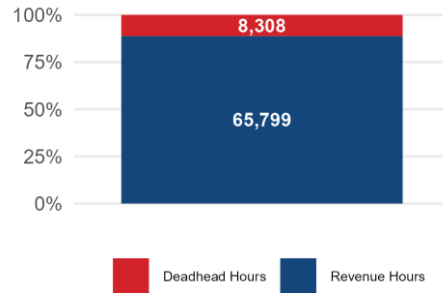
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A2	11.20	3,796	3,726 (98.2%)
A6	10.20	3,667	3,598 (98.1%)
A7	8.00	414	390 (94.2%)
A8	9.70	3,883	3,869 (99.6%)

Service Change Summary

Route A2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route A6 - Dec 2021:
Weekday: Possibly adjust interlining per BTRA;
Saturday: Possibly adjust interlining per BTRA; Sunday: Possibly adjust interlining per BTRA;
Route A7 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route A8 - Dec 2021:
Weekday: Possibly adjust interlining per BTRA;
Saturday: Possibly adjust interlining per BTRA; Sunday: Possibly adjust interlining per BTRA;

Passenger Miles per Revenue Mile
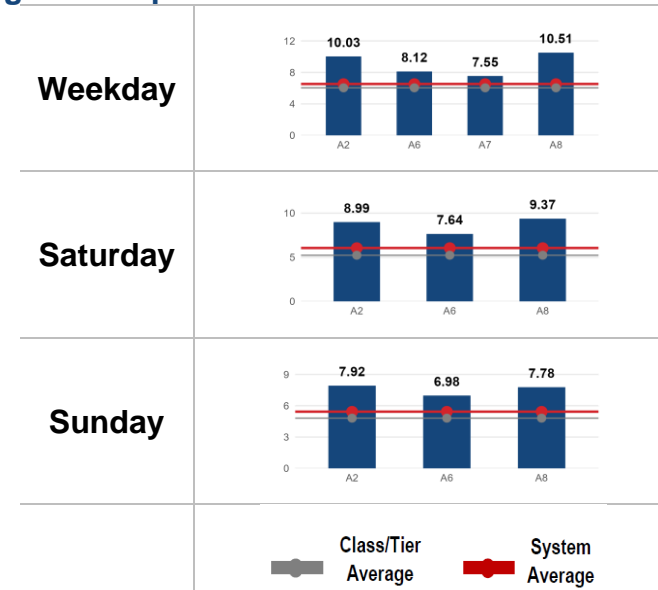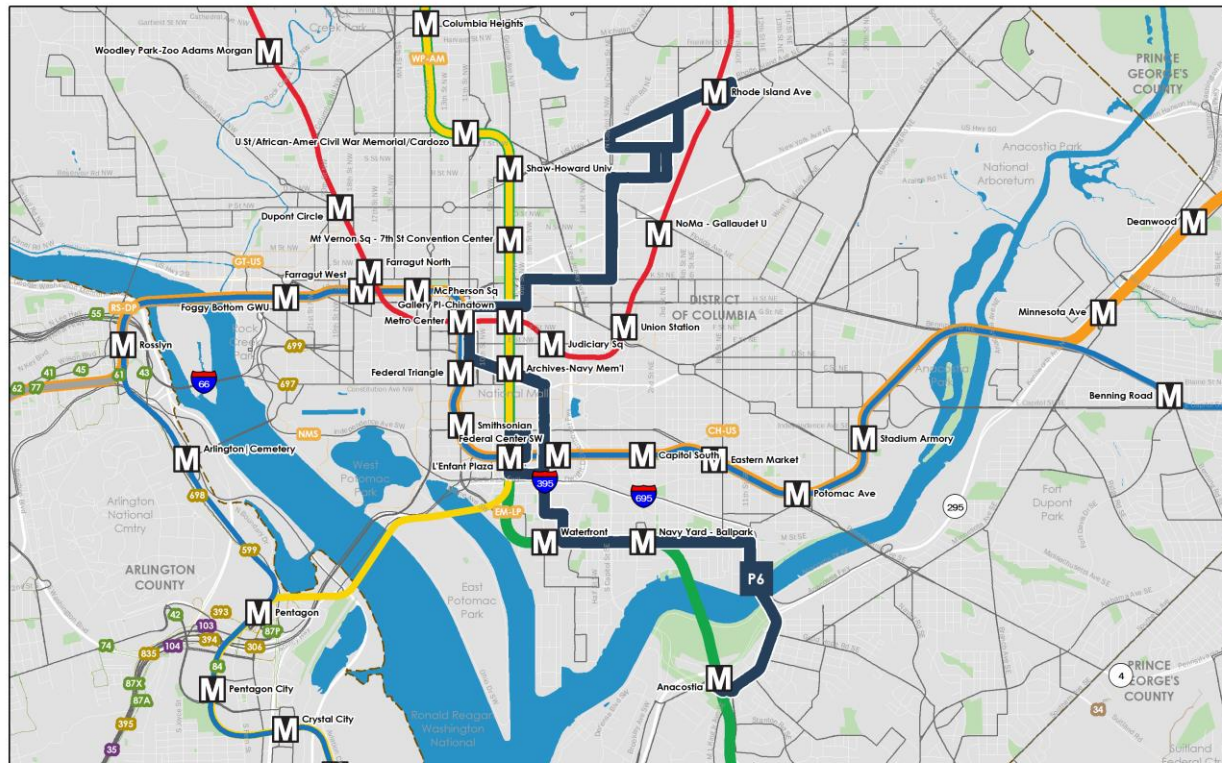
Weekday:
A2: 10.03, A6: 8.12, A7: 7.55, A8: 10.51

Saturday:
A2: 8.99, A6: 7.64, A8: 9.37

Sunday:
A2: 7.92, A6: 6.98, A8: 7.78

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Anacostia-Eckington Line

Regional Transit

Ⓜ Metrorail

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

Service Classification

Coverage

Activity Tier

1

Overall Grade

Line   C

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

metrobus
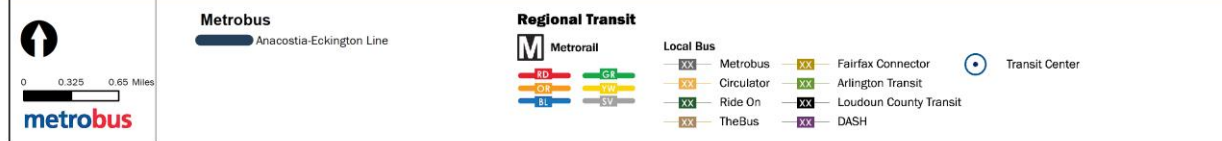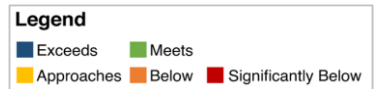
Line Benefit Score

51

Out of 100
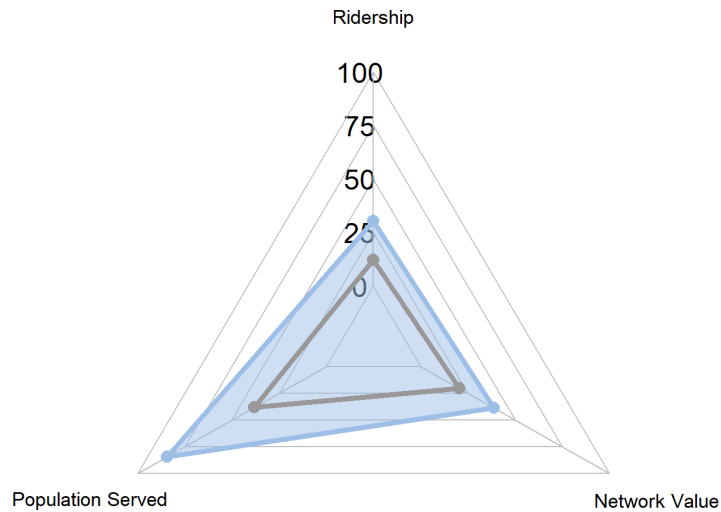
Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	84	39	30	
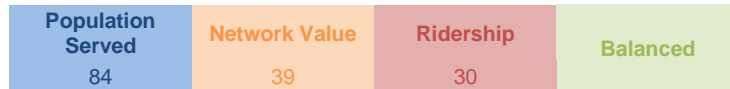
Operating Statistics

Annual Operating Costs	$5,299,363
Peak Vehicles	13
Vehicle Type(s)	40 Foot

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

Service Area Population		59,646
People of Color Population	Service Area	28,492
	% Riders Surveyed	96%
Low Income Household	Service Area	13,781
	% Riders Surveyed	71%

Facilities/Amenities

Bus Stops	106
% Stops With Shelters	29%
% Stops With Benches	25%
% Stops With Real-Time Signs	8%

Ridership
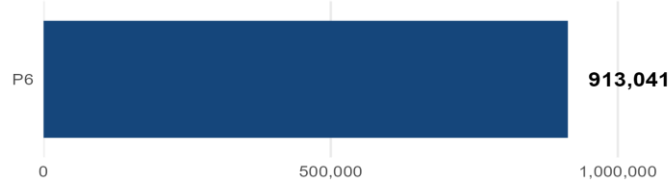
Annual Ridership	P6: 913,041
Top Transfer Locations	**Metro Center, Gallery Place-Chinatown, Rhode Island Avenue**
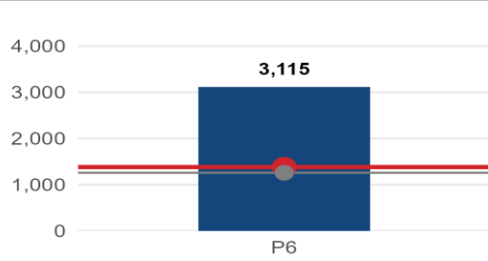
	Weekday	Saturday	Sunday
Average Daily Ridership — Class/Tier Average — System Average	3,115	1,741	1,429

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
NORTH	9	16	17	15	10	5	12	10
SOUTH	6	14	17	18	11	5	11	10
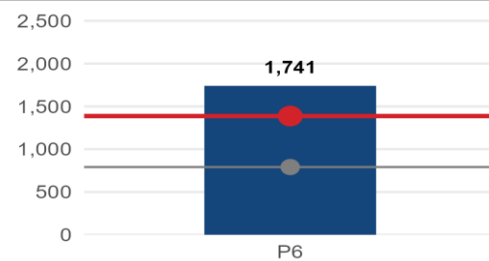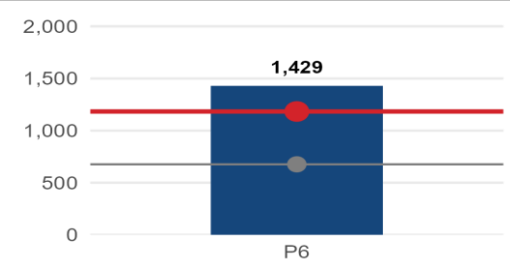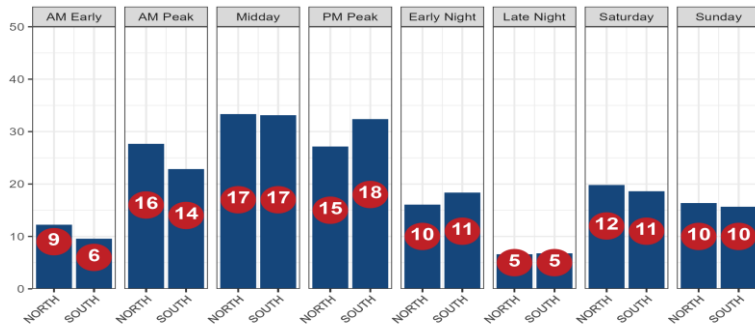
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.39	0.4
	Off-Peak Maximum Target: 1.0	0.31	0.31
	Saturday Maximum Target: 1.0	0.29	0.27
	Sunday Maximum Target: 1.0	0.26	0.24

metrobus

Span and Frequency

FY 2022 ANNUAL LINE PERFORMANCE REPORT
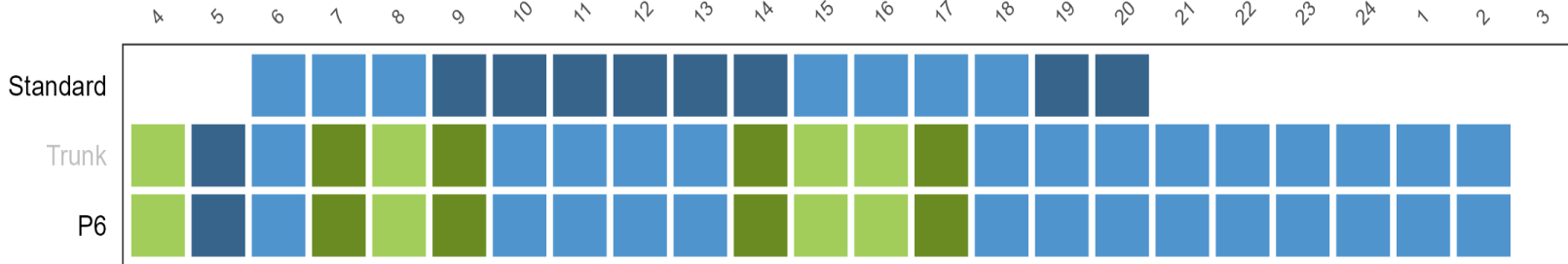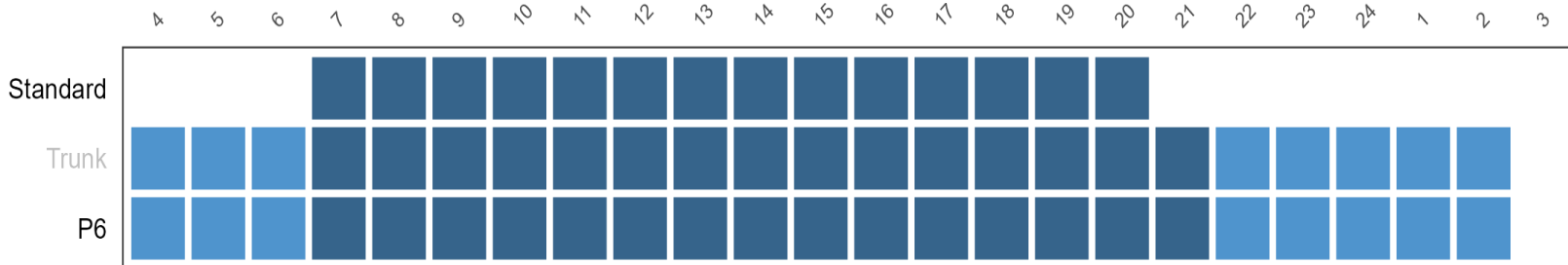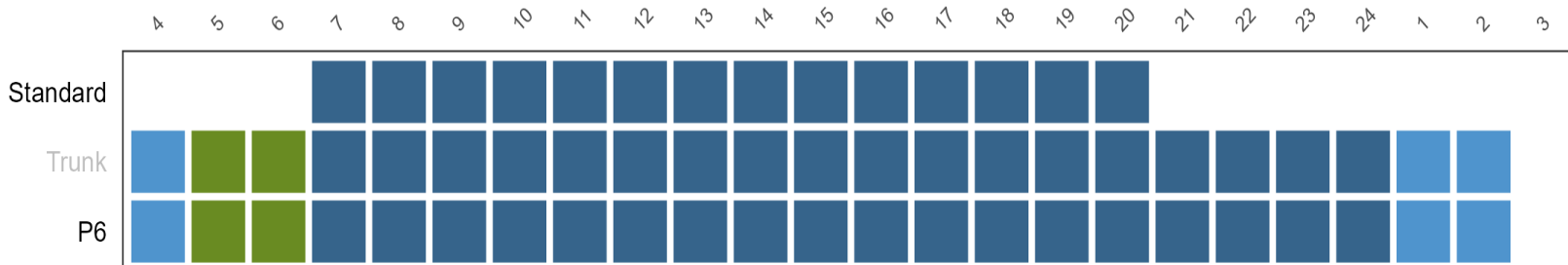
C Anacostia-Eckington

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:15 AM - 2:08 AM	-	A	4:08 AM - 2:06 AM	-	A	4:20 AM - 2:07 AM	-	A
	Frequency of Service | varies	Peak: 17.2 / Off-Peak: 21.7	Peak: 19 / Off-Peak: 27.6	A	33.3	29.7	A	34.1	30.0	A
Productivity	**Passengers per Revenue Hour** | 20	21.8	21.1	B	21.2	18.6	B	18.4	16.6	C
	Passengers per Revenue Mile | 4	3.1	2.9	E	2.6	2.3	E	2.2	2.0	E
Reliability	**On-Time Performance** | 79%	73%	76%	D	68%	76%	E	80%	80%	B
	Crowding | 5%	1%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.39	Off-Peak: 0.24 Peak: 0.33	A	0.28	0.22	A	0.25	0.2	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$5.47	$ 5.78	B	$5.63	$ 6.56	C	$6.49	$ 7.31	D
	Cost Recovery | 25%	11%	14%	E	10%	13%	E	9%	12%	E

metrobus

Route P6

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	6.4	6.5	E
Route Design **Circuity |** N/A	1.68	1.59	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	21.8	21.1	B	21.2	18.6	B	18.4	16.6	C
	Passengers per Revenue Mile | 4	3.1	2.9	E	2.6	2.3	E	2.2	2.0	E
	Unique Segment Ridership | 10%	54%	46%	A	63%	53%	A	56%	45%	A
Reliability	**On-Time Performance |** 79%	73%	76%	D	68%	76%	E	80%	80%	B
	Crowding | 5%	1%	3%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.39	Off-Peak: 0.25 Peak: 0.35	A	0.28	0.23	A	0.25	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.47	$ 5.78	B	$5.63	$ 6.56	C	$6.49	$ 7.31	D
	Cost Recovery | 25%	11%	14%	E	10%	12%	E	9%	11%	E
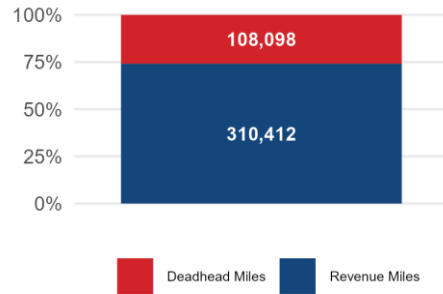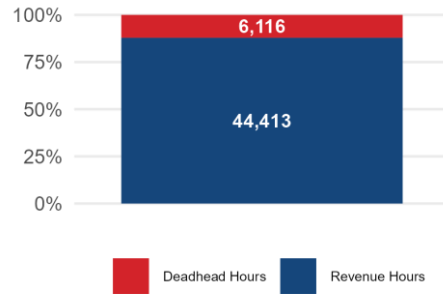
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 108,098
- Revenue Miles: 310,412

Hours Allocation

- Deadhead Hours: 6,116
- Revenue Hours: 44,413

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P6	17.20	3,509	3,446 (98.2%)

Service Change Summary

Route P6 - Dec 2021:
Weekday: Adjust afternoon school trip times; Saturday:
No change; Sunday: No change;
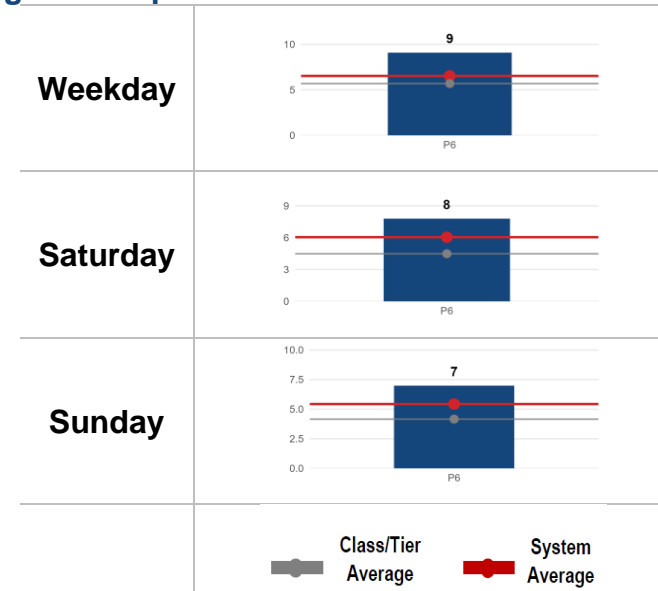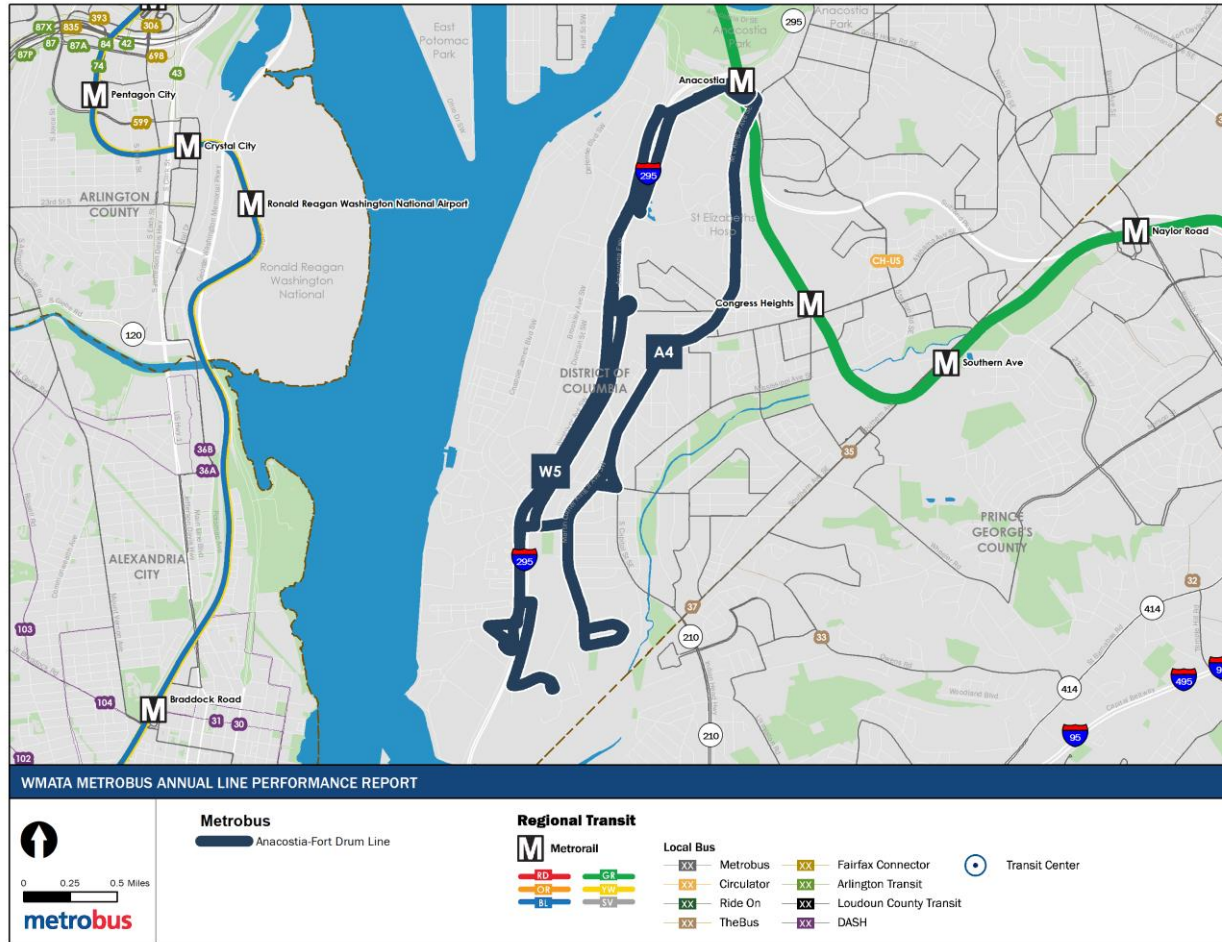
Passenger Miles per Revenue Mile

Weekday — 9 (P6)

Saturday — 8 (P6)

Sunday — 7 (P6)

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

3

Overall Grade

| Line | A |

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

Line Benefit Score

26

Out of 100

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	40	15	23	
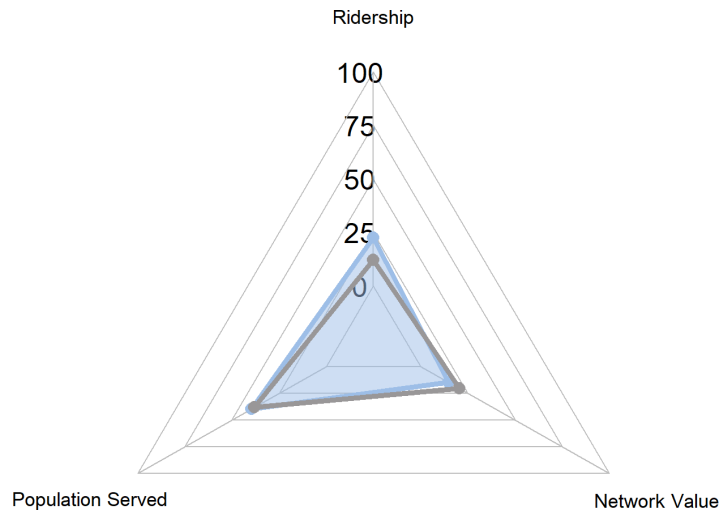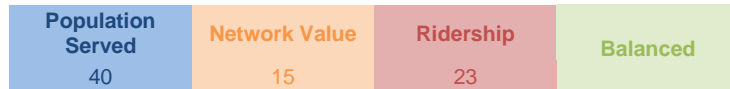
Operating Statistics

Annual Operating Costs		$3,508,374
Peak Vehicles		8
Vehicle Type(s)		40 Foot

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

Service Area Population			22,273
People of Color Population	Service Area		19,981
	% Riders Surveyed		83%
Low Income Household	Service Area		10,600
	% Riders Surveyed		50%

Facilities/Amenities

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

Ridership

Annual Ridership

W5 — **11,511**

A4 — **668,146**

(axis: 0 — 250,000 — 500,000 — 750,000 — 1,000,0)

Top Transfer Locations

Anacostia

Average Daily Ridership

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

Weekday	Saturday	Sunday
A4: **2,274**, W5: **51**	A4: **1,333**	A4: **1,121**

Average Trip Ridership and Maximum Load by Time Period

AM Early: NORTH 9, SOUTH 4
AM Peak: NORTH 13, SOUTH 6
Midday: NORTH 15, SOUTH 10
PM Peak: NORTH 10, SOUTH 13
Early Night: NORTH 9, SOUTH 14
Late Night: NORTH 5, SOUTH 12
Saturday: NORTH 13, SOUTH 13
Sunday: NORTH 11, SOUTH 10
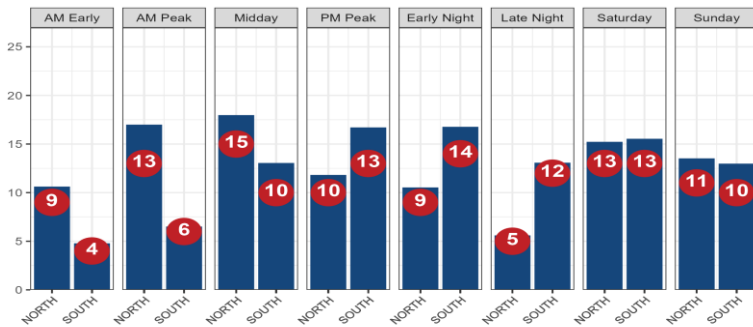
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.27	0.25
	Off-Peak Maximum Target: 1.0	0.3	0.27
	Saturday Maximum Target: 1.0	0.32	0.32
	Sunday Maximum Target: 1.0	0.29	0.27

Span and Frequency

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

Weekday (by Hour)
Rows: Standard, Trunk, W5, A4

Saturday (by Hour)
Rows: Standard, Trunk, A4

Sunday (by Hour)
Rows: Standard, Trunk, A4

metrobus
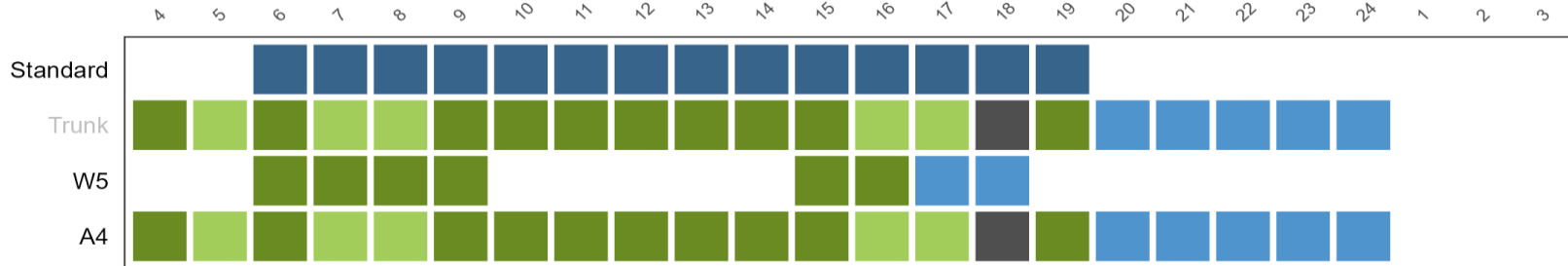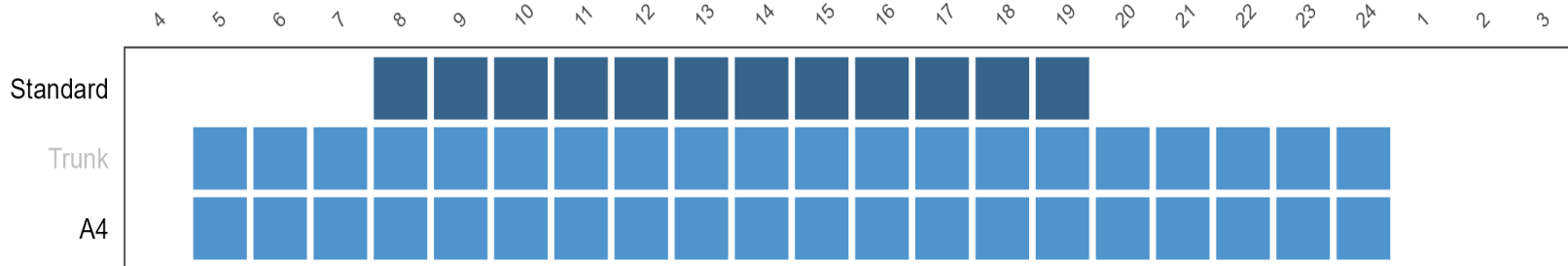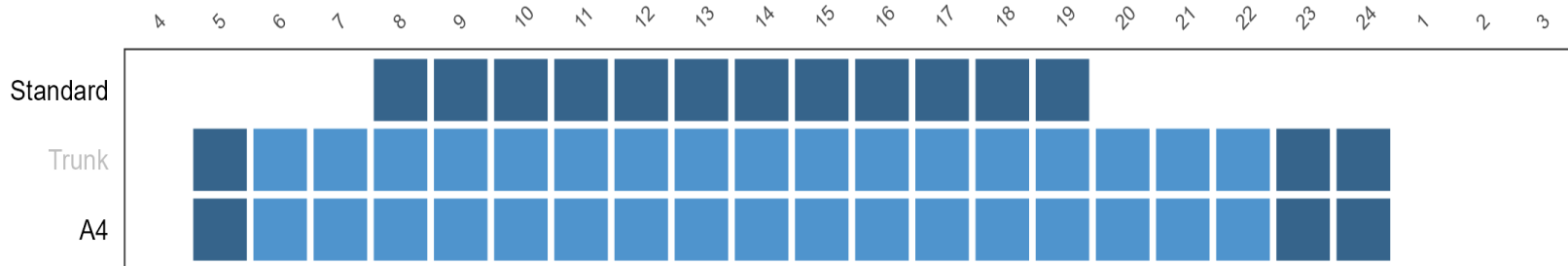
A Anacostia-Fort Drum

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:48 AM - 12:20 AM	-	A	5:40 AM - 12:22 AM	-	A	5:36 AM - 12:20 AM	-	A
	Frequency of Service | varies	Peak: 14.6 / Off-Peak: 18.7	Peak: 29.7 / Off-Peak: 41.4	A	25.4	46.6	A	25.4	48.8	A
Productivity	**Passengers per Revenue Hour** | 10	23.3	17	A	26.4	19	A	26.2	19	A
	Passengers per Revenue Mile | 1	2.4	1.4	A	2.5	1.5	A	2.2	1.5	A
Reliability	**On-Time Performance** | 79%	82%	82%	B	81%	79%	B	80%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.26	Off-Peak: 0.19 Peak: 0.24	A	0.32	0.22	A	0.28	0.2	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$5.12	$ 7.90	A	$4.53	$ 6.88	A	$4.56	$ 6.81	A
	Cost Recovery | 20%	7%	11%	E	8%	9%	E	8%	9%	E

metrobus

Route A4

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	6.3	5	E
Route Design	Circuity | N/A	2.07	1.8	-

Measure | Standard		Weekday			Saturday			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	17	A	26.4	19	A	26.2	19	A
	Passengers per Revenue Mile | 1	2.6	1.4	A	2.5	1.5	A	2.2	1.5	A
	Unique Segment Ridership | 10%	4%	47%	E	65%	59%	A	63%	61%	A
Reliability	On-Time Performance | 79%	82%	82%	B	81%	79%	B	80%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.28	Off-Peak: 0.19 Peak: 0.24	A	0.32	0.22	A	0.28	0.21	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$4.86	$ 7.90	A	$4.53	$ 6.88	A	$4.56	$ 6.81	A
	Cost Recovery | 20%	7%	10%	E	8%	9%	E	8%	9%	E

metrobus

Route W5

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.1	5	E
Route Design	**Circuity |** N/A	2	1.8	-

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	7.2	17	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	47%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	83%	82%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.06 Peak: 0.1	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$16.50	$ 7.90	E	-	-	-	-	-	-
	Cost Recovery | 20%	4%	10%	E	-	-	-	-	-	-
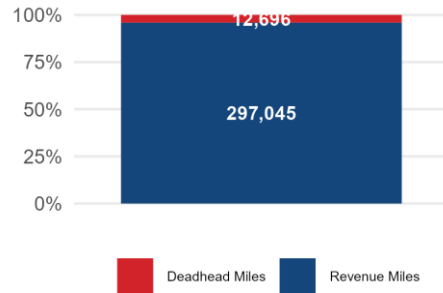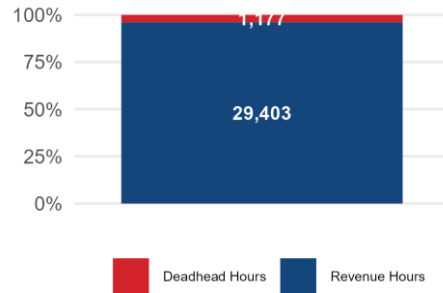
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles
- Revenue Miles

12,696
297,045

Hours Allocation

- Deadhead Hours
- Revenue Hours

1,177
29,403

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A4	14.20	3,622	3,567 (98.5%)
W5	12.20	378	378 (100.0%)

Service Change Summary

Route A4 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route W5 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — A4: 6.1, W5: 2.5

Saturday — A4: 6

Sunday — A4: 5

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Commuter

Activity Tier

2

Overall Grade

Line	B

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

Line Benefit Score

12
Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	31	2	3	
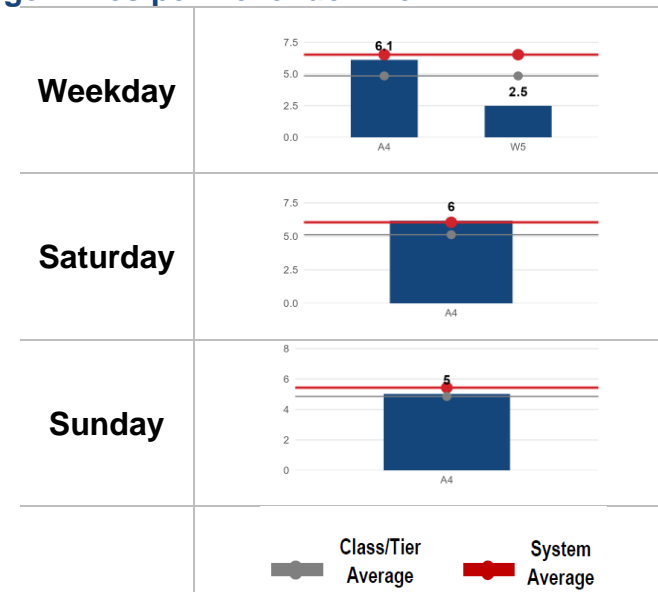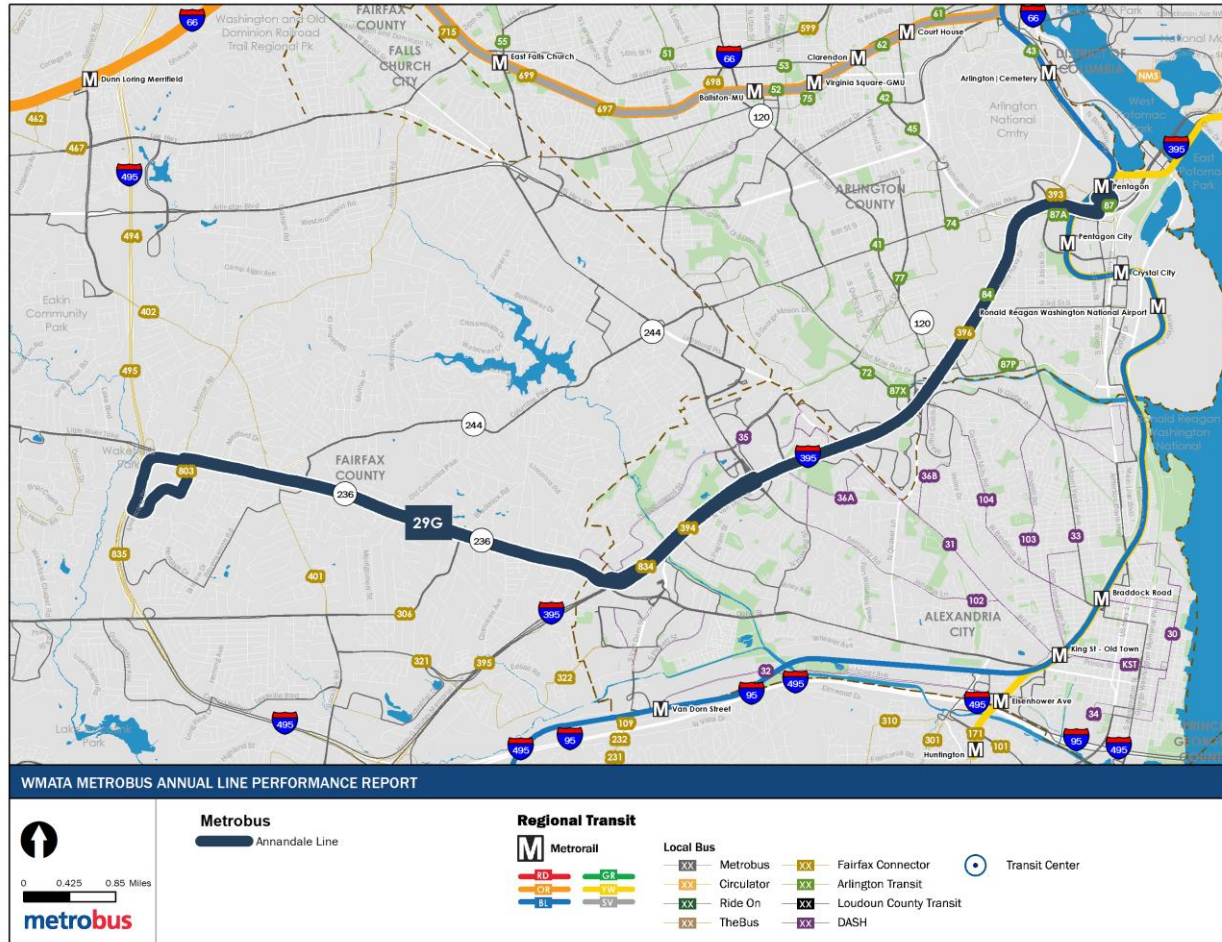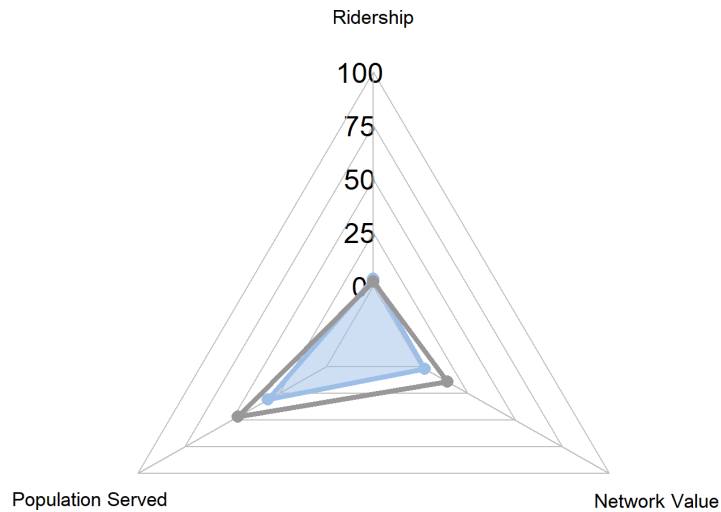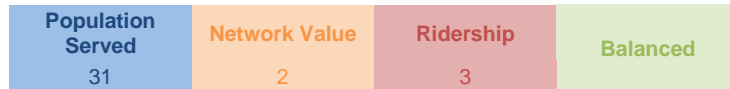
Operating Statistics

	Annual Operating Costs	$772,263
	Peak Vehicles	0
	Vehicle Type(s)	40 Foot

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

	Service Area Population		20,603
	People of Color Population	Service Area	9,425
		% Riders Surveyed	56%
	Low Income Household	Service Area	6,886
		% Riders Surveyed	17%

Facilities/Amenities

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

Ridership

Annual Ridership	29G — **77,947** (bar chart; x-axis: 0, 30,000, 60,000, 90,000)
Top Transfer Locations	Pentagon

Average Daily Ridership

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

Weekday	Saturday	Sunday
29G — **349** (y-axis: 0, 500, 1,000, 1,500, 2,000; System Average line ≈1,400)	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night
NORTH: 14	NORTH: 10	NORTH: 5	SOUTH: 9	SOUTH: 5

(y-axis: 0, 5, 10, 15, 20, 25)
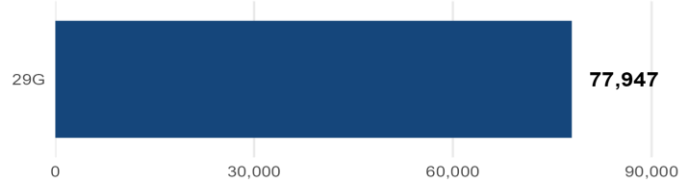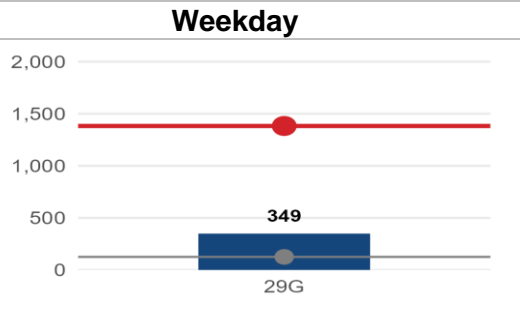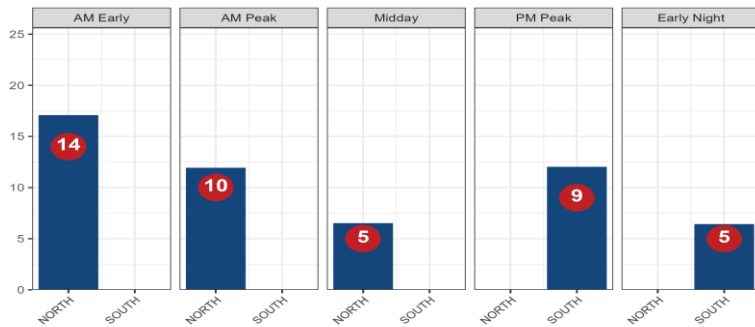
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.24	0.22
	Off-Peak Maximum Target: 1.0	0.28	0.12
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

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

Standard
Trunk
29G

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

B Annandale

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:30 AM - 9:40 AM; 3:06 PM - 10:21 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 24.1 / Off-Peak: 24.0	Peak: 32.1 / Off-Peak: 37	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour** | N/A	15.1	9.5	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	0.6	D	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	79%	75%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.23	Off-Peak: 0.12 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$7.92	$14.01	C	-	-	-	-	-	-
	Cost Recovery | 20%	18%	15%	D	-	-	-	-	-	-

metrobus

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	1.38	1.44	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | N/A	15.1	9.5	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	0.6	D	-	-	-	-	-	-
	Unique Segment Ridership | 15%	0%	26%	E	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	79%	75%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.23	Off-Peak: 0.13 Peak: 0.16	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$7.92	$14.01	C	-	-	-	-	-	-
	Cost Recovery | 20%	18%	15%	D	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 146,384
- Revenue Miles: 109,101

Hours Allocation

- Deadhead Hours: 4,507
- Revenue Hours: 6,472
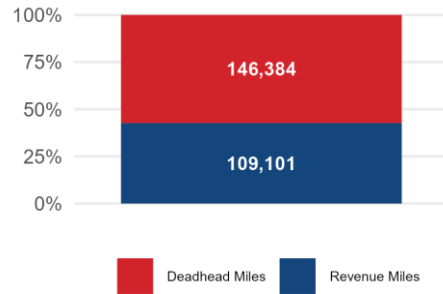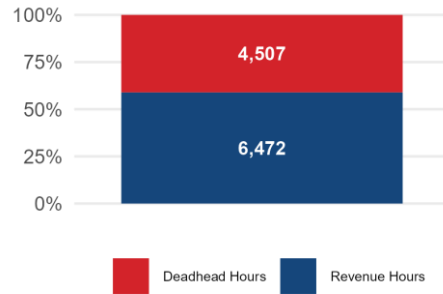
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
29G	26.90	525	495 (94.3%)

Service Change Summary

Route 29G - Dec 2021:
Weekday: Reduce peak frequency and span - 24 min frequency; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday	
Saturday	No Service
Sunday	No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line   C

Legend: Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

20
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
45	11	4	
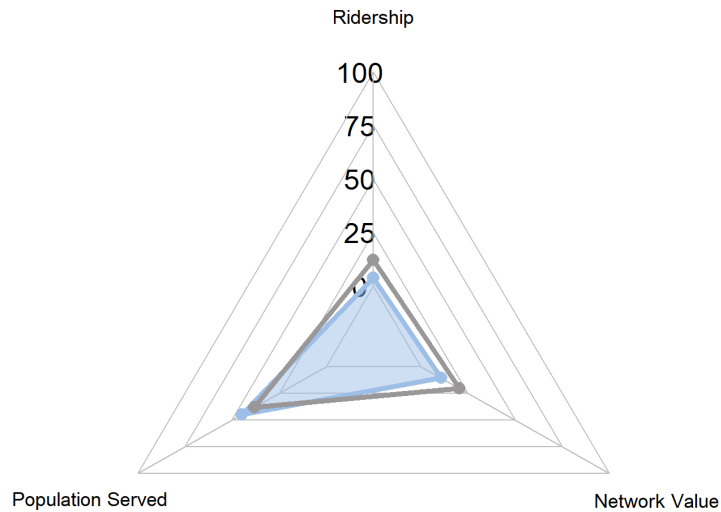
Line Score:

Operating Statistics

Annual Operating Costs	
Peak Vehicles	5
Vehicle Type(s)	40 Foot

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

Service Area Population			41,842
People of Color Population	Service Area		12,469
	% Riders Surveyed		68%
Low Income Household	*Service Area*		12,708
	% Riders Surveyed		59%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

26A   93,960

0   50,000   100,000

Top Transfer Locations

East Falls Church

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
402 (26A)	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early: EAST 7
AM Peak: EAST 8, WEST 7
Midday: EAST 7, WEST 6
PM Peak: EAST 6, WEST 8
Early Night: WEST 5
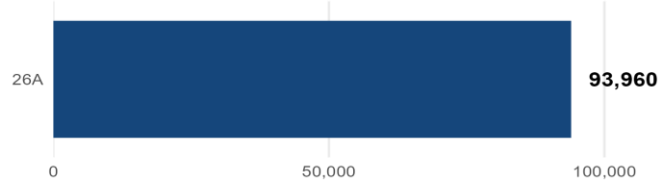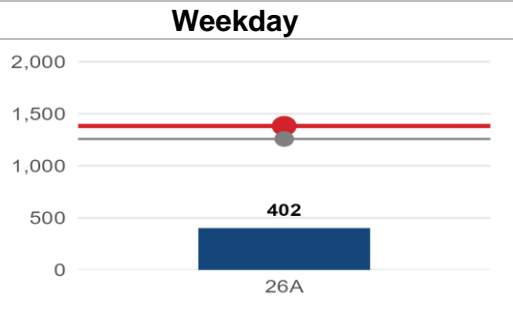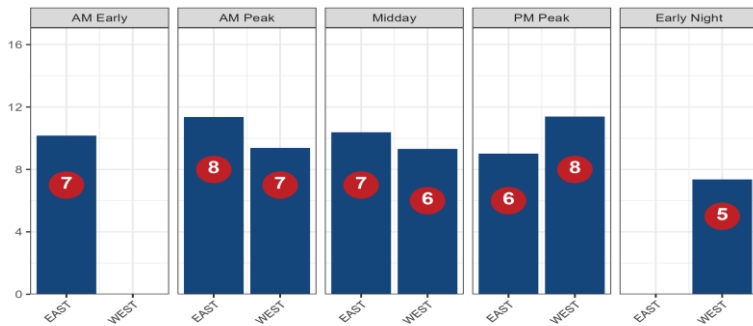
Vehicle Load Factor

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

Span and Frequency
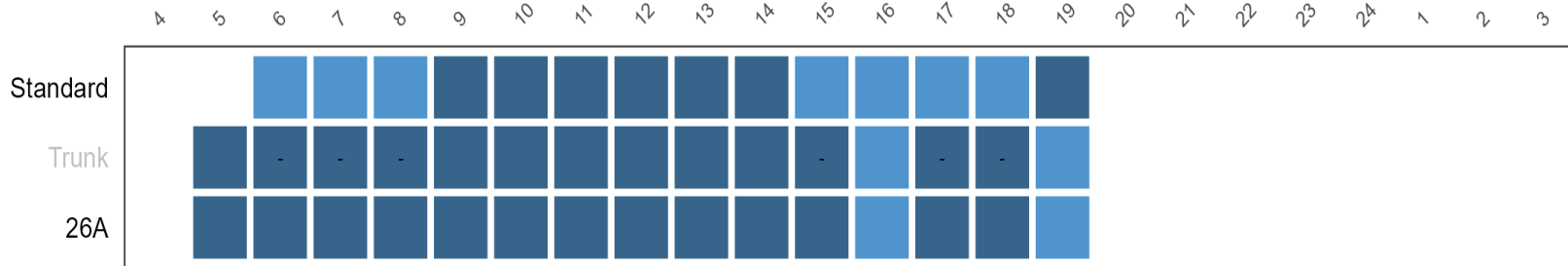
C Annandale-East Falls Church

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:28 AM - 7:48 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 33.7 / Off-Peak: 59.4	Peak: 26.3 / Off-Peak: 36.7	C	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour** | 15	10.3	25.1	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	0.8	2.9	E	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	88%	82%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.17	Off-Peak: 0.23 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$11.55	$ 5.84	E	-	-	-	-	-	-
	Cost Recovery | 20%	12%	13%	E	-	-	-	-	-	-

metrobus

Route 26A

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	4.4	6.3	A
Route Design **Circuity |** N/A	2.08	2.5	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	10.3	25.1	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	0.8	2.9	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	24%	29%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	88%	82%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.17	Off-Peak: 0.25 Peak: 0.32	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$11.55	$ 5.84	E	-	-	-	-	-	-
	Cost Recovery | 20%	12%	13%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

No Service

Hours Allocation

No Service

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
26A	30.10	840	835 (99.4%)

Service Change Summary

Route 26A - Dec 2021:
Weekday: 26A - Restored to Dec-19 levels in the Jun-21 service change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

No Service

Sunday

No Service

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ Annapolis Road Line

Regional Transit

Ⓜ Metrorail

Local Bus		
RD	GR	
OR	YW	
BL	SV	

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

0   0.325   0.65 Miles

metrobus

Service Classification

Framework

Activity Tier

3

Overall Grade

Line	A

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

Line Benefit Score

<table>
<tr><td>**30**</td></tr>
<tr><td>Out of 100</td></tr>
</table>

Radar chart with axes: Ridership, Network Value, Population Served (scale 0 to 100)

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	31	19	39	
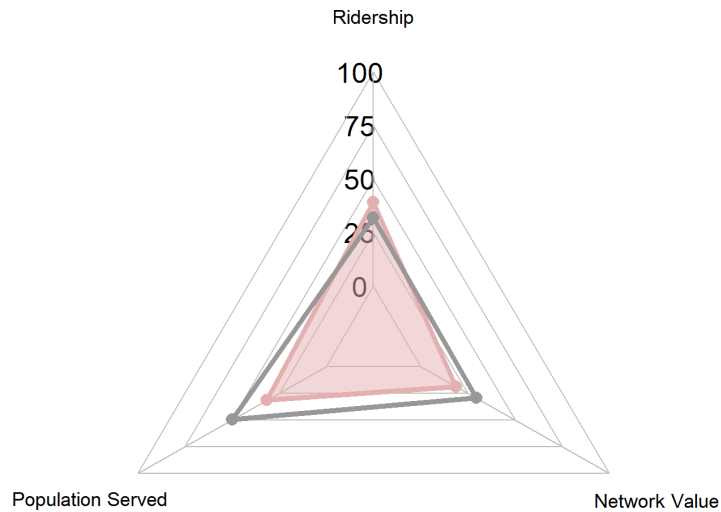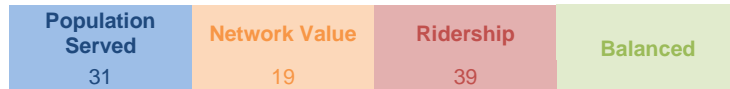
Operating Statistics

	Annual Operating Costs	$3,253,375
	Peak Vehicles	11
	Vehicle Type(s)	40 Foot

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

	Service Area Population		31,818
	People of Color Population	Service Area	19,915
		% Riders Surveyed	96%
	Low Income Household	Service Area	9,464
		% Riders Surveyed	78%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

T18 ▬ 1,211,625

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

Top Transfer Locations

Rhode Island Avenue, New Carrollton

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
T18: 4,047	T18: 2,974	T18: 2,283

Average Trip Ridership and Maximum Load by Time Period

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

Values (red circles):
- AM Early: EAST 15, WEST 24
- AM Peak: EAST 12, WEST 22
- Midday: EAST 14, WEST 17
- PM Peak: EAST 23, WEST 16
- Early Night: EAST 13, WEST 9
- Late Night: EAST 10, WEST 5
- Saturday: EAST 13, WEST 12
- Sunday: EAST 10, WEST 10
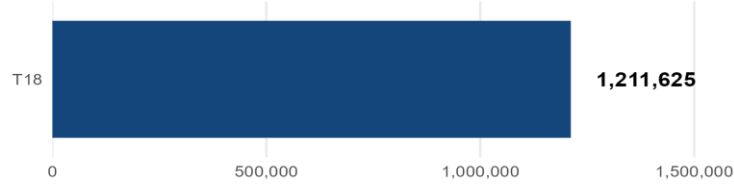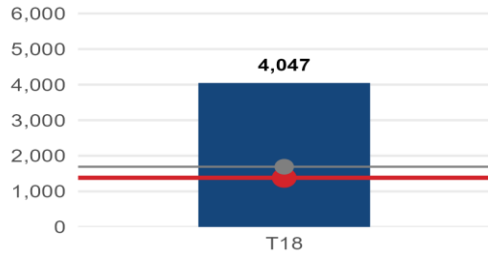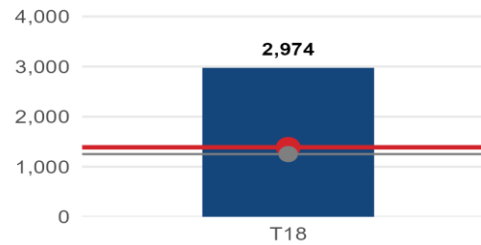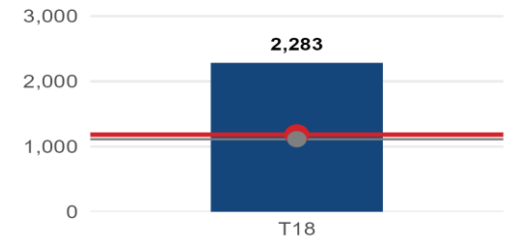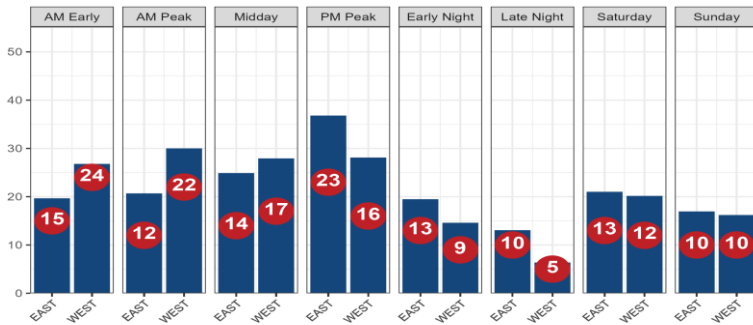
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.47	0.46
	Off-Peak Maximum Target: 1.0	0.33	0.35
	Saturday Maximum Target: 1.0	0.31	0.31
	Sunday Maximum Target: 1.0	0.25	0.24

metrobus

Span and Frequency

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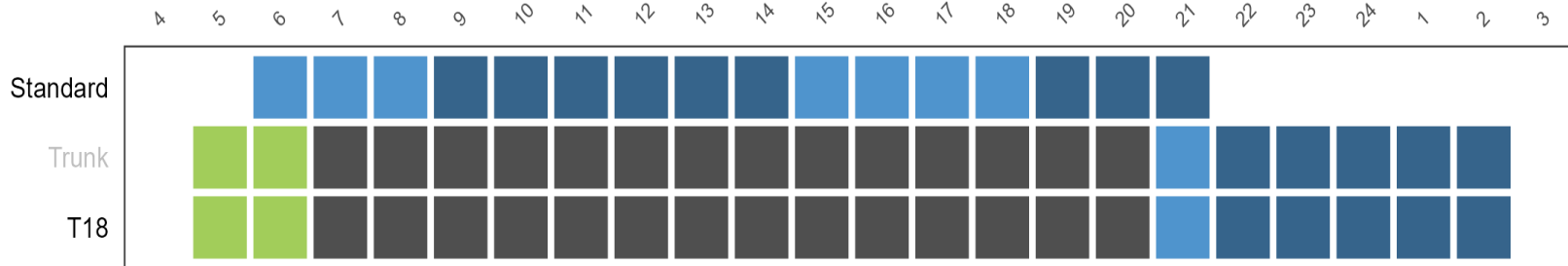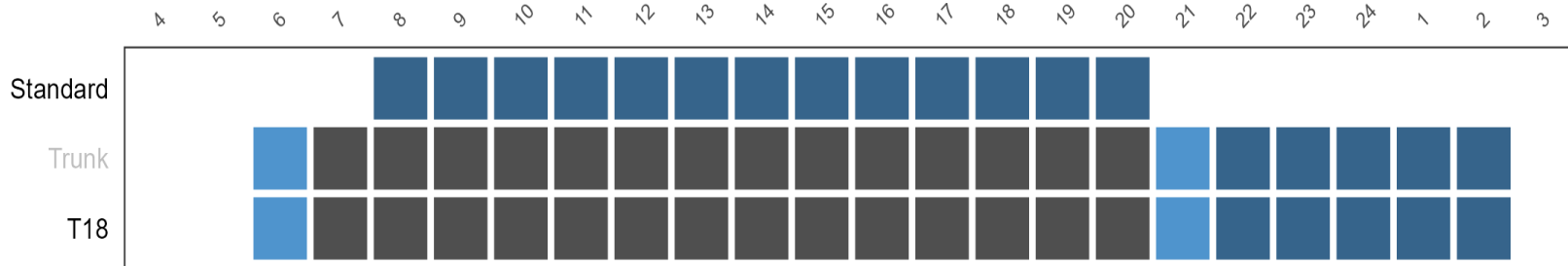
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
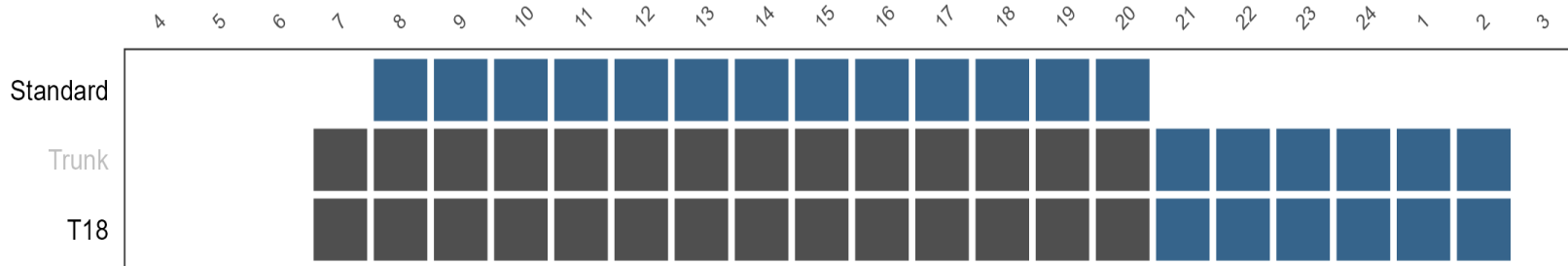
A Annapolis Road

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:00 AM - 2:09 AM	-	A	6:30 AM - 2:40 AM	-	A	7:00 AM - 2:38 AM	-	A
	Frequency of Service | varies	Peak: 12.3 / Off-Peak: 12.0	Peak: 22.8 / Off-Peak: 34.7	A	15.0	41.6	A	15.1	39.8	A
Productivity	**Passengers per Revenue Hour** | 15	29.7	20.5	A	23.3	17.8	A	20.3	17.0	A
	Passengers per Revenue Mile | 1	2.6	1.7	A	2.1	1.5	A	1.7	1.4	A
Reliability	**On-Time Performance** | 79%	80%	79%	B	79%	77%	C	83%	80%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.47	Off-Peak: 0.27 Peak: 0.35	A	0.31	0.26	A	0.25	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$4.02	$ 6.46	A	$5.13	$ 7.22	A	$5.88	$ 7.50	A
	Cost Recovery | 20%	15%	13%	D	12%	11%	E	10%	11%	E

metrobus

Route T18

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	4.8	4.7	A
Route Design — **Circuity |** 1.75	1.27	2.2	A

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity — **Passengers per Revenue Hour |** 15	29.7	20.5	A	23.3	17.8	A	20.3	17.0	A
Passengers per Revenue Mile | 1	2.6	1.7	A	2.1	1.5	A	1.7	1.4	A
Unique Segment Ridership | 10%	31%	40%	A	38%	56%	A	39%	59%	A
Reliability — **On-Time Performance |** 79%	80%	79%	B	79%	77%	C	83%	80%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.47	Off-Peak: 0.29 Peak: 0.35	A	0.31	0.26	A	0.25	0.25	A
Cost Effectiveness — **Operating Cost per Passenger Trip |** $7	$4.02	$ 6.46	A	$5.13	$ 7.22	A	$5.88	$ 7.50	A
Cost Recovery | 20%	15%	14%	D	12%	11%	E	10%	10%	E
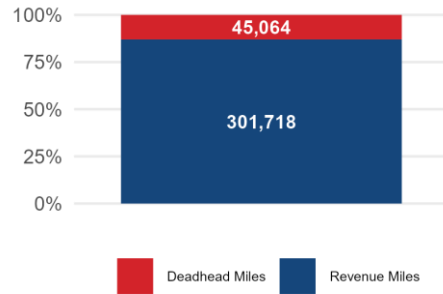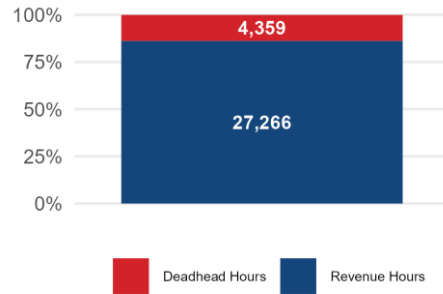
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 45,064
Revenue Miles: 301,718

Hours Allocation

Deadhead Hours: 4,359
Revenue Hours: 27,266

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T18	20.00	4,952	4,898 (98.9%)

Service Change Summary

Route T18 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — 10 (T18)

Saturday — 8 (T18)

Sunday — 6 (T18)

Class/Tier Average   System Average

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

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Ardwick Industrial Park Shuttle Line

Regional Transit

Ⓜ Metrorail

Local Bus

XX	Metrobus	XX	Fairfax Connector	◉	Transit Center
RD		GR			
OR	Circulator	YW	Arlington Transit		
BL		SV			
XX	Ride On	XX	Loudoun County Transit		
XX	TheBus	XX	DASH		

Service Classification

Coverage

Activity Tier

3

Overall Grade

| Line | **B** |

Legend

■ Exceeds ■ Meets ■ Approaches ■ Below ■ Significantly Below

Line Benefit Score

16

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	17	28	3	

Operating Statistics

Annual Operating Costs	$826,888
Peak Vehicles	5
Vehicle Type(s)	40 Foot

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

Service Area Population		12,588
People of Color Population	Service Area	10,192
	% Riders Surveyed	98%
Low Income Household	Service Area	4,634
	% Riders Surveyed	79%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership	F12 **73,628** (bar chart, scale 0 – 100,000)
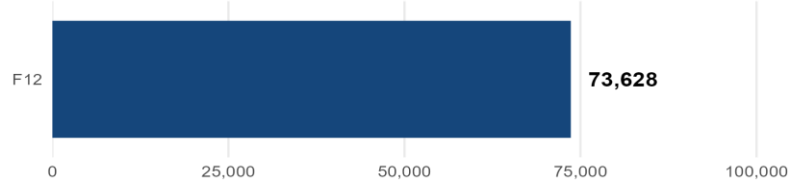
Top Transfer Locations	**Landover, Cheverly, New Carrollton**
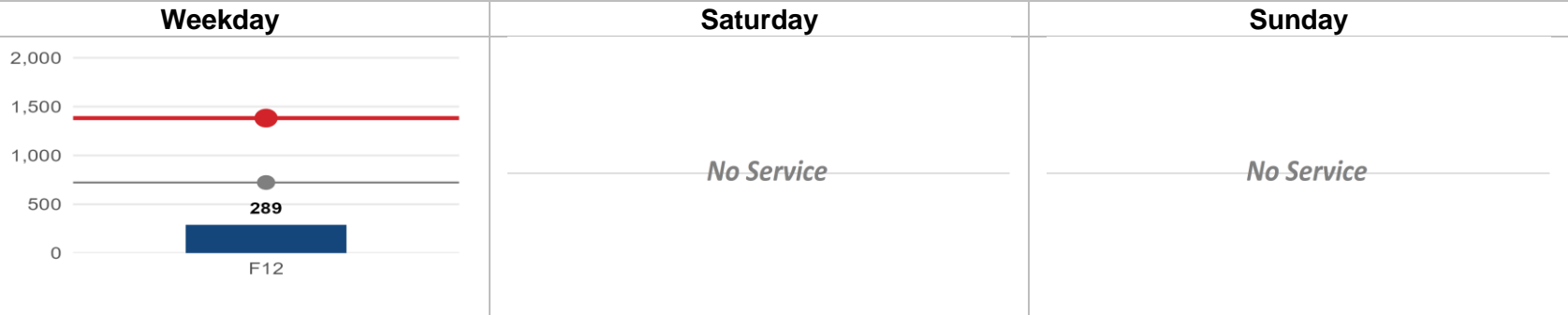
	Weekday	**Saturday**	**Sunday**
Average Daily Ridership — Class/Tier Average (gray) — System Average (red)	F12 = **289** (System Average ≈ 1,400; Class/Tier Average ≈ 700; scale 0–2,000)	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	5	6
AM Peak	4	5
Midday	3	4
PM Peak	4	5
Early Night	2	—
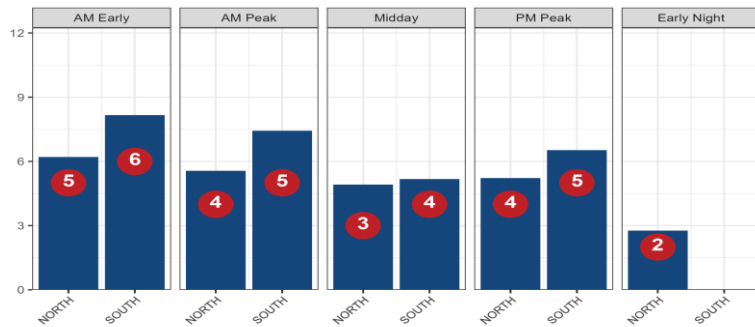
Vehicle Load Factor

	Direction:	**NORTH**	**SOUTH**
Weekday	**Peak** Maximum Target: 1	0.1	0.13
	Off-Peak Maximum Target: 1.0	0.08	0.1
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
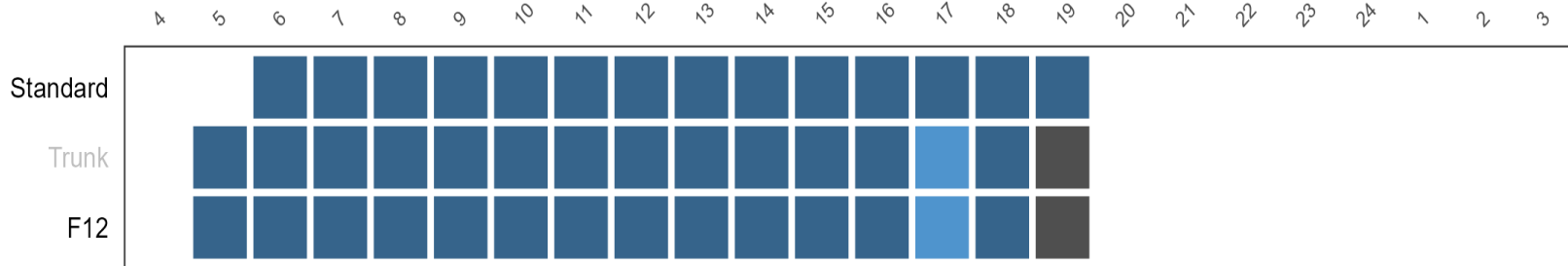
B Ardwick Industrial Park Shuttle

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:40 AM - 7:39 PM	-	B	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 33.1 / Off-Peak: 54.2	Peak: 29.7 / Off-Peak: 41.4	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour | 10**	11.8	17	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	1.4	C	-	-	-	-	-	-
Reliability	**On-Time Performance | 79%**	88%	82%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.09 Peak: 0.11	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$10.08	$ 7.90	E	-	-	-	-	-	-
	Cost Recovery | 20%	6%	11%	E	-	-	-	-	-	-

metrobus

Route F12

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.4	5	A
Route Design	**Circuity |** N/A	1.91	1.8	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	11.8	17	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	1.4	C	-	-	-	-	-	-
	Unique Segment Ridership | 10%	81%	47%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	88%	82%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.09 Peak: 0.11	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$10.08	$ 7.90	E	-	-	-	-	-	-
	Cost Recovery | 20%	6%	10%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles
- Revenue Miles

1,978
63,058

Hours Allocation

- Deadhead Hours
- Revenue Hours

134
6,930

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F12	16.70	1,260	1,247 (99.0%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday — 2 (F12)

Saturday — No Service

Sunday — No Service

- Class/Tier Average
- System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ Ballston-Farragut Square Line

Regional Transit
Ⓜ Metrorail

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

Service Classification

Framework

Activity Tier

1

Overall Grade

| Line | C |

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

Line Benefit Score

36

Out of 100

Ridership · Population Served · Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	50	36	21	
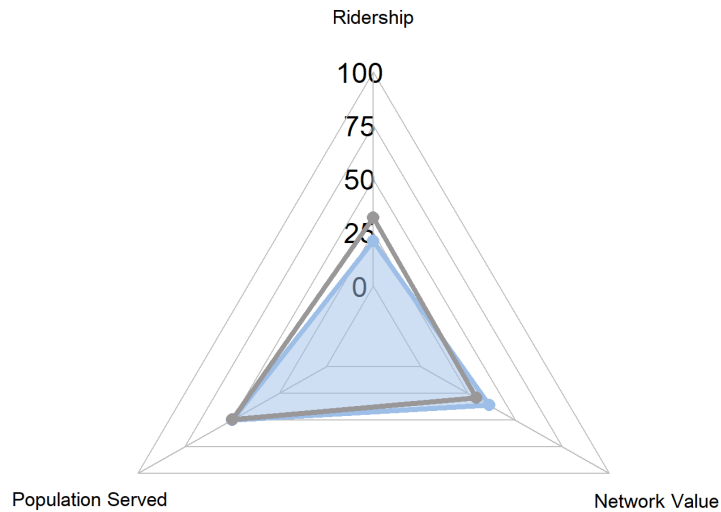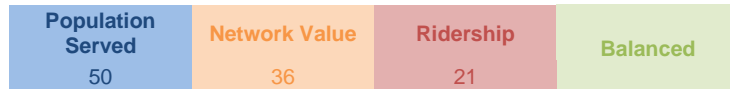
Operating Statistics

Annual Operating Costs	$4,249,709
Peak Vehicles	8
Vehicle Type(s)	40 Foot

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

Service Area Population			54,991
People of Color Population	Service Area	11,348
	% Riders Surveyed	59%
Low Income Household	Service Area	7,192
	% Riders Surveyed	34%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

38B — 639,922

| | 0 | 250,000 | 500,000 | 750,000 |

Top Transfer Locations

Rosslyn, Farragut North, Rosslyn East

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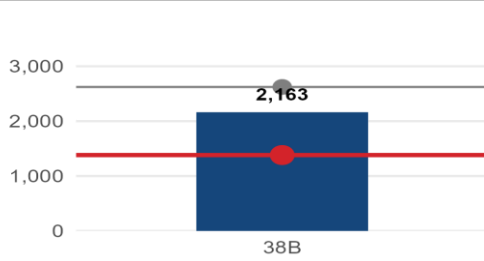
— Class/Tier Average (grey)
— System Average (red)

Weekday	Saturday	Sunday
2,163	1,374	1,153
38B	38B	38B

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST 10 / WEST 8	EAST 13 / WEST 8	EAST 10 / WEST 8	EAST 12 / WEST 15	EAST 8 / WEST 11	EAST 4 / WEST 7	EAST 11 / WEST 11	EAST 10 / WEST 10
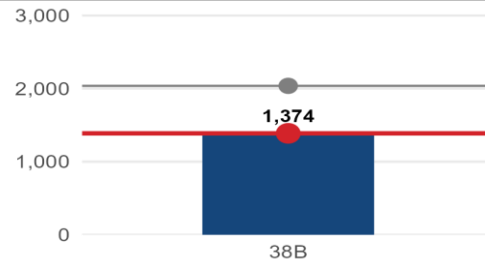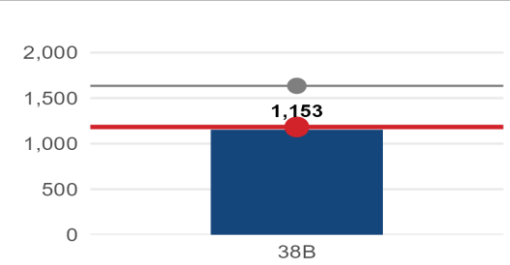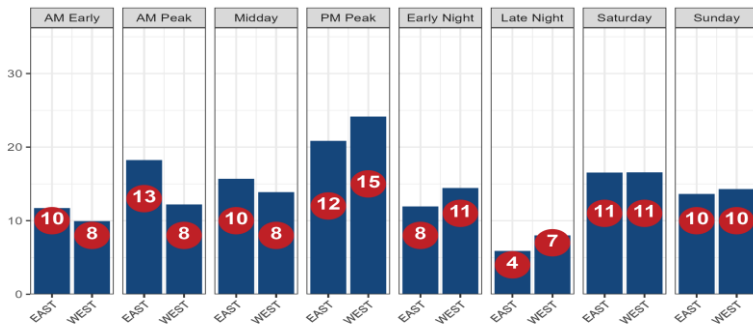
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.31	0.31
	Off-Peak Maximum Target: 1.0	0.22	0.22
	Saturday Maximum Target: 1.0	0.28	0.29
	Sunday Maximum Target: 1.0	0.24	0.25

Span and Frequency

FY 2022 ANNUAL LINE PERFORMANCE REPORT

C Ballston-Farragut Square

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	5:30 AM - 2:31 AM	-	A	5:30 AM - 2:28 AM	-	A	5:30 AM - 2:24 AM	-	A
Availability — Frequency of Service | varies	Peak: 15.8 / Off-Peak: 14.9	Peak: 16.6 / Off-Peak: 20	C	29.9	22.5	D	30.0	25.9	D
Productivity — Passengers per Revenue Hour | 30	18.8	24.4	E	20.7	21.6	E	17.8	20.0	E
Productivity — Passengers per Revenue Mile | 4	2.6	3.2	E	2.7	2.7	E	2.3	2.4	E
Reliability — On-Time Performance | 79%	73%	74%	D	65%	72%	E	79%	76%	C
Reliability — Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
Reliability — Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.31	Off-Peak: 0.29 Peak: 0.38	A	0.28	0.29	A	0.25	0.26	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$6.35	$ 5.47	D	$5.76	$ 6.24	C	$6.70	$ 6.78	E
Cost Effectiveness — Cost Recovery | 25%	19%	21%	D	21%	18%	D	18%	17%	E

metrobus

Route 38B

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	4.9	5.2	A
Route Design — Circuity | 1.75	1.46	1.29	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	18.8	24.4	E	20.7	21.6	E	17.8	20.0	E
	Passengers per Revenue Mile | 4	2.6	3.2	E	2.7	2.7	E	2.3	2.4	E
	Unique Segment Ridership | 10%	31%	22%	A	36%	34%	A	36%	34%	A
Reliability	On-Time Performance | 79%	73%	74%	D	65%	72%	E	79%	76%	C
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.31	Off-Peak: 0.29 Peak: 0.38	A	0.28	0.29	A	0.25	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$6.35	$ 5.47	D	$5.76	$ 6.24	C	$6.70	$ 6.78	E
	Cost Recovery | 25%	19%	21%	D	21%	18%	D	18%	17%	E
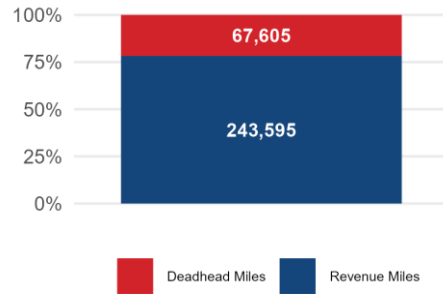
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 67,605
Revenue Miles: 243,595

Hours Allocation

Deadhead Hours: 3,992
Revenue Hours: 35,616
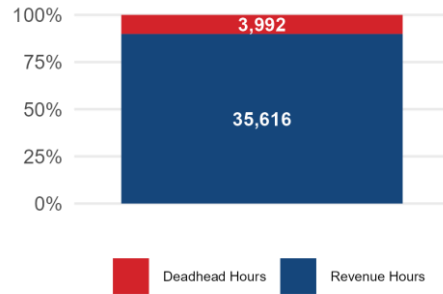
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
38B	14.20	3,645	3,596 (98.7%)

Service Change Summary

Route 38B - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;

Passenger Miles per Revenue Mile

Weekday — 38B

Saturday — 38B

Sunday — 38B

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Barcroft-South Fairlington Line

Regional Transit

Ⓜ Metrorail

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

Service Classification

Framework

Activity Tier

2

Overall Grade

Line   **D**

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

Line Benefit Score

30

Out of 100

Ridership

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	65	21	4	
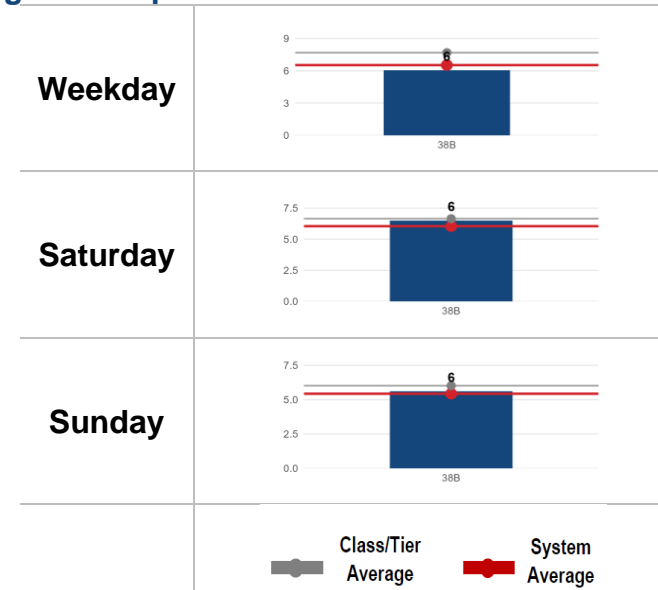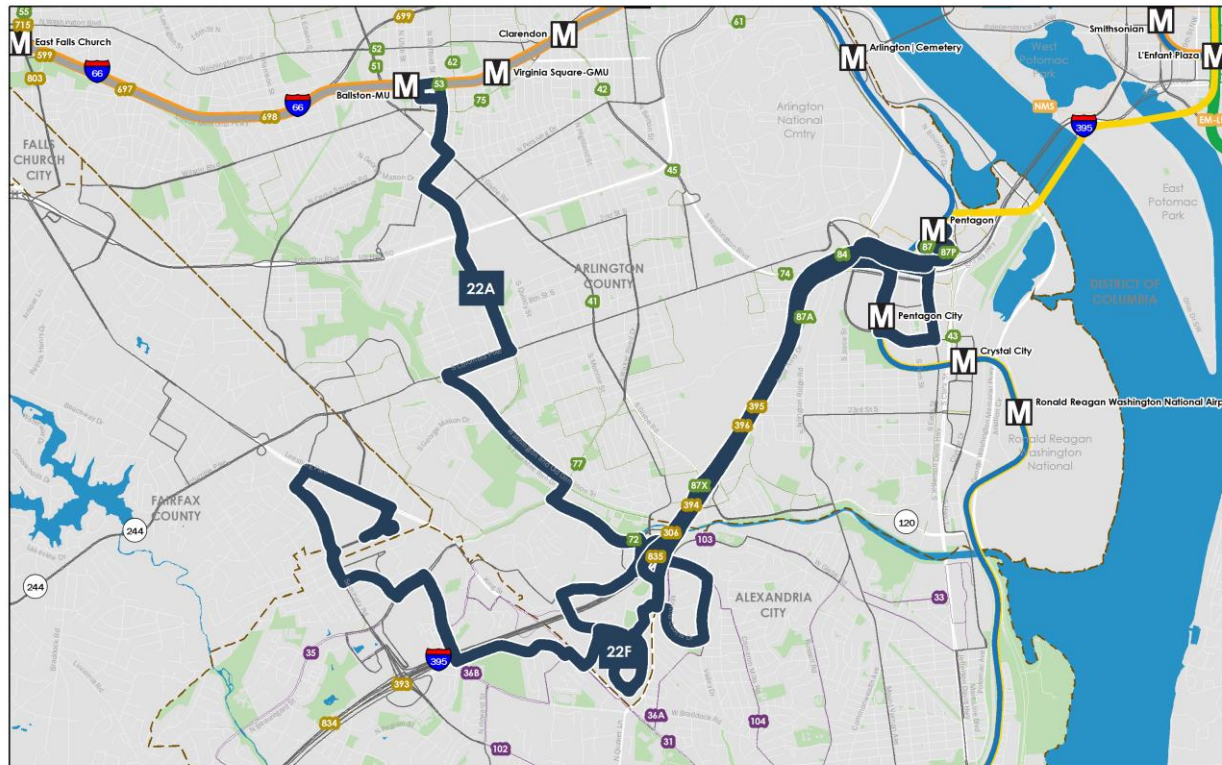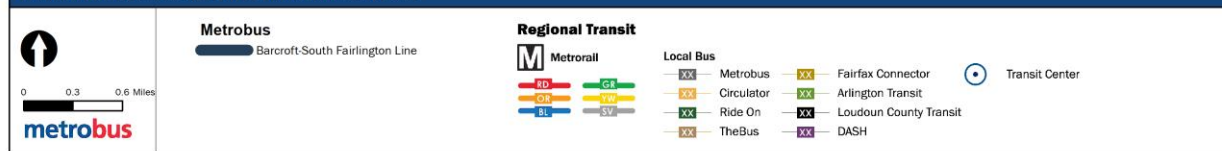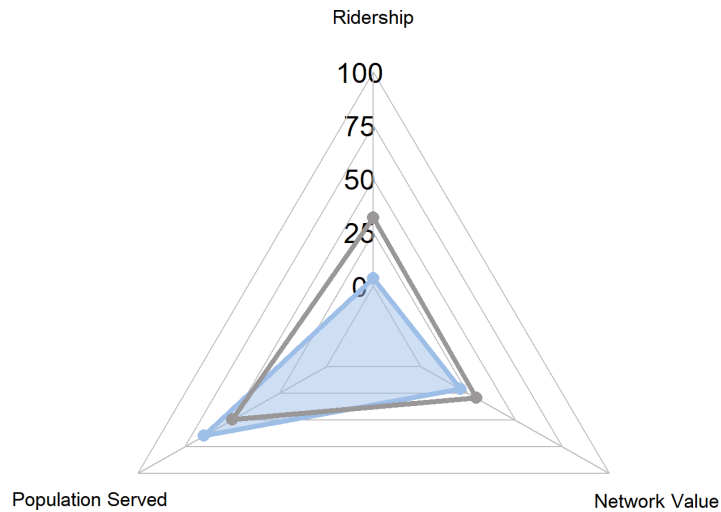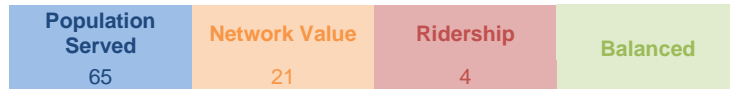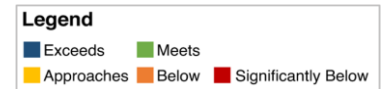
Operating Statistics

Annual Operating Costs		$1,621,839
Peak Vehicles		6
Vehicle Type(s)		40 Foot

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

	Service Area Population		89,025
	People of Color Population	Service Area	26,877
		% Riders Surveyed	57%
	Low Income Household	Service Area	16,408
		% Riders Surveyed	27%

Facilities/Amenities

	Bus Stops	155
	% Stops With Shelters	23%
	% Stops With Benches	21%
	% Stops With Real-Time Signs	3%

metrobus

Ridership

Annual Ridership

Line	Annual Ridership
22F	22,305
22A	85,399
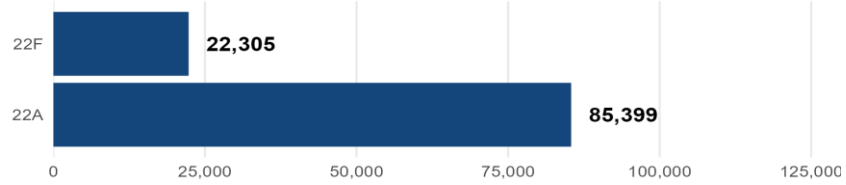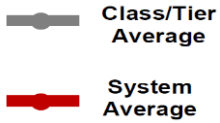
Top Transfer Locations

Pentagon, Pentagon City, Ballston

Average Daily Ridership
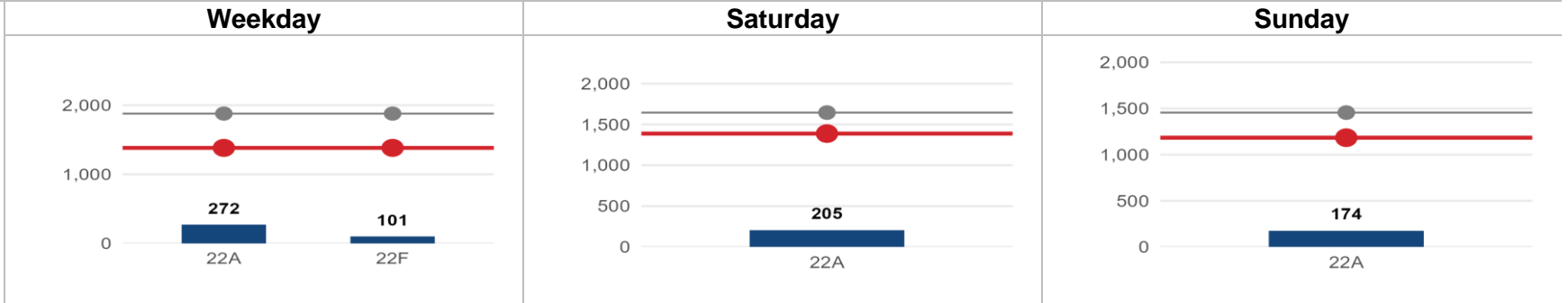
— Class/Tier Average
— System Average

	Weekday	Saturday	Sunday
22A	272	205	174
22F	101		

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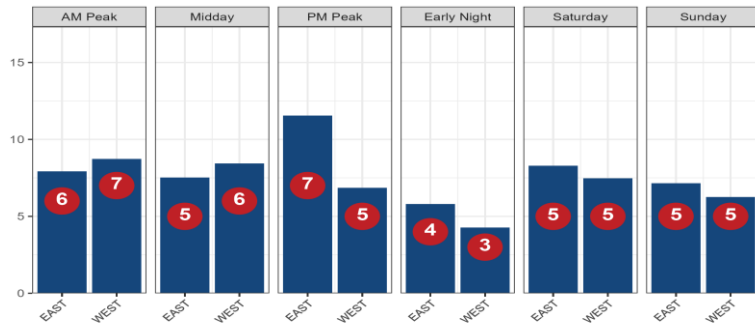
Vehicle Load Factor

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

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

D Barcroft-South Fairlington

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	6:00 AM - 10:19 PM	-	A	7:30 AM - 9:19 PM	-	A	7:30 AM - 9:16 PM	-	A
	Frequency of Service | varies	Peak: 52.4 / Off-Peak: 59.6	Peak: 20.8 / Off-Peak: 24.1	E	60.0	27.3	E	60.0	26.9	E
Productivity	**Passengers per Revenue Hour | 20**	8.6	20.3	E	8.2	20.2	E	6.7	18.1	E
	Passengers per Revenue Mile | 2	0.7	2.0	E	0.6	1.9	E	0.5	1.6	E
Reliability	**On-Time Performance | 79%**	85%	78%	A	81%	77%	B	90%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.15	Off-Peak: 0.3 Peak: 0.36	A	0.13	0.29	A	0.12	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$13.92	$ 6.80	E	$14.54	$ 6.78	E	$17.71	$ 7.75	E
	Cost Recovery | 20%	9%	18%	E	8%	16%	E	7%	14%	E

metrobus

Route 22A

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	7.7	4.7	E
Route Design — Circuity | 1.75	2.87	1.46	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	8.8	20.3	E	8.2	20.2	E	6.7	18.1	E
Passengers per Revenue Mile | 2	0.7	2.0	E	0.6	1.9	E	0.5	1.6	E
Unique Segment Ridership | 10%	28%	20%	A	64%	36%	A	65%	39%	A
Reliability — On-Time Performance | 79%	83%	78%	B	81%	77%	B	90%	78%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.16	Off-Peak: 0.3 Peak: 0.36	A	0.13	0.31	A	0.12	0.27	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$13.54	$ 6.80	E	$14.54	$ 6.78	E	$17.71	$ 7.75	E
Cost Recovery | 20%	9%	18%	E	8%	17%	E	7%	15%	E

metrobus

Route 22F

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	3.4	4.7	E
Route Design **Circuity |** 1.75	2.05	1.46	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	7.9	20.3	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	0.6	2	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	15%	20%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	89%	78%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.06 Peak: 0.14	Off-Peak: 0.3 Peak: 0.36	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$15.08	$ 6.80	E	-	-	-	-	-	-
	Cost Recovery | 20%	10%	18%	E	-	-	-	-	-	-
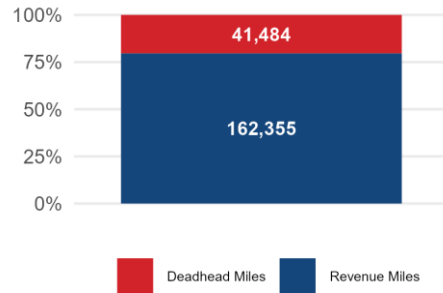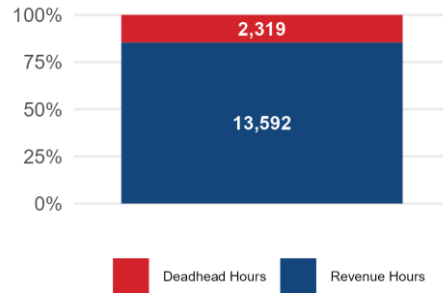
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 41,484
- Revenue Miles: 162,355

Hours Allocation

- Deadhead Hours: 2,319
- Revenue Hours: 13,592

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
22A	26.10	906	902 (99.6%)
22F	21.20	315	290 (92.1%)

Service Change Summary

Route 22A - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;
Route 22F - Dec 2021:
Weekday: Reduce peak frequency to 30 min; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- 22A: 2.77
- 22F: 3.05

Saturday
- 22A: 3

Sunday
- 22A: 2

Class/Tier Average — System Average

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

About the Line

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	A

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

Line Benefit Score

<div style="border:1px solid gray; display:inline-block; padding:4px;">**42**</div>

Out of 100

Classification Average

Line Focus:	**Population Served**	**Network Value**	**Ridership**	**Balanced**
Line Score:	88	14	24	
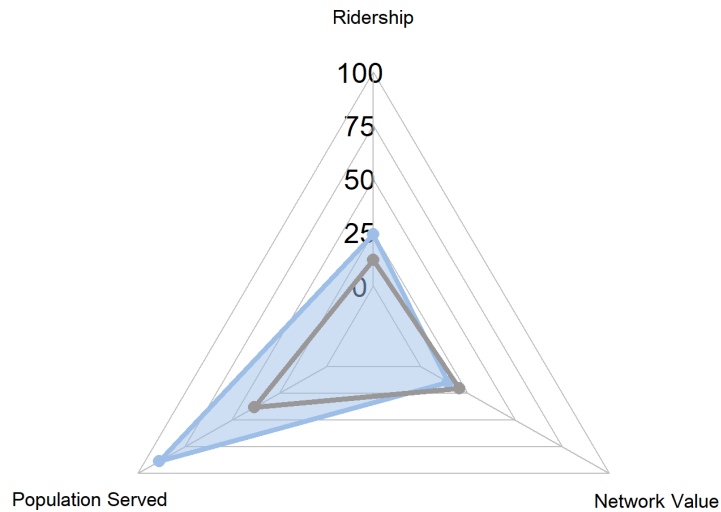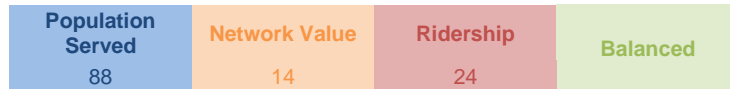
Operating Statistics

Annual Operating Costs	$2,645,062
Peak Vehicles	10
Vehicle Type(s)	40 Foot

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

	Service Area Population		60,615
	People of Color Population	*Service Area*	56,324
		% Riders Surveyed	99%
	Low Income Household	*Service Area*	30,501
		% Riders Surveyed	79%

Facilities/Amenities

	Bus Stops	110
	% Stops With Shelters	24%
	% Stops With Benches	21%
	% Stops With Real-Time Signs	5%

metrobus

Ridership

Annual Ridership

V8	448,946
V7	256,001

Top Transfer Locations

Benning Road, Congress Heights, Minnesota Avenue

Average Daily Ridership

- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
V7: 1,028 V8: 1,471	V8: 984	V8: 759

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	6	3
AM Peak	14	9
Midday	13	12
PM Peak	11	14
Early Night	4	7
Late Night	3	5
Saturday	8	8
Sunday	6	6

Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.3	0.3
	Off-Peak Maximum Target: 1.0	0.22	0.22
	Saturday Maximum Target: 1.0	0.2	0.19
	Sunday Maximum Target: 1.0	0.15	0.15

metrobus

Span and Frequency

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: 24.3 / Off-Peak: 35.0	Peak: 26.3 / Off-Peak: 36.7	A	25.4	39.6	A	25.4	40.8	A
Productivity	**Passengers per Revenue Hour** | 15	32.0	25.1	A	34.9	24.3	A	27.4	22.5	A
	Passengers per Revenue Mile | 2	4.6	2.9	A	5.0	2.6	A	3.8	2.3	A
Reliability	**On-Time Performance** | 79%	80%	82%	B	86%	82%	A	83%	81%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.3	Off-Peak: 0.23 Peak: 0.29	A	0.2	0.22	A	0.15	0.2	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$3.72	$ 5.84	A	$3.42	$ 6.11	A	$4.35	$ 6.59	A
	Cost Recovery | 20%	15%	13%	D	17%	12%	D	13%	11%	E

metrobus

Route V7

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	7.7	6.3	E
Route Design — **Circuity |** N/A	1.31	2.5	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	25.9	25.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	3.6	2.9	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	13%	29%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	73%	82%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.36	Off-Peak: 0.25 Peak: 0.32	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.60	$ 5.84	A	-	-	-	-	-	-
	Cost Recovery | 20%	16%	13%	D	-	-	-	-	-	-

metrobus

Route V8

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	1.1	2.5	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	38.5	25.1	A	34.9	24.3	A	27.4	22.5	A
	Passengers per Revenue Mile | 2	5.8	2.9	A	5.0	2.6	A	3.8	2.3	A
	Unique Segment Ridership | 10%	31%	29%	A	61%	43%	A	59%	52%	A
Reliability	**On-Time Performance |** 79%	84%	82%	A	86%	82%	A	83%	81%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.24	Off-Peak: 0.25 Peak: 0.32	A	0.2	0.24	A	0.15	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.10	$ 5.84	A	$3.42	$ 6.11	A	$4.35	$ 6.59	A
	Cost Recovery | 20%	15%	13%	D	14%	12%	E	11%	11%	E

Operational Analysis
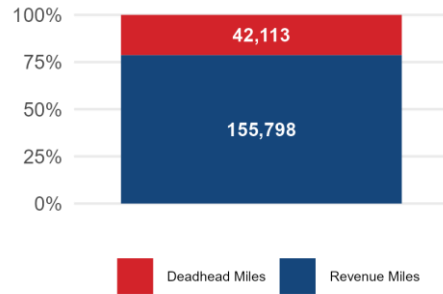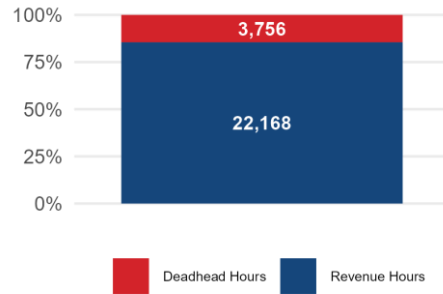
Miles Allocation

- Deadhead Miles: 42,113
- Revenue Miles: 155,798

Hours Allocation

- Deadhead Hours: 3,756
- Revenue Hours: 22,168

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V7	13.20	882	827 (93.8%)
V8	4.20	3,222	3,210 (99.6%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday
- V7: 7.7
- V8: 5.0

Saturday
- V8: 4

Sunday
- V8: 3

Legend:
- Class/Tier Average
- System Average

About the Line

Service Classification

Commuter

Activity Tier

1

Overall Grade

| Line | B |

Line Benefit Score

42

Out of 100

Line Benefit Score cannot be calculated for this line.

Classification Average

Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
	0	0	
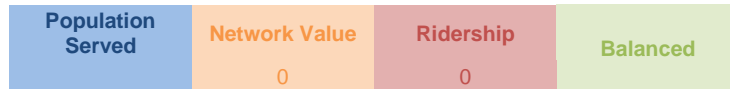
Operating Statistics

Annual Operating Costs		$10,578
Peak Vehicles		
Vehicle Type(s)		

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

	Service Area Population		19,559
	People of Color Population	*Service Area*	14,229
		% Riders Surveyed	82%
	Low Income Household	*Service Area*	6,346
		% Riders Surveyed	42%

Facilities/Amenities

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

Ridership

Annual Ridership

X3 — 2,210

Top Transfer Locations

NA

Average Daily Ridership

Class/Tier Average
System Average

Weekday	Saturday	Sunday
13	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

PM Peak — 13 (EAST)
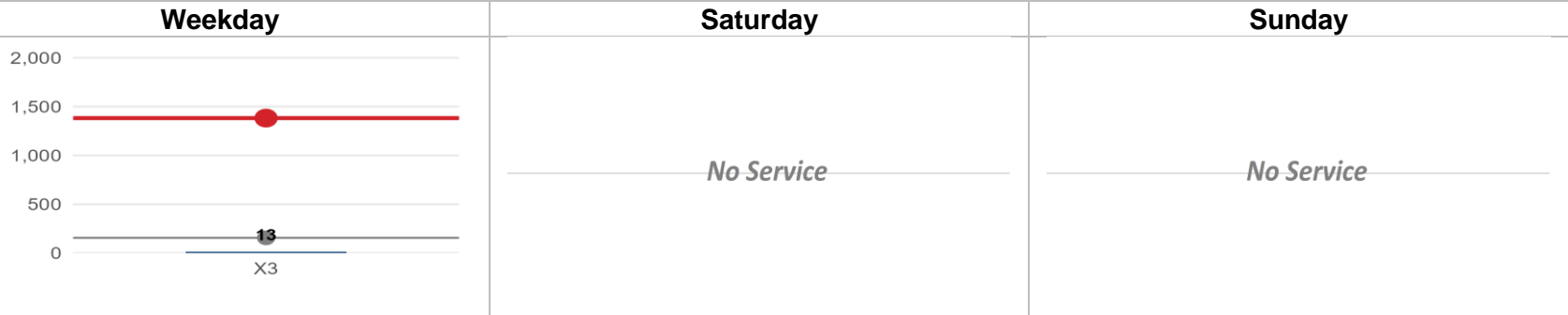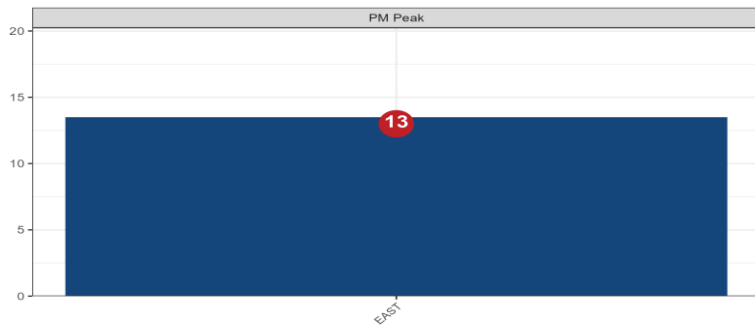
Vehicle Load Factor

	Direction:	EAST	
Weekday	**Peak** Maximum Target: 1		
	Off-Peak Maximum Target: 1.0	0.31	
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard																								
Trunk												■	■											
X3												■	■											

Saturday (by Hour)

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

No Service

Sunday (by Hour)

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

No Service

metrobus

B Benning Road

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	3:50 PM - 4:20 PM	-	**E**	-	-	-	-	-	-
Frequency of Service | varies	Peak: NA / Off-Peak: NA	Peak: 36.9 / Off-Peak: 59.5	-	-	-	-	-	-	-
Productivity — **Passengers per Revenue Hour** | N/A	29.5	12.6	**A**	-	-	-	-	-	-
Passengers per Revenue Mile | 1.5	3.5	1.1	**A**	-	-	-	-	-	-
Reliability — **On-Time Performance** | 79%	81%	78%	**B**	-	-	-	-	-	-
Crowding | 5%	0%	0%	**A**	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.31	Peak: 0.2	**A**	-	-	-	-	-	-
Cost Effectiveness — **Operating Cost per Passenger Trip** | $7	$4.05	$14.23	**A**	-	-	-	-	-	-
Cost Recovery | 25%	20%	17%	**D**	-	-	-	-	-	-

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Route X3

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	3.5	2.2	-
Route Design	**Circuity |** N/A	1	1.27	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	29.5	12.6	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1.5	3.5	1.1	A	-	-	-	-	-	-
	Unique Segment Ridership | 15%	0%	34%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	81%	78%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.31	Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.05	$14.23	A	-	-	-	-	-	-
	Cost Recovery | 25%	20%	17%	D	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 449
- Revenue Miles: 758

Hours Allocation

- Deadhead Hours: 43
- Revenue Hours: 89

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X3	3.40	15	15 (100.0%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday	10
Saturday	No Service
Sunday	No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Benning Road-H St Limited Line

Regional Transit

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

⊙ Transit Center

Service Classification

Framework

Activity Tier

1

Overall Grade

Line   **B**

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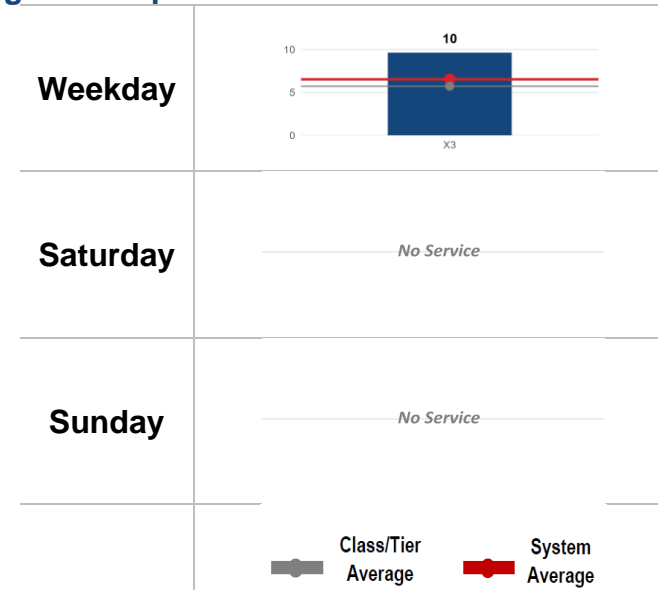
Line Benefit Score

28

Out of 100

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
51	11	21	
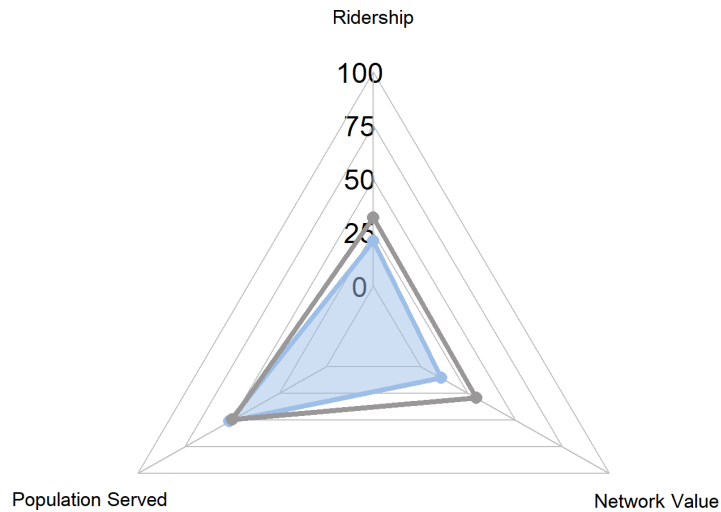
Line Score:
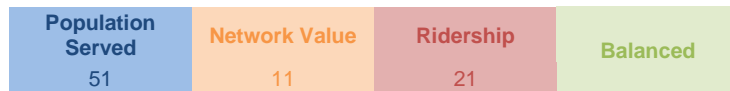
Operating Statistics

	Annual Operating Costs	$2,089,269
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population		41,902
	People of Color Population	Service Area	26,892
		% Riders Surveyed	93%
	Low Income Household	Service Area	13,145
		% Riders Surveyed	66%

Facilities/Amenities

	Bus Stops	33
	% Stops With Shelters	45%
	% Stops With Benches	36%
	% Stops With Real-Time Signs	42%

metrobus

Ridership

Annual Ridership

X9 — 547,287
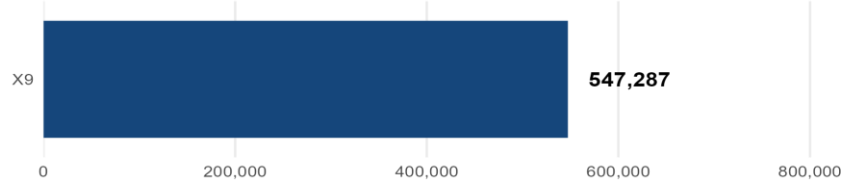
Top Transfer Locations

Gallery Place-Chinatown, Union Station, Metro Center

Average Daily Ridership
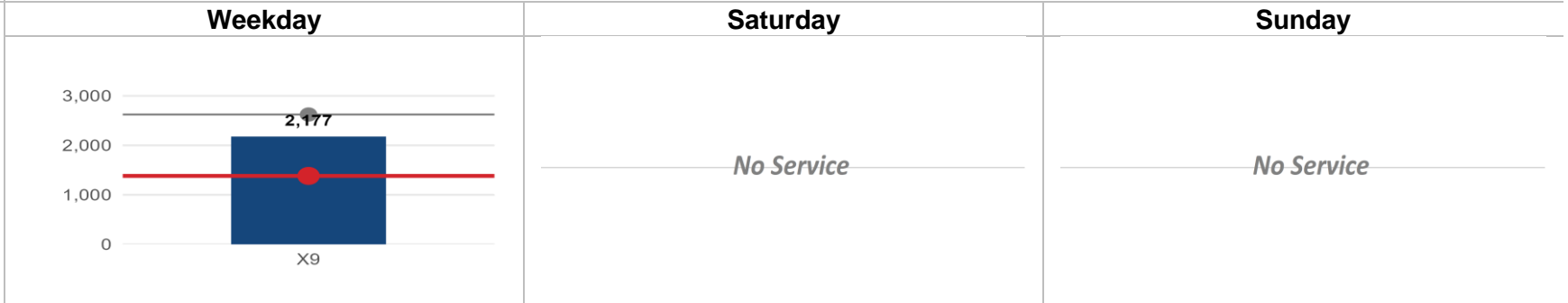
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
2,177	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Peak — EAST 12, WEST 20
Midday — EAST 14, WEST 15
PM Peak — EAST 22, WEST 14
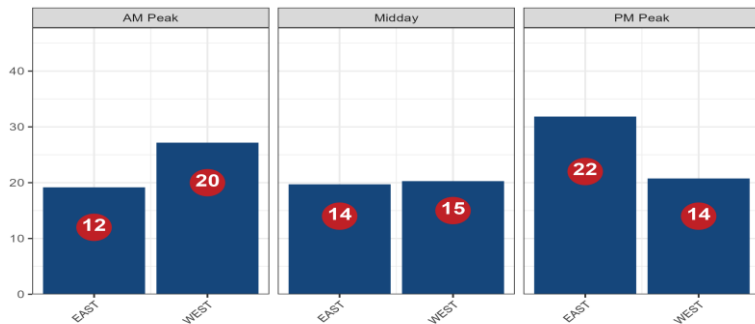
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.46	0.42
	Off-Peak Maximum Target: 1.0	0.36	0.36
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

metrobus

Span and Frequency

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

Weekday (by Hour)

	Standard	Trunk	X9

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
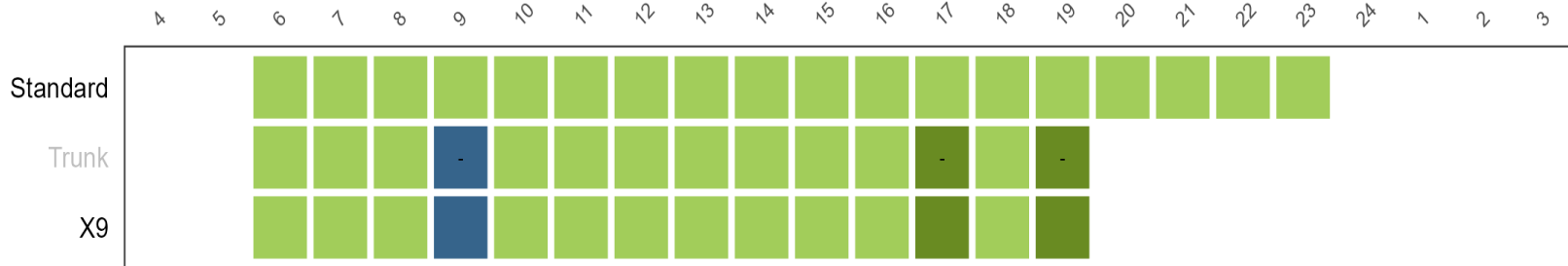
B Benning Road-H St Limited

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: 15.8 / Off-Peak: 24.1	Peak: 16.6 / Off-Peak: 20	C	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour** | 30	30.9	24.4	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	3.7	3.2	C	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	78%	74%	C	-	-	-	-	-	-
	Crowding | 5%	2%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.44	Off-Peak: 0.29 Peak: 0.38	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$3.86	$ 5.47	A	-	-	-	-	-	-
	Cost Recovery | 25%	13%	21%	E	-	-	-	-	-	-

metrobus

Route X9

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	2.3	5.2	E
Route Design — **Circuity |** 1.75	1.13	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	30.9	24.4	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	3.7	3.2	C	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	22%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	78%	74%	C	-	-	-	-	-	-
	Crowding | 5%	2%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.44	Off-Peak: 0.29 Peak: 0.38	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.86	$ 5.47	A	-	-	-	-	-	-
	Cost Recovery | 25%	13%	21%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

100% | 59,306 (Deadhead Miles)
75% |
50% | 145,762 (Revenue Miles)
25% |
0% |

Legend: ■ Deadhead Miles ■ Revenue Miles

Hours Allocation

100% | 3,851 (Deadhead Hours)
75% |
50% | 17,510 (Revenue Hours)
25% |
0% |

Legend: ■ Deadhead Hours ■ Revenue Hours

Service Delivery (Monthly)

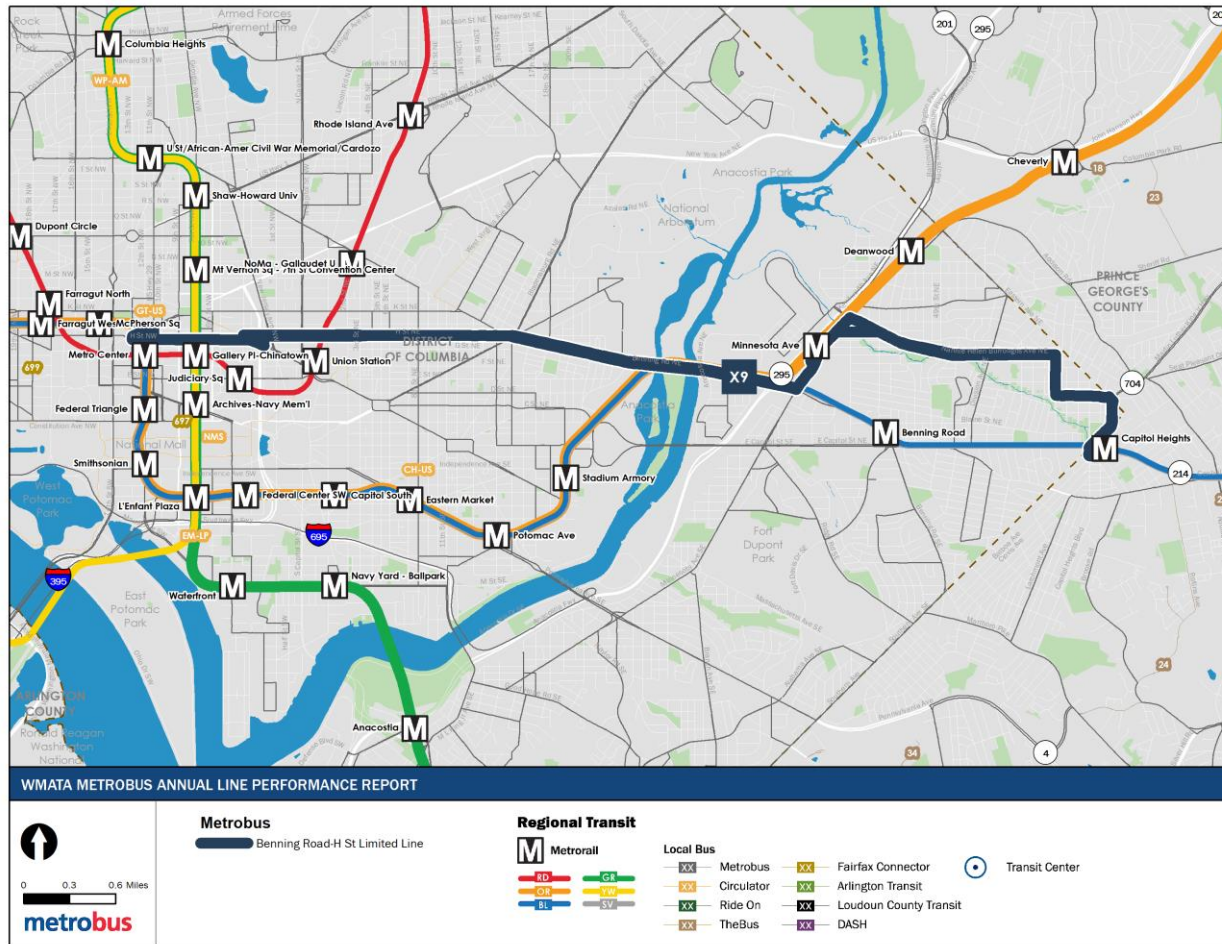| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X9	15.30	1,995	1,962 (98.3%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday — 9 (X9)

Saturday — No Service

Sunday — No Service

Legend: ■ Class/Tier Average ■ System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Benning Road-H Street Line

Regional Transit

Ⓜ Metrorail

Local Bus

XX	Metrobus	XX	Fairfax Connector	⊙ Transit Center
RD	Circulator	XX	Arlington Transit	
OR	Ride On	XX	Loudoun County Transit	
BL	TheBus	XX	DASH	
GR / YW / SV				

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

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

metrobus
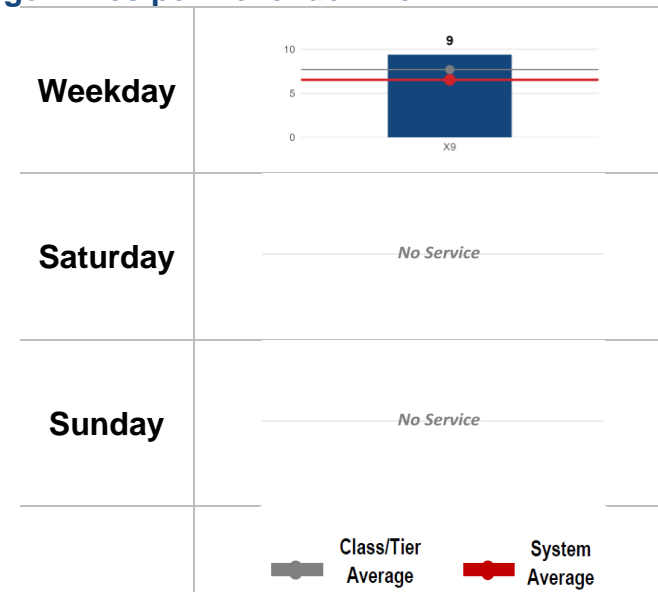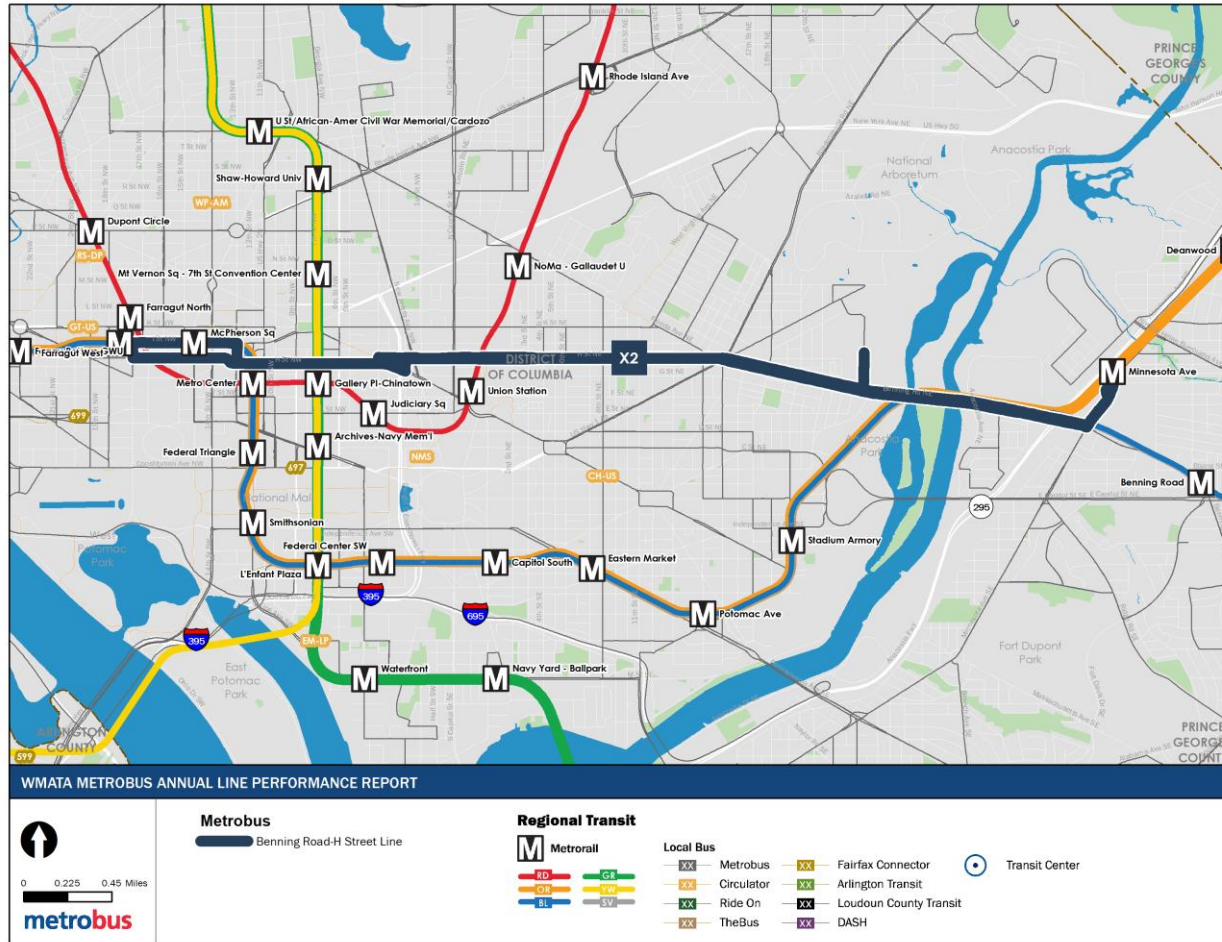
Line Benefit Score

<div style="font-size:2em">**57**</div>

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	45	49	78	
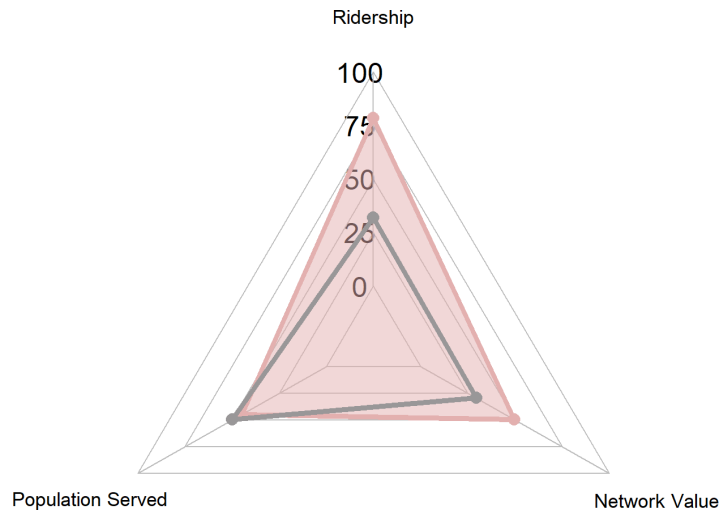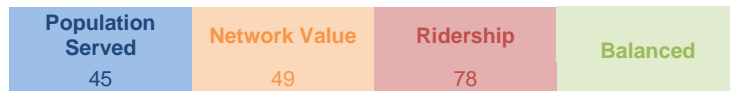
Operating Statistics

	Annual Operating Costs	$6,770,758
	Peak Vehicles	13
	Vehicle Type(s)	60 Foot

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

	Service Area Population		40,377
	People of Color Population	Service Area	21,351
		% Riders Surveyed	84%
	Low Income Household	Service Area	10,692
		% Riders Surveyed	62%

Facilities/Amenities

	Bus Stops	49
	% Stops With Shelters	51%
	% Stops With Benches	47%
	% Stops With Real-Time Signs	39%

Ridership
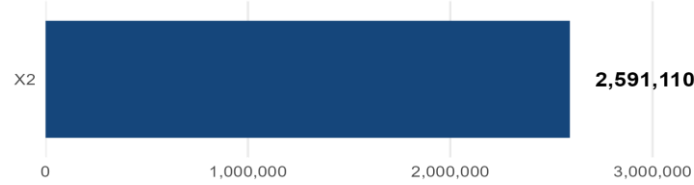
Annual Ridership	X2 ▬ 2,591,110 0 — 1,000,000 — 2,000,000 — 3,000,000
Top Transfer Locations	**Gallery Place-Chinatown, Union Station, McPherson Square**
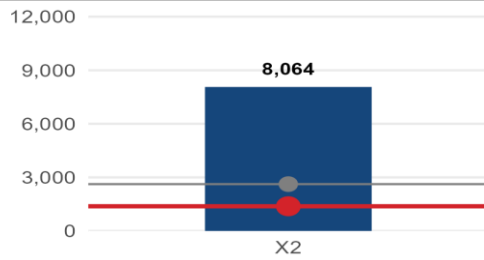
Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
8,064 (X2)	**6,738** (X2)	**5,508** (X2)

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	10	21	26	31	22	13	23	20
WEST	18	28	27	23	15	7	21	18
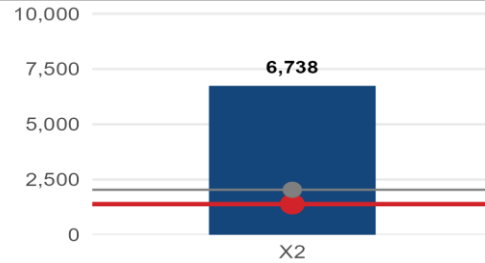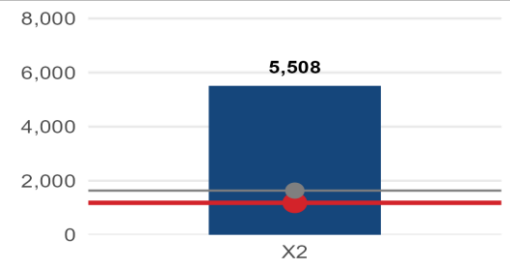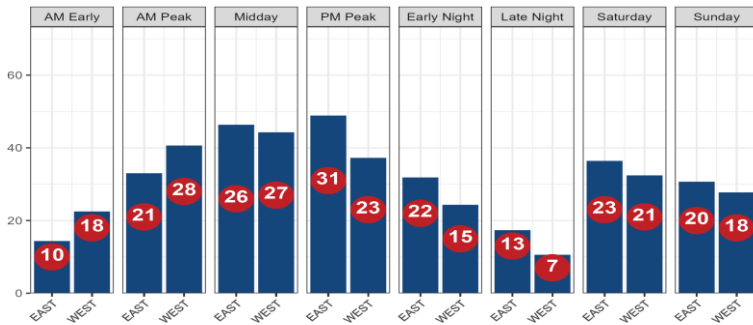
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.44	0.42
	Off-Peak Maximum Target: 1.0	0.38	0.36
	Saturday Maximum Target: 1.0	0.42	0.39
	Sunday Maximum Target: 1.0	0.37	0.35

metrobus

Span and Frequency

FY 2022 ANNUAL LINE PERFORMANCE REPORT

152
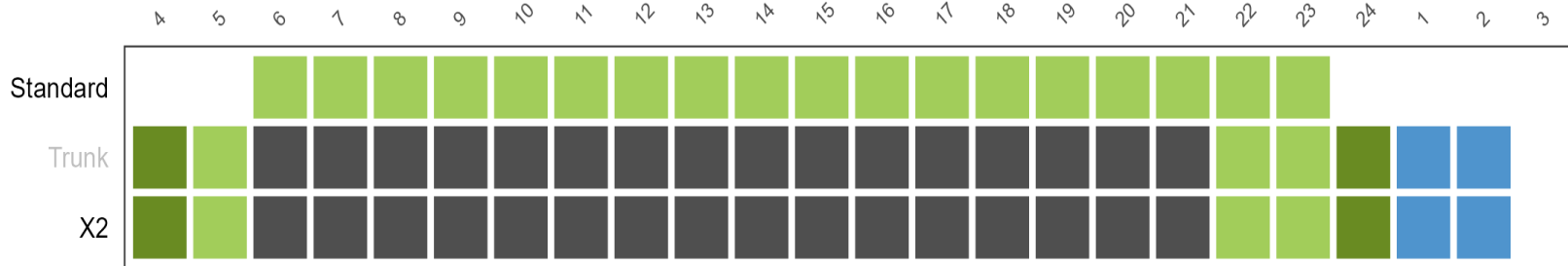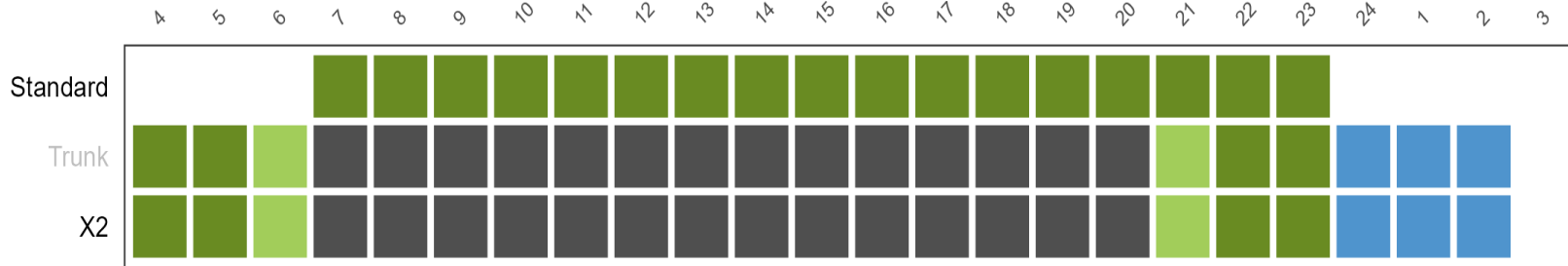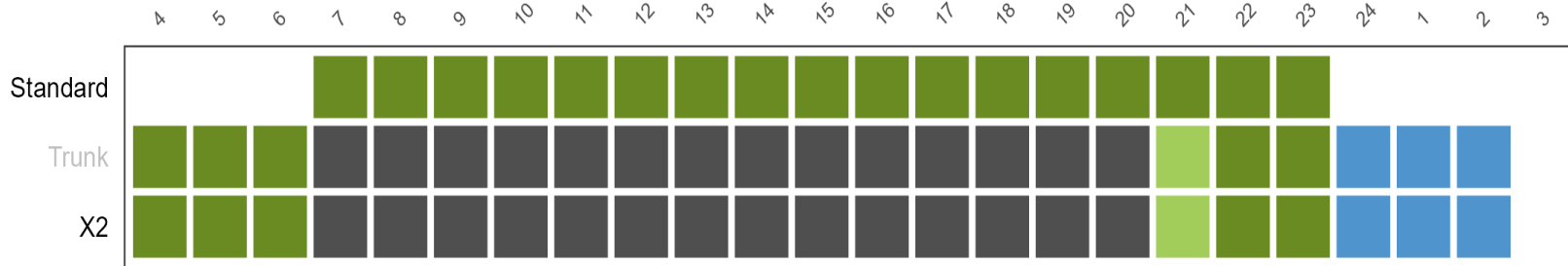
B Benning Road-H Street

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:00 AM - 2:28 AM	-	A	4:06 AM - 2:34 AM	-	A	4:09 AM - 2:25 AM	-	A
	Frequency of Service | varies	Peak: 10.3 / Off-Peak: 11.6	Peak: 16.6 / Off-Peak: 20	B	13.3	22.5	A	13.9	25.9	A
Productivity	**Passengers per Revenue Hour** | 30	46.0	24.4	A	45.4	21.6	A	39.5	20.0	A
	Passengers per Revenue Mile | 4	6.9	3.2	A	6.5	2.7	A	5.5	2.4	A
Reliability	**On-Time Performance** | 79%	72%	74%	D	68%	72%	E	71%	76%	D
	Crowding | 5%	1%	1%	A	5%	1%	B	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.43	Off-Peak: 0.29 Peak: 0.38	A	0.4	0.29	A	0.36	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$2.60	$ 5.47	A	$2.63	$ 6.24	A	$3.02	$ 6.78	A
	Cost Recovery | 25%	19%	21%	D	18%	18%	D	16%	17%	E

metrobus

Route X2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.1	5.2	E
Route Design	**Circuity |** 1.75	1.01	1.29	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	46.0	24.4	A	45.4	21.6	A	39.5	20.0	A
	Passengers per Revenue Mile | 4	6.9	3.2	A	6.5	2.7	A	5.5	2.4	A
	Unique Segment Ridership | 10%	43%	22%	A	86%	34%	A	86%	34%	A
Reliability	**On-Time Performance |** 79%	72%	74%	D	68%	72%	E	71%	76%	D
	Crowding | 5%	1%	1%	A	5%	1%	B	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.43	Off-Peak: 0.29 Peak: 0.38	A	0.4	0.29	A	0.36	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.60	$ 5.47	A	$2.63	$ 6.24	A	$3.02	$ 6.78	A
	Cost Recovery | 25%	19%	21%	D	18%	18%	D	16%	17%	E

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 120,081
- Revenue Miles: 369,627

Hours Allocation

- Deadhead Hours: 10,314
- Revenue Hours: 56,745
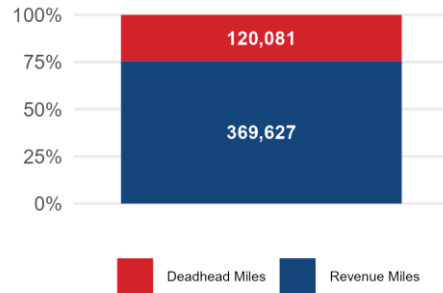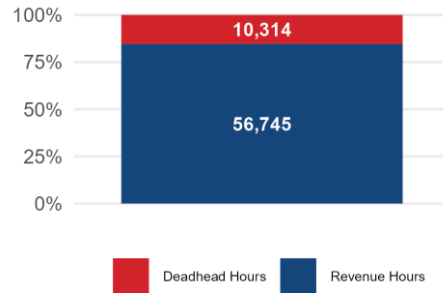
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X2	10.20	6,321	6,225 (98.5%)

Service Change Summary

Route X2 - Dec 2021:
Weekday: Remove Friendship school trips
(Not Phelps school trips); Saturday: No change; Sunday:
No change;
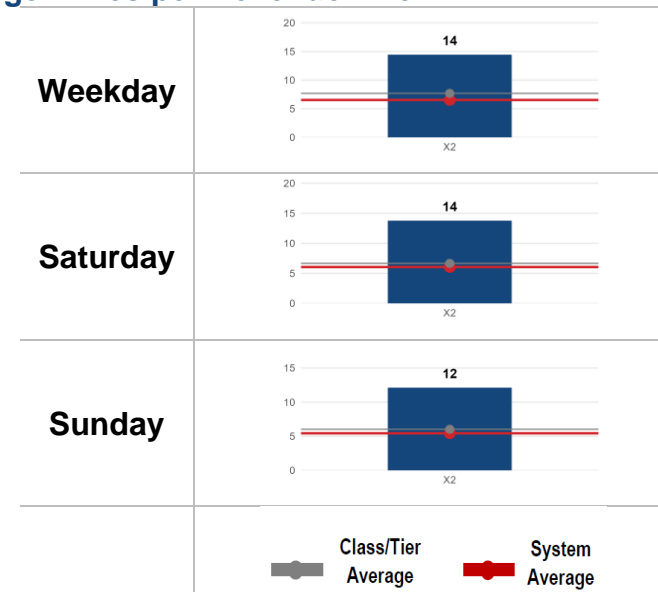
Passenger Miles per Revenue Mile

Weekday — 14

Saturday — 14

Sunday — 12

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ Bethesda-Silver Spring Line

Regional Transit

Ⓜ Metrorail

Local Bus

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

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	C

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

Line Benefit Score

37

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
36	40	34	
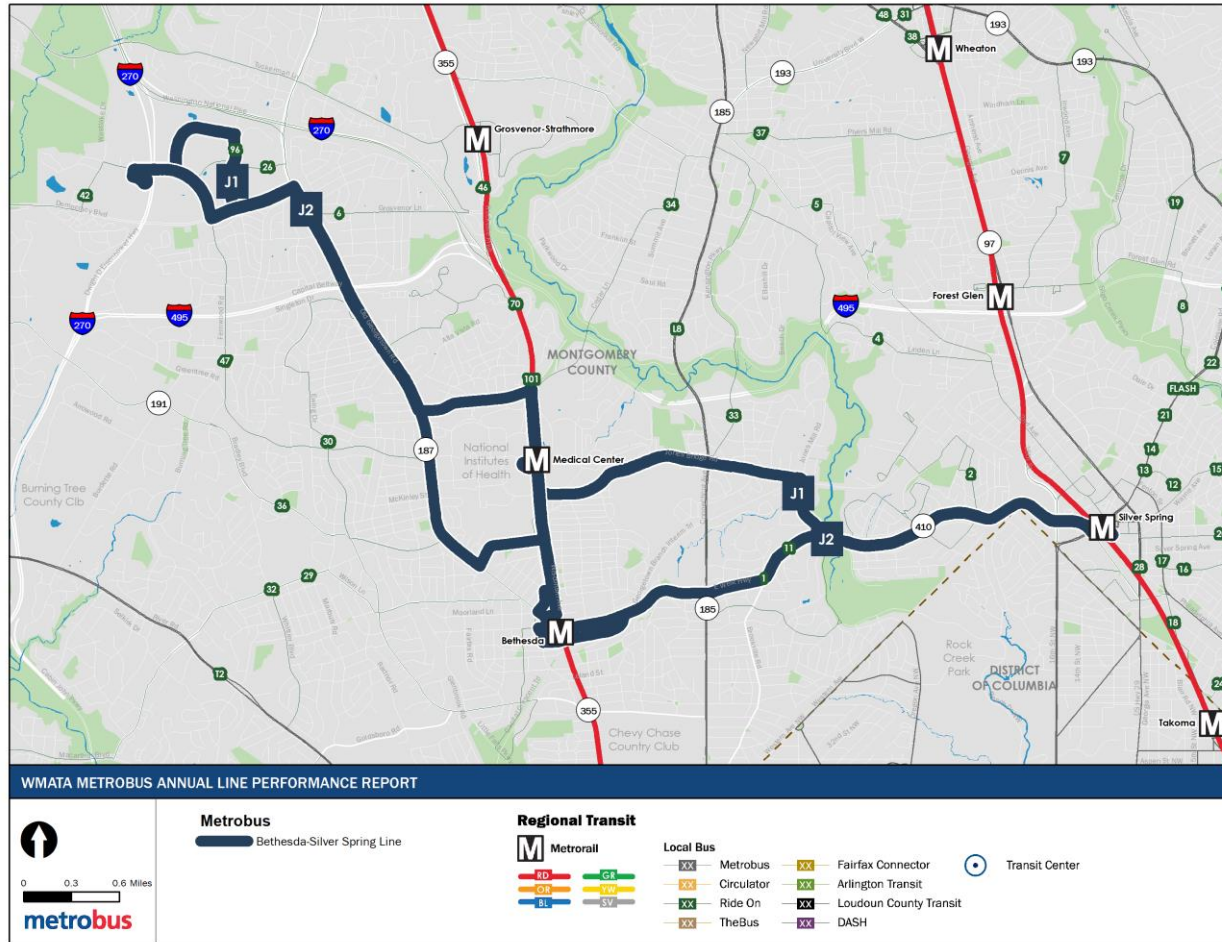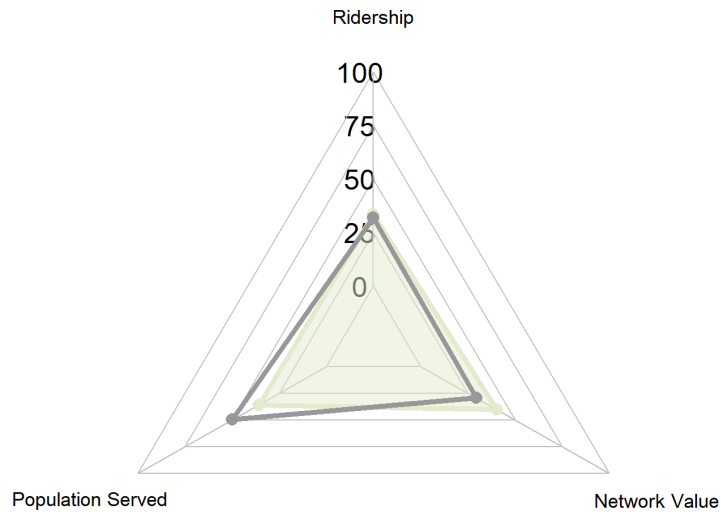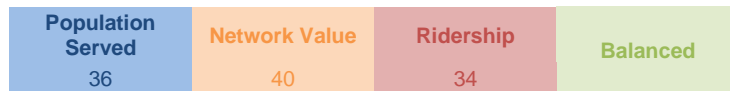
Operating Statistics

	Annual Operating Costs	$5,749,414
	Peak Vehicles	20
	Vehicle Type(s)	40 Foot

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

	Service Area Population		75,290
	People of Color Population	Service Area	24,529
		% Riders Surveyed	73%
	Low Income Household	Service Area	12,313
		% Riders Surveyed	43%

Facilities/Amenities

	Bus Stops	146
	% Stops With Shelters	27%
	% Stops With Benches	36%
	% Stops With Real-Time Signs	5%

metrobus

Ridership

Annual Ridership

J2	949,545
J1	72,991

(Horizontal bar chart with axis: 0, 500,000, 1,000,000)
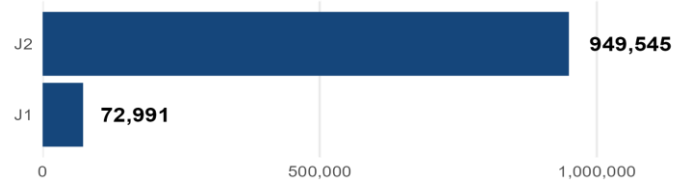
Top Transfer Locations

Silver Spring, Bethesda, Medical Center

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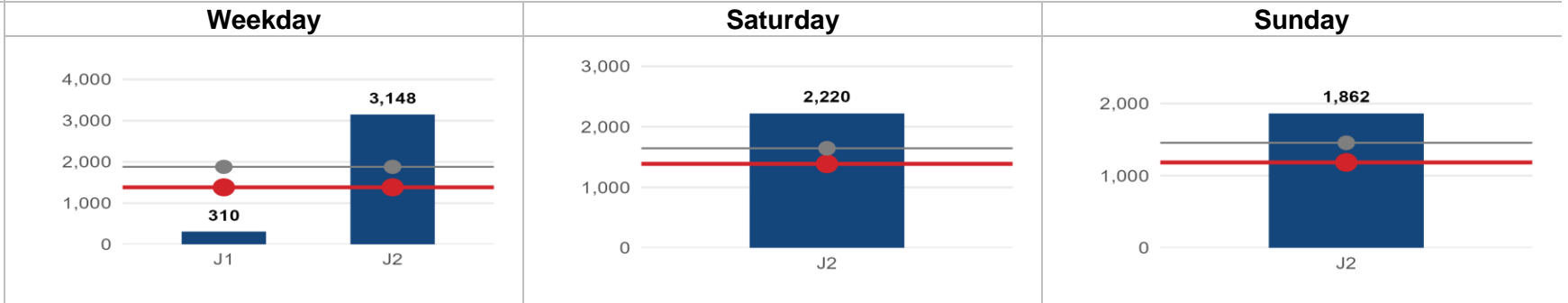
- ⬤ Class/Tier Average (gray)
- ⬤ System Average (red)

Weekday	Saturday	Sunday

Weekday: J1 = 310, J2 = 3,148 (axis: 0–4,000)

Saturday: J2 = 2,220 (axis: 0–3,000)

Sunday: J2 = 1,862 (axis: 0–2,000)

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	8	15
AM Peak	9	16
Midday	13	13
PM Peak	15	13
Early Night	14	7
Late Night	4	4
Saturday	11	11
Sunday	9	9
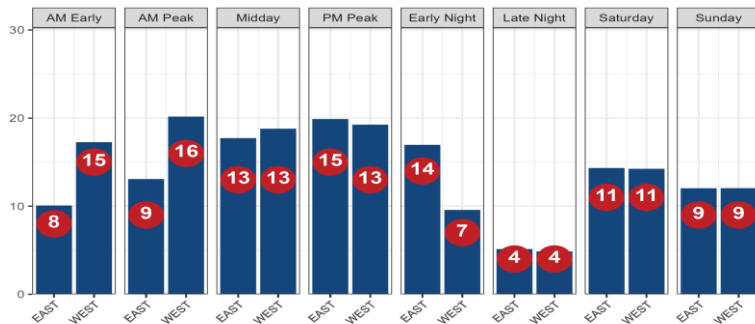
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.33	0.37
	Off-Peak Maximum Target: 1.0	0.3	0.26
	Saturday Maximum Target: 1.0	0.26	0.26
	Sunday Maximum Target: 1.0	0.22	0.22

Span and Frequency

FY 2022 ANNUAL LINE PERFORMANCE REPORT

159

C Bethesda-Silver Spring

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:45 AM - 2:23 AM	-	A	5:08 AM - 2:38 AM	-	A	5:08 AM - 2:31 AM	-	A
	Frequency of Service | varies	Peak: 10.7 / Off-Peak: 11.5	Peak: 20.8 / Off-Peak: 24.1	A	14.6	27.3	A	14.6	26.9	A
Productivity	**Passengers per Revenue Hour** | 20	18.3	20.3	C	18.2	20.2	C	15.5	18.1	E
	Passengers per Revenue Mile | 2	1.7	2.0	D	1.4	1.9	E	1.2	1.6	E
Reliability	**On-Time Performance** | 79%	78%	78%	C	77%	77%	C	77%	78%	C
	Crowding | 5%	0%	0%	A	1%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.35	Off-Peak: 0.3 Peak: 0.36	A	0.26	0.29	A	0.22	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$6.51	$ 6.80	E	$6.54	$ 6.78	E	$7.72	$ 7.75	E
	Cost Recovery | 20%	19%	18%	C	19%	16%	C	16%	14%	D

metrobus

Route J1

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile** | 4-5	5.3	4.7	E
Route Design **Circuity** | 1.75	1.23	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour** | 20	16.2	20.3	D	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	1.4	2	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	16%	20%	A	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	80%	78%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.28	Off-Peak: 0.3 Peak: 0.36	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$7.37	$ 6.80	E	-	-	-	-	-	-
	Cost Recovery | 20%	17%	18%	D	-	-	-	-	-	-

metrobus

Route J2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.9	4.7	A
Route Design	**Circuity |** 1.75	1.35	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	18.6	20.3	C	18.2	20.2	C	15.5	18.1	E
	Passengers per Revenue Mile | 2	1.7	2.0	D	1.4	1.9	E	1.2	1.6	E
	Unique Segment Ridership | 10%	35%	20%	A	100%	36%	A	100%	39%	A
Reliability	**On-Time Performance |** 79%	78%	78%	C	77%	77%	C	77%	78%	C
	Crowding | 5%	0%	0%	A	1%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.37	Off-Peak: 0.3 Peak: 0.36	A	0.26	0.31	A	0.22	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.43	$ 6.80	D	$6.54	$ 6.78	E	$7.72	$ 7.75	E
	Cost Recovery | 20%	19%	18%	C	19%	17%	C	16%	15%	D
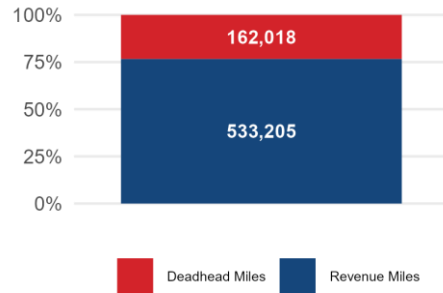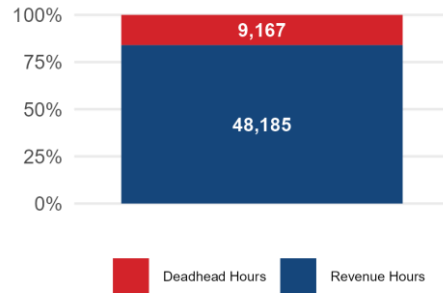
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 162,018
Revenue Miles: 533,205

Hours Allocation

Deadhead Hours: 9,167
Revenue Hours: 48,185

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
J1	20.40	483	481 (99.6%)
J2	22.40	5,516	5,496 (99.6%)

Service Change Summary

Route J1 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route J2 - Dec 2021:
Weekday: No change; Saturday: Change 2:01a trip to 2:00a; Sunday: No change;

Passenger Miles per Revenue Mile
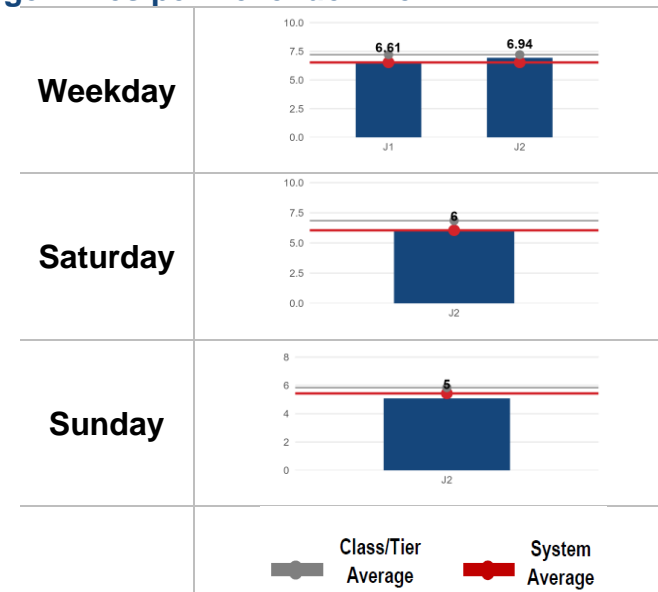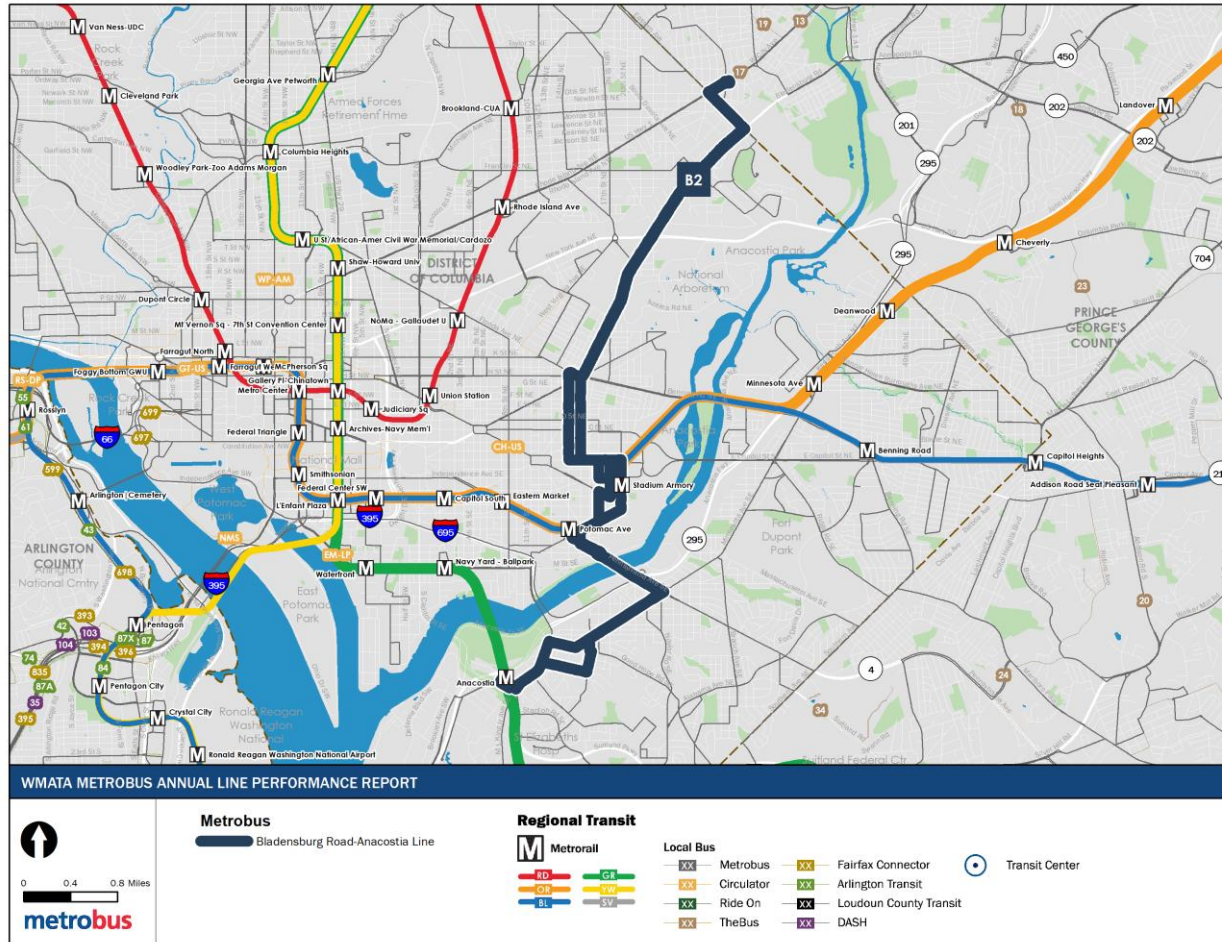
Weekday: J1 6.61, J2 6.94
Saturday: J2 6
Sunday: J2 5

Class/Tier Average
System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Bladensburg Road-Anacostia Line

Regional Transit

Ⓜ Metrorail

Local Bus
XX Metrobus	XX Fairfax Connector	● Transit Center
RD	GR	Circulator	XX Arlington Transit
OR	YW	Ride On	XX Loudoun County Transit
BL	SV	XX TheBus	XX DASH

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	A

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

Line Benefit Score

43

Out of 100
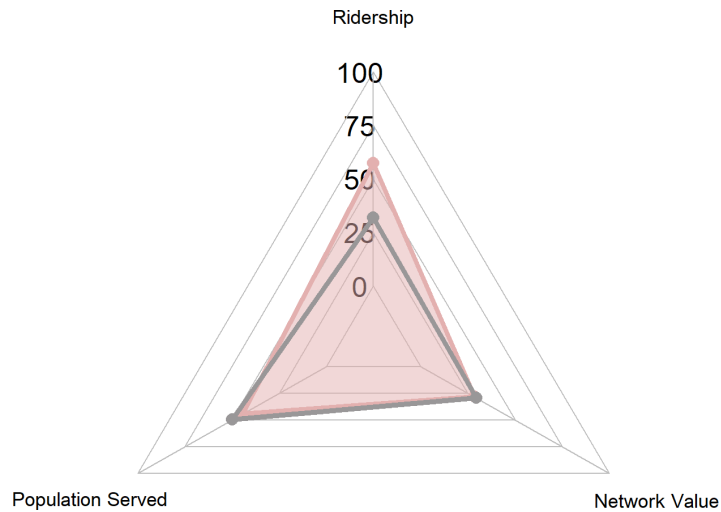
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	44	28	58	
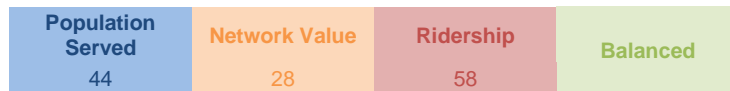
Operating Statistics

	Annual Operating Costs	$6,319,847
	Peak Vehicles	14
	Vehicle Type(s)	40 Foot

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

	Service Area Population		48,855
	People of Color Population	*Service Area*	31,569
		% Riders Surveyed	96%
	Low Income Household	*Service Area*	14,686
		% Riders Surveyed	72%

Facilities/Amenities

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

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Ridership
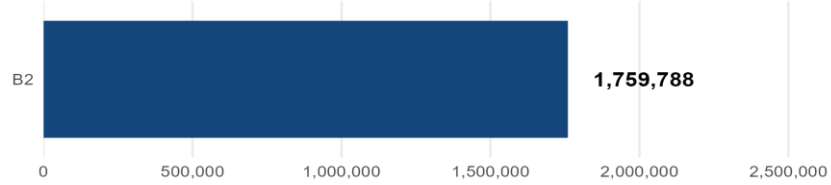
Annual Ridership	B2 — 1,759,788
Top Transfer Locations	**Potomac Avenue, Stadium-Armory, Anacostia**

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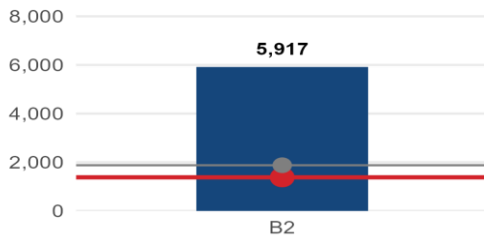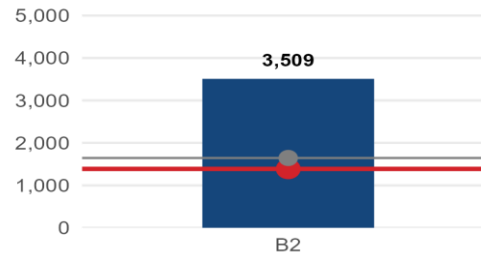
— Class/Tier Average (gray)
— System Average (red)

Weekday	Saturday	Sunday
5,917	3,509	2,903

Average Trip Ridership and Maximum Load by Time Period

Time periods (NORTH / SOUTH):
- AM Early: 12 / 9
- AM Peak: 16 / 16
- Midday: 20 / 21
- PM Peak: 19 / 19
- Early Night: 14 / 13
- Late Night: 11 / 6
- Saturday: 17 / 16
- Sunday: 15 / 14
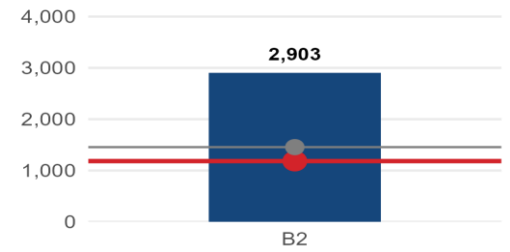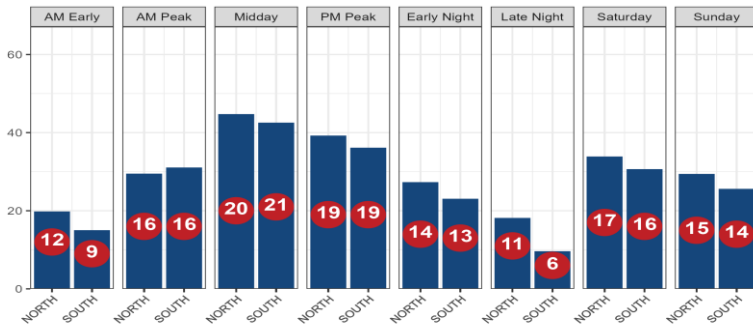
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.44	0.45
	Off-Peak Maximum Target: 1.0	0.43	0.4
	Saturday Maximum Target: 1.0	0.43	0.4
	Sunday Maximum Target: 1.0	0.38	0.35

Span and Frequency
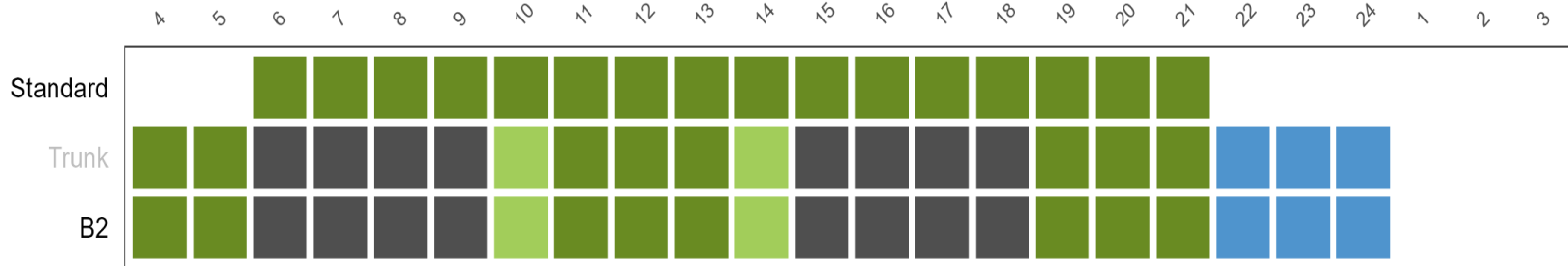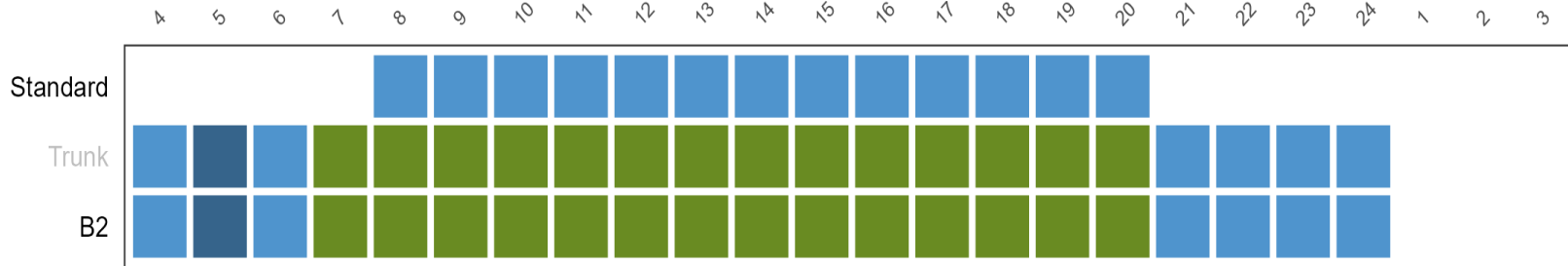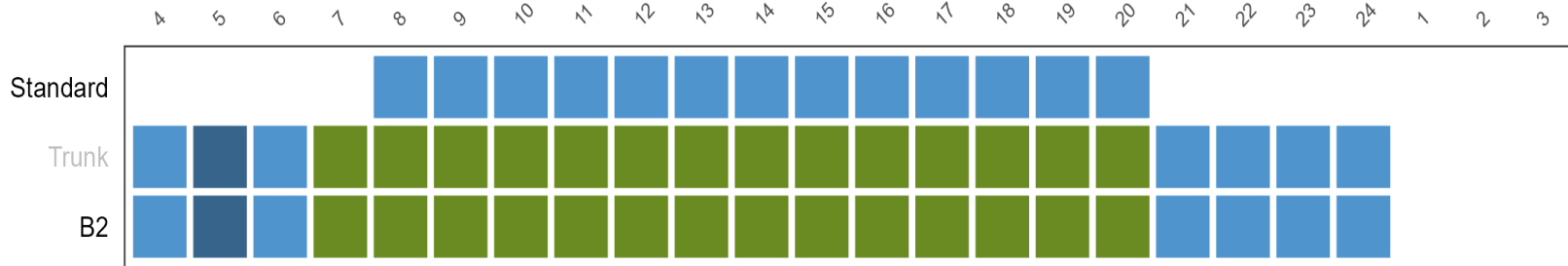
A Bladensburg Road-Anacostia

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	4:30 AM - 12:28 AM	-	A	4:20 AM - 12:37 AM	-	A	4:20 AM - 12:34 AM	-	A
Frequency of Service | varies	Peak: 10.3 / Off-Peak: 14.8	Peak: 20.8 / Off-Peak: 24.1	A	21.7	27.3	A	21.6	26.9	A
Productivity — **Passengers per Revenue Hour** | 20	33.3	20.3	A	35.7	20.2	A	31.5	18.1	A
Passengers per Revenue Mile | 2	4.2	2.0	A	3.9	1.9	A	3.3	1.6	A
Reliability — **On-Time Performance** | 79%	75%	78%	C	73%	77%	D	78%	78%	C
Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.44	Off-Peak: 0.3 Peak: 0.36	A	0.41	0.29	A	0.36	0.25	A
Cost Effectiveness — **Operating Cost per Passenger Trip** | $5	$3.58	$ 6.80	A	$3.34	$ 6.78	A	$3.79	$ 7.75	A
Cost Recovery | 20%	11%	18%	E	12%	16%	E	11%	14%	E

metrobus

Route B2

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	5.9	4.7	E
Route Design — **Circuity |** 1.75	1.38	1.46	A

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Passengers per Revenue Hour | 20	33.3	20.3	A	35.7	20.2	A	31.5	18.1	A
Passengers per Revenue Mile | 2	4.2	2.0	A	3.9	1.9	A	3.3	1.6	A
Unique Segment Ridership | 10%	61%	20%	A	65%	36%	A	64%	39%	A
On-Time Performance | 79%	75%	78%	C	73%	77%	D	78%	78%	C
Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.44	Off-Peak: 0.3 Peak: 0.36	A	0.41	0.31	A	0.36	0.27	A
Operating Cost per Passenger Trip | $5	$3.58	$ 6.80	A	$3.34	$ 6.78	A	$3.79	$ 7.75	A
Cost Recovery | 20%	11%	18%	E	12%	17%	E	11%	15%	E
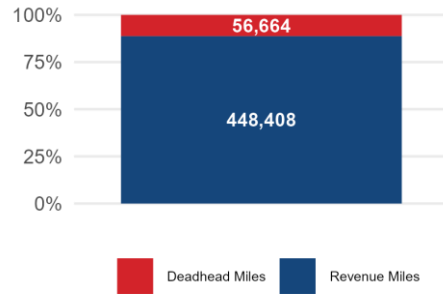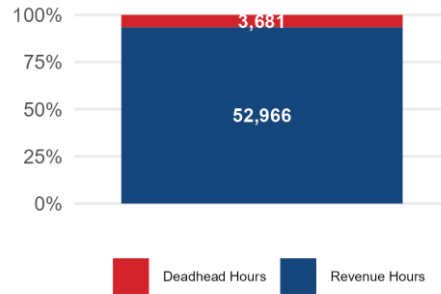
(Row groups: Productivity — Passengers per Revenue Hour, Passengers per Revenue Mile, Unique Segment Ridership; Reliability — On-Time Performance, Crowding, Load Factor; Cost Effectiveness — Operating Cost per Passenger Trip, Cost Recovery)

metrobus

Operational Analysis

Miles Allocation

Deadhead Miles	56,664
Revenue Miles	448,408

Hours Allocation

Deadhead Hours	3,681
Revenue Hours	52,966

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B2	18.00	4,653	4,590 (98.6%)

Service Change Summary

Route B2 - Dec 2021:
Weekday: Adjust afternoon departure time of Eastern HS trips; Saturday: No change; Sunday: No change;
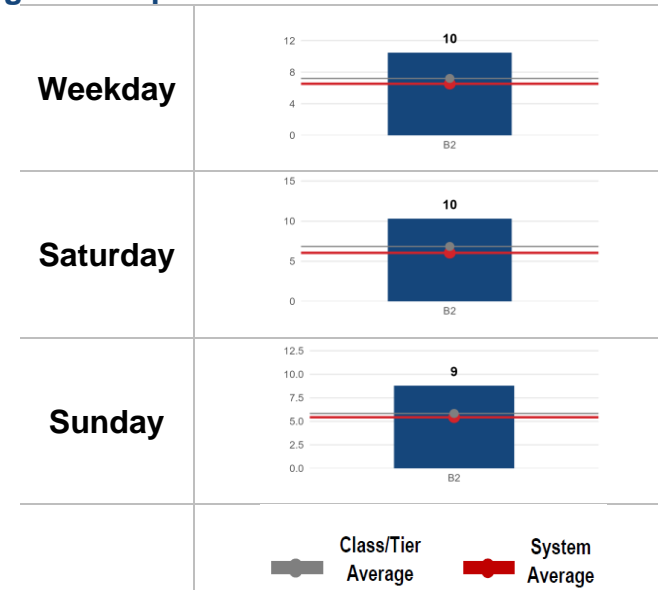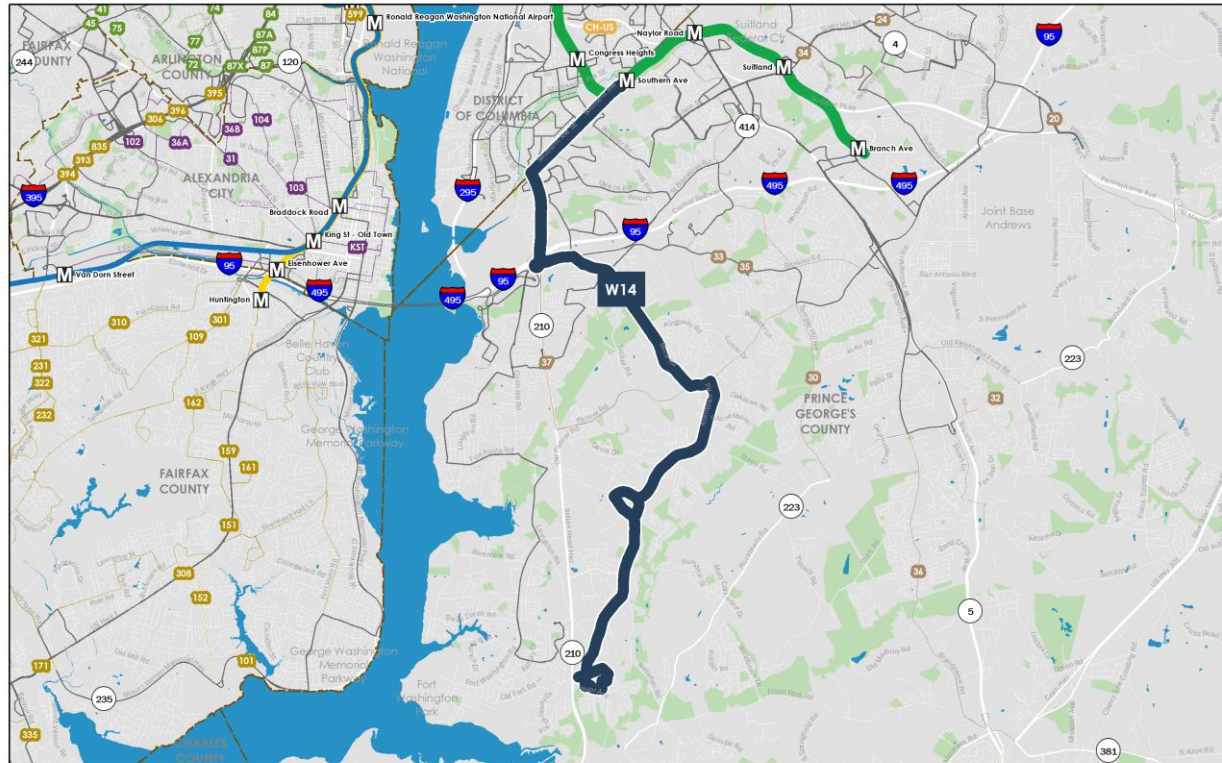
Passenger Miles per Revenue Mile

Weekday — 10 (B2)

Saturday — 10 (B2)

Sunday — 9 (B2)

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Bock Road Line

Regional Transit

M Metrorail

Local Bus
- RD / OR / BL — Circulator
- GR / YW / SV
- XX Metrobus
- XX Circulator
- XX Ride On
- XX TheBus
- XX Fairfax Connector
- XX Arlington Transit
- XX Loudoun County Transit
- XX DASH
- ● Transit Center

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	C

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

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

171

Line Benefit Score

17

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	21	26	4	
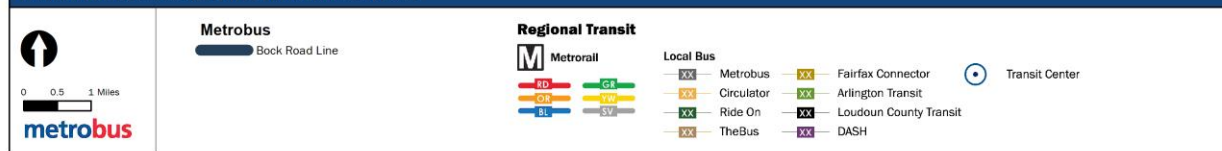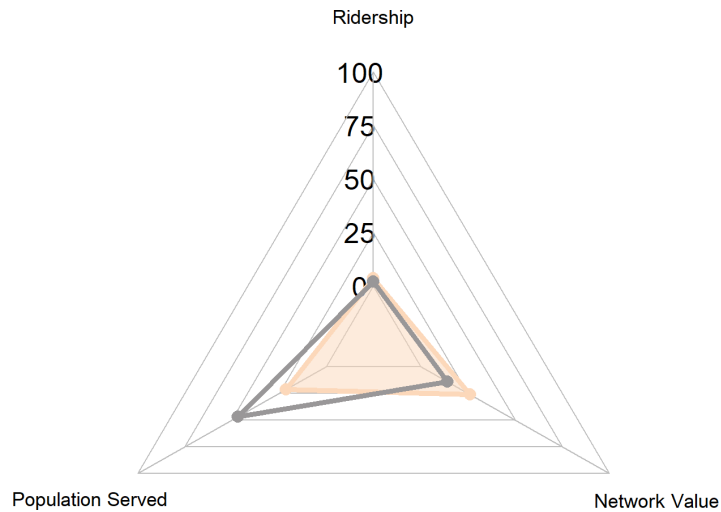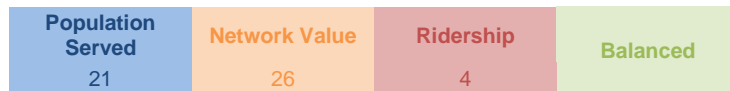
Operating Statistics

Annual Operating Costs		$974,542
Peak Vehicles		0
Vehicle Type(s)		40 Foot

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

Service Area Population			22,043
People of Color Population	*Service Area*		18,476
	% Riders Surveyed		100%
Low Income Household	*Service Area*		6,882
	% Riders Surveyed		36%

Facilities/Amenities

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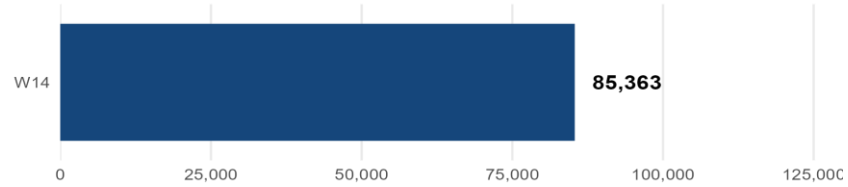
metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

172

Ridership

Annual Ridership	W14 85,363

Top Transfer Locations — Southern Avenue

Average Daily Ridership	**Weekday**	**Saturday**	**Sunday**
Class/Tier Average	W14: 371	*No Service*	*No Service*
System Average			

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	9	
AM Peak	9	5
Midday	8	6
PM Peak	8	9
Early Night		8
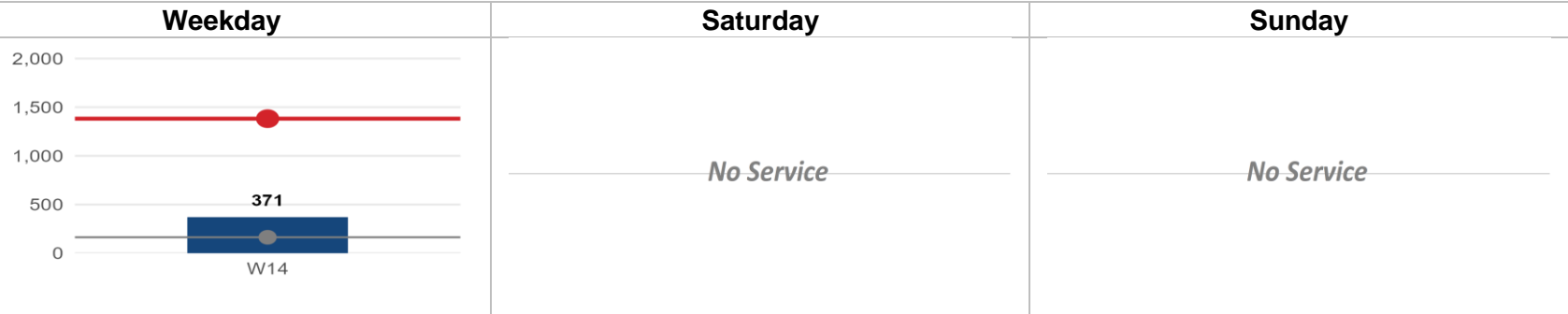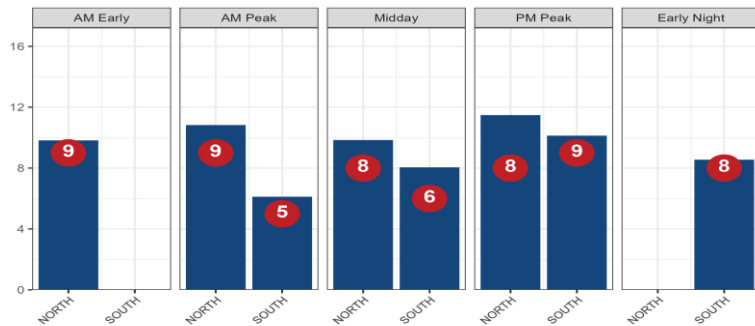
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.21	0.21
	Off-Peak Maximum Target: 1.0	0.2	0.16
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

C Bock Road

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:29 AM - 7:57 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 31.3 / Off-Peak: 60.5	Peak: 56.8 / Off-Peak: 60.7	-	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | N/A	11.2	10.7	A	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.9	0.6	D	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	74%	77%	D	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.21	Off-Peak: 0.18 Peak: 0.22	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$10.61	$12.25	E	-	-	-	-	-	-
Cost Recovery | 20%	6%	17%	E	-	-	-	-	-	-

metrobus

Route W14

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** N/A	4.6	2.4	-
Route Design — **Circuity |** N/A	1.56	1.37	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	11.2	10.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	0.6	D	-	-	-	-	-	-
	Unique Segment Ridership | 15%	77%	29%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	74%	77%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.21	Off-Peak: 0.17 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$10.61	$12.25	E	-	-	-	-	-	-
	Cost Recovery | 20%	6%	15%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation

- Deadhead Miles: 57,229
- Revenue Miles: 104,976

Hours Allocation

- Deadhead Hours: 3,093
- Revenue Hours: 8,167
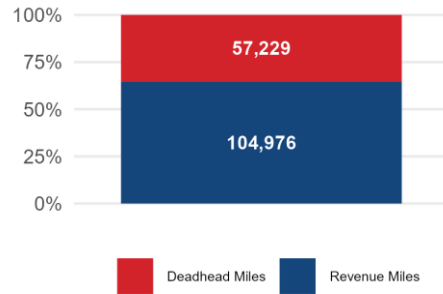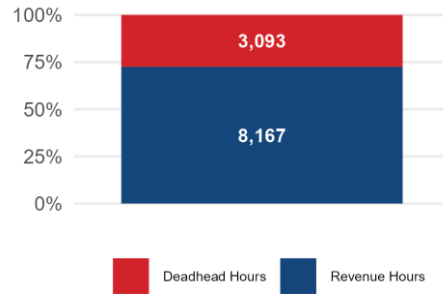
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W14	30.10	777	757 (97.4%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday	W14
Saturday	No Service
Sunday	No Service

- Class/Tier Average
- System Average

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   B

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

Line Benefit Score

12
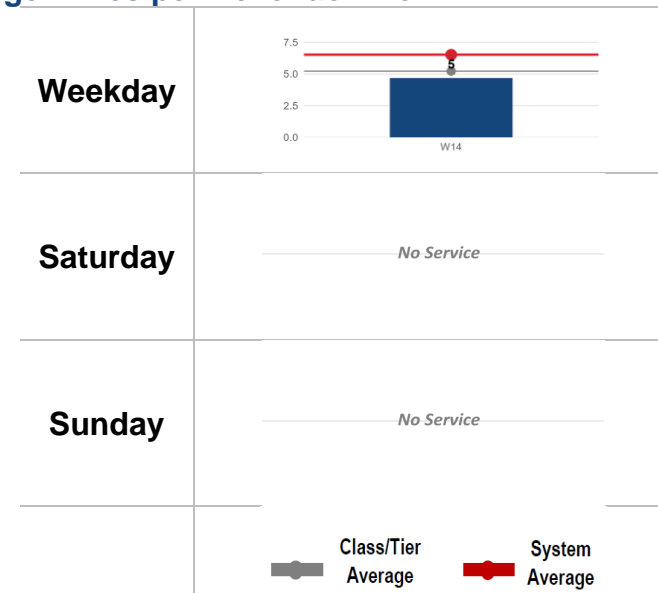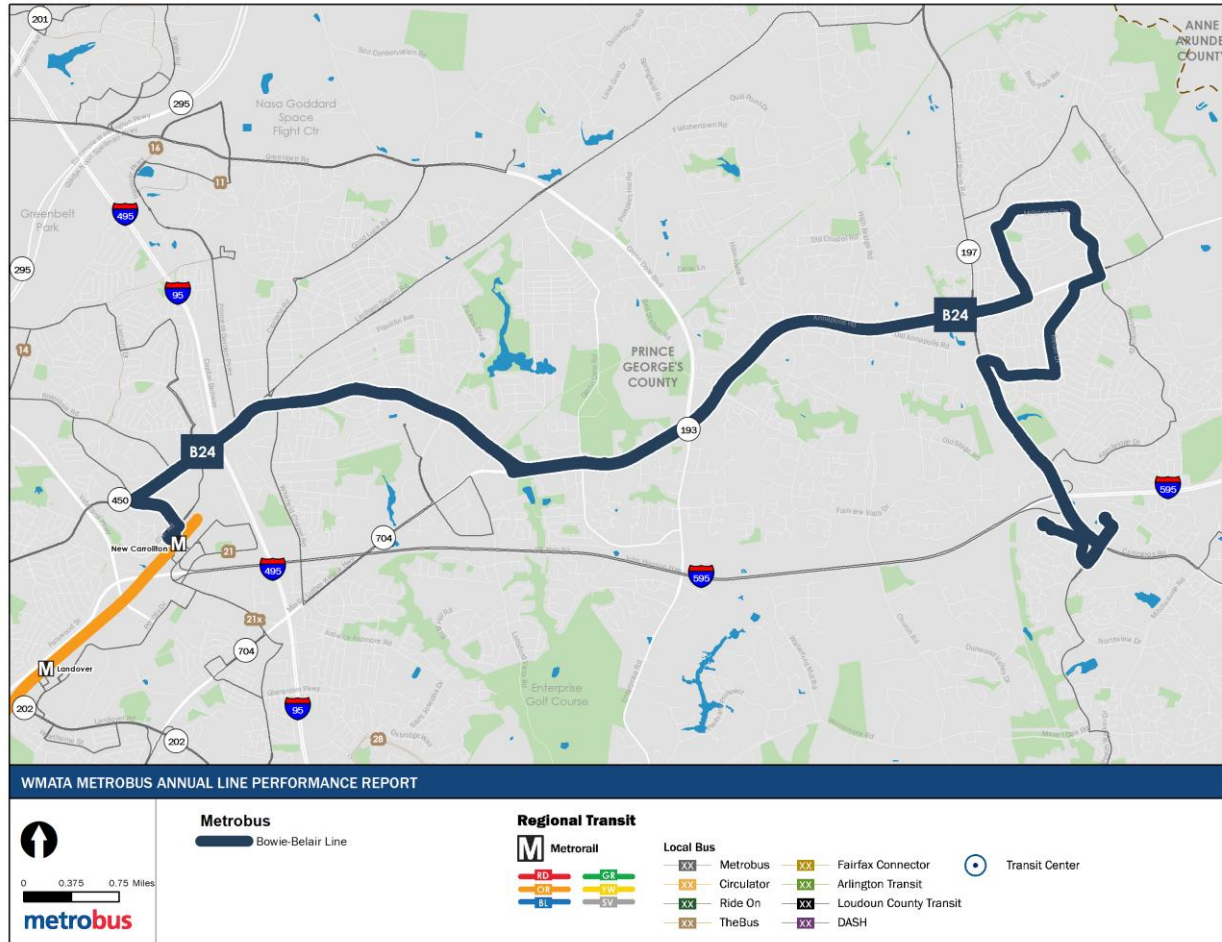
Out of 100

Classification Average
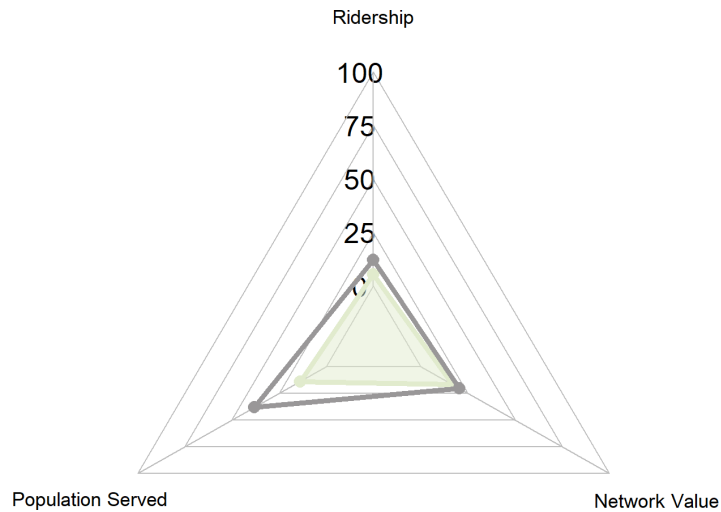
	Population Served	Network Value	Ridership	Balanced
Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	14	17	6	

Operating Statistics

Annual Operating Costs	$1,148,121
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

Service Area Population		24,806
People of Color Population	Service Area	15,798
	% Riders Surveyed	99%
Low Income Household	Service Area	3,764
	% Riders Surveyed	57%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

B24 — 135,487

(axis: 0 — 50,000 — 100,000 — 150,000 — 200,000)

Top Transfer Locations

New Carrollton

Average Daily Ridership

Class/Tier Average

System Average

Weekday	Saturday	Sunday
572	*No Service*	*No Service*
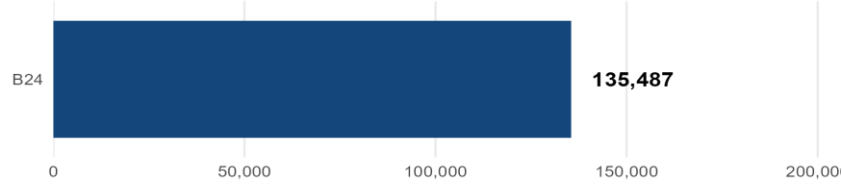
Average Trip Ridership and Maximum Load by Time Period
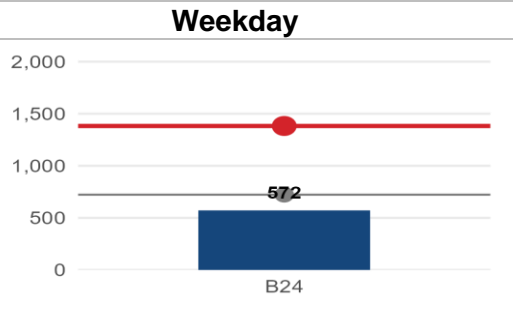
Period	EAST	WEST
AM Early	7	10
AM Peak	11	11
Midday	13	10
PM Peak	11	11
Early Night	11	8
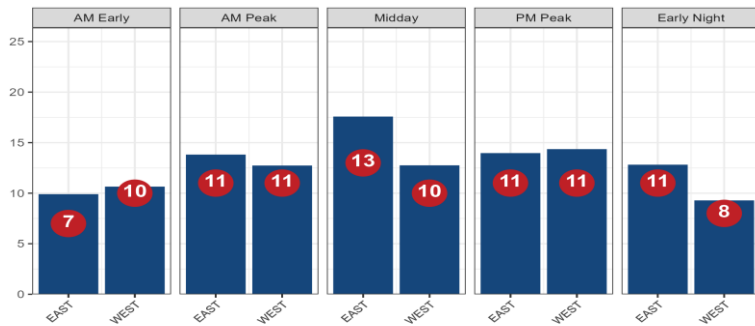
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.27	0.27
	Off-Peak Maximum Target: 1.0	0.29	0.24
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
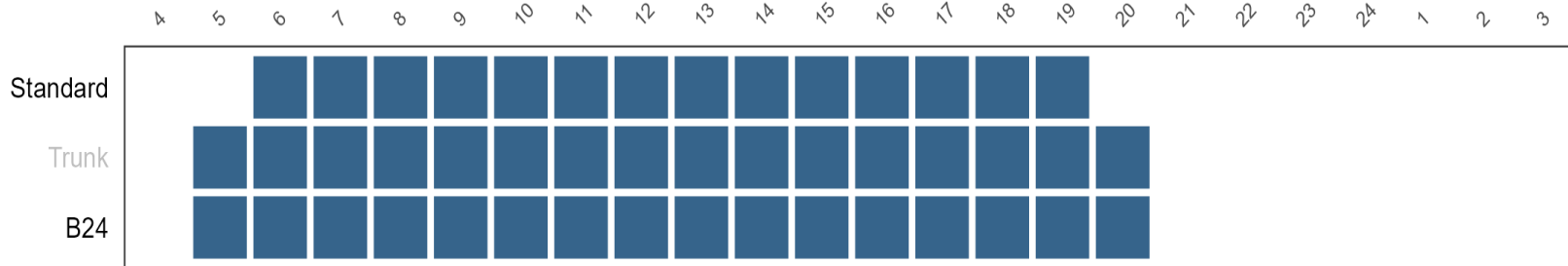
Performance Report Card

B Bowie-Belair

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:00 AM - 8:40 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 37.2 / Off-Peak: 54.6	Peak: 29.7 / Off-Peak: 41.4	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour** | 10	14.9	17	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	1.4	C	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	81%	82%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.27	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$8.00	$ 7.90	C	-	-	-	-	-	-
	Cost Recovery | 20%	10%	11%	E	-	-	-	-	-	-

metrobus

Route B24

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	4.3	5	A
Route Design	Circuity | N/A	1.52	1.8	-

Measure | Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	14.9	17	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	1.4	C	-	-	-	-	-	-
	Unique Segment Ridership | 10%	45%	47%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	81%	82%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.27	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$8.00	$ 7.90	C	-	-	-	-	-	-
	Cost Recovery | 20%	10%	10%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

Deadhead Miles	21,576
Revenue Miles	155,534

Hours Allocation

Deadhead Hours	1,495
Revenue Hours	9,622

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B24	31.20	882	874 (99.1%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday

Saturday — *No Service*

Sunday — *No Service*

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ Bowie-New Carrollton Line

Regional Transit

Ⓜ **Metrorail**

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

0   0.375   0.75 Miles

metrobus

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   C

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

metrobus

Line Benefit Score

<div style="font-size:2em">**9**</div>
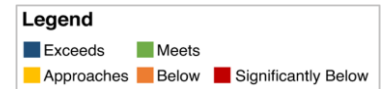
Out of 100

Ridership / Population Served / Network Value radar chart
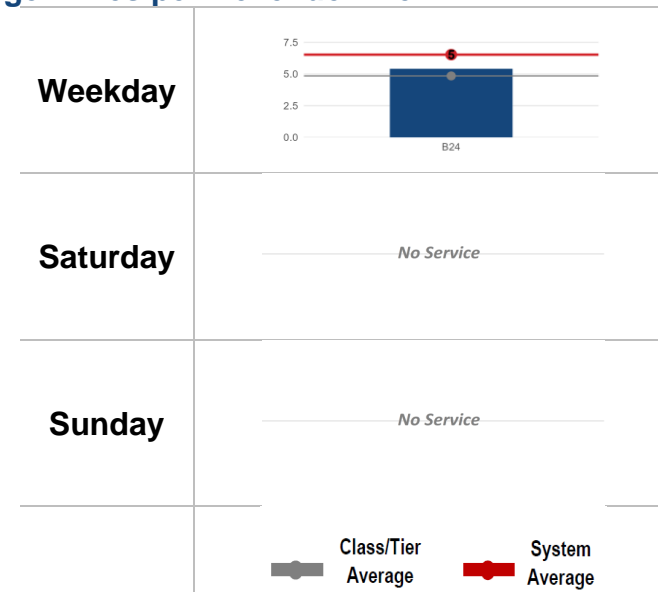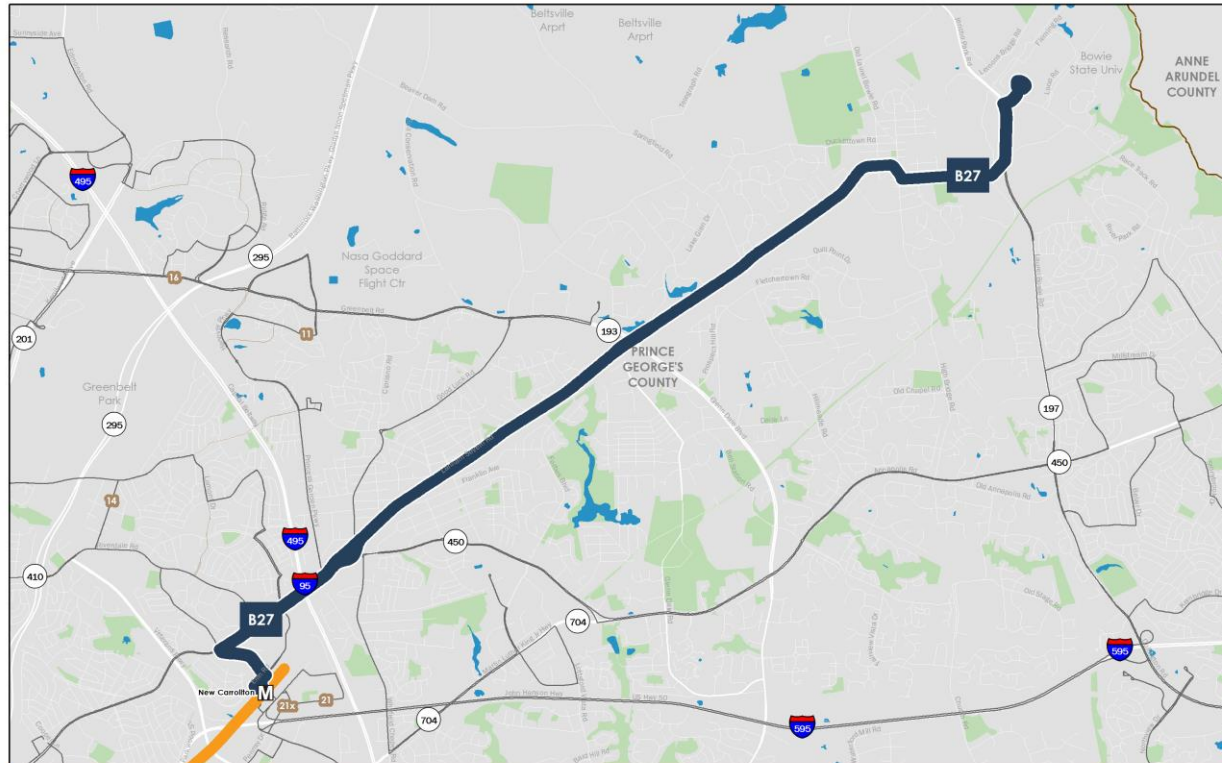
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	13	11	2	

Operating Statistics

	Annual Operating Costs	$378,865
	Peak Vehicles	2
	Vehicle Type(s)	40 Foot

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

	Service Area Population		15,013
	People of Color Population	*Service Area*	10,008
		% Riders Surveyed	89%
	Low Income Household	*Service Area*	3,653
		% Riders Surveyed	46%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership	

B27 — 38,717

Top Transfer Locations	New Carrollton

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

- Class/Tier Average
- System Average

B27 — 157

Average Trip Ridership and Maximum Load by Time Period

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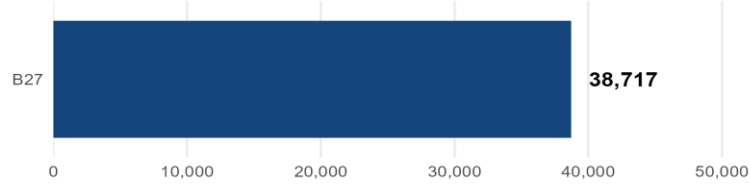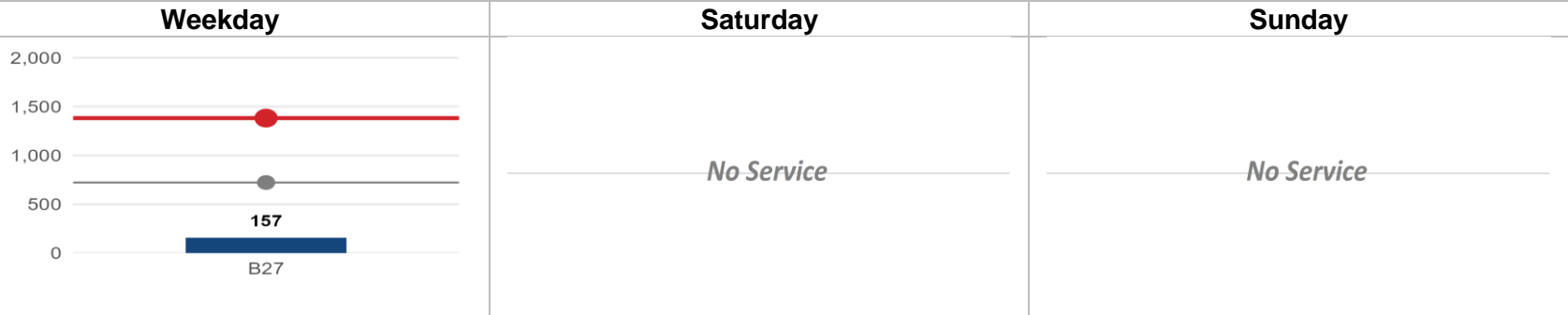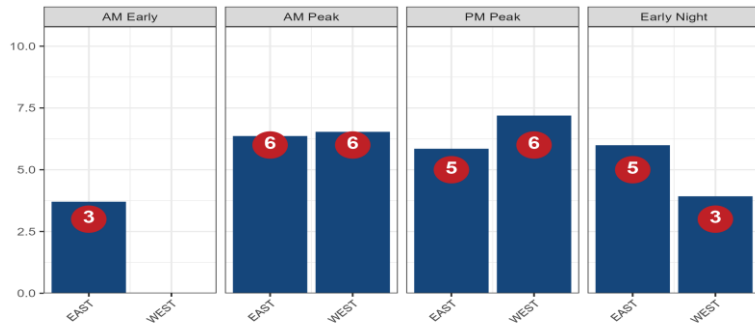
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.13	0.15
	Off-Peak Maximum Target: 1.0	0.12	0.09
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

metrobus

C Bowie-New Carrollton

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:58 AM - 8:19 AM; 3:10 PM - 9:55 PM	-	C	-	-	-	-	-	-
Frequency of Service | varies	Peak: 89.6 / Off-Peak: NA	Peak: 29.7 / Off-Peak: 41.4	E	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | 10	12.7	17	A	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.7	1.4	E	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	88%	82%	A	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.14	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$9.43	$ 7.90	E	-	-	-	-	-	-
Cost Recovery | 20%	12%	11%	E	-	-	-	-	-	-

metrobus

Route B27

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.6	5	E
Route Design	**Circuity |** N/A	1.09	1.8	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	12.7	17	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	30%	47%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	88%	82%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.14	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$9.43	$ 7.90	E	-	-	-	-	-	-
	Cost Recovery | 20%	12%	10%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 5,627
- Revenue Miles: 59,424

Hours Allocation

- Deadhead Hours: 521
- Revenue Hours: 3,175

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B27	18.60	546	546 (100.0%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday — 3 (B27)

Saturday — No Service

Sunday — No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line   C

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

Line Benefit Score

	9	
	Out of 100	

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	17	5	3	

Operating Statistics

	Annual Operating Costs	**$896,045**
	Peak Vehicles	3
	Vehicle Type(s)	**40 Foot**

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

	Service Area Population		**17,968**
	People of Color Population	*Service Area*	**8,479**
		% Riders Surveyed	**85%**
	Low Income Household	*Service Area*	**2,064**
		% Riders Surveyed	**29%**

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

Line	Annual Ridership
B22	41,932
B21	35,317

(Chart scale: 0 – 20,000 – 40,000 – 60,000)

Top Transfer Locations

New Carrollton

Average Daily Ridership

	Weekday	Saturday	Sunday
	B21: 141, B22: 169 (Class/Tier Average)	*No Service*	*No Service*

Legend:
- Class/Tier Average (gray)
- System Average (red)
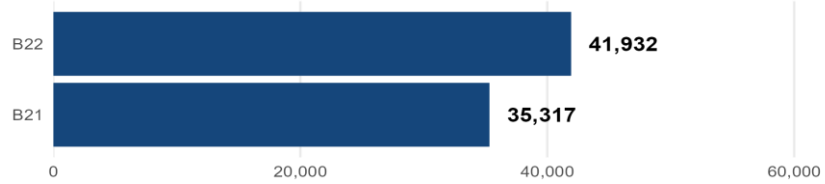
Average Trip Ridership and Maximum Load by Time Period
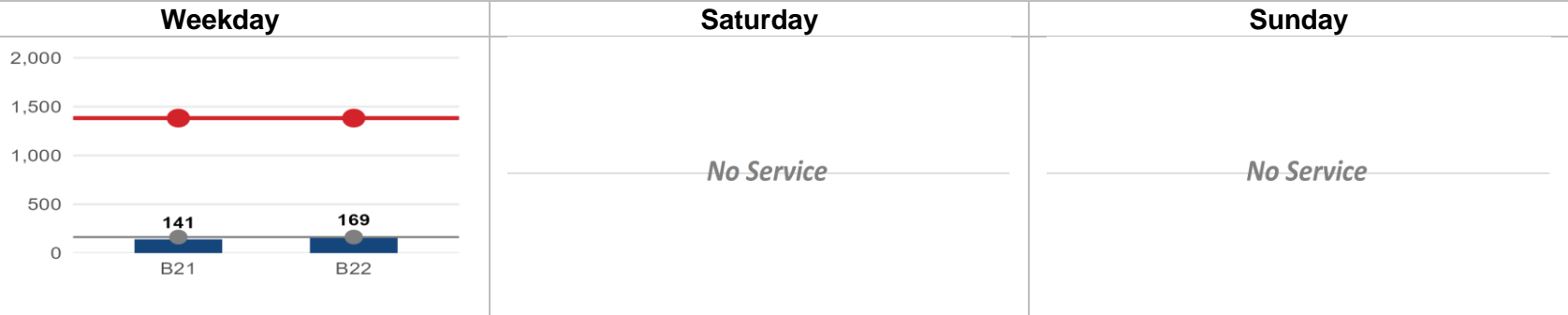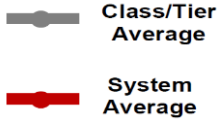
Time Period	EAST	WEST
AM Early	—	6
AM Peak	5	6
Midday	5	5
PM Peak	6	7
Early Night	4	4
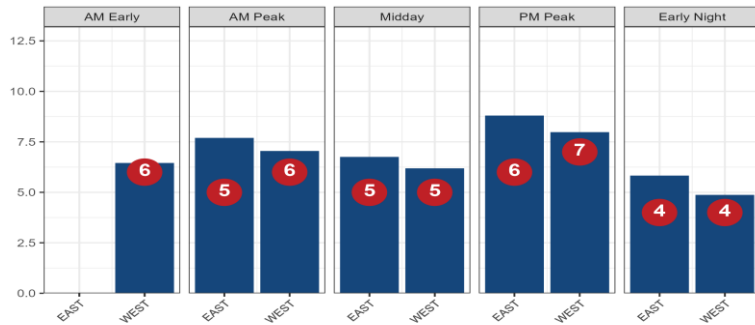
Vehicle Load Factor

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

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
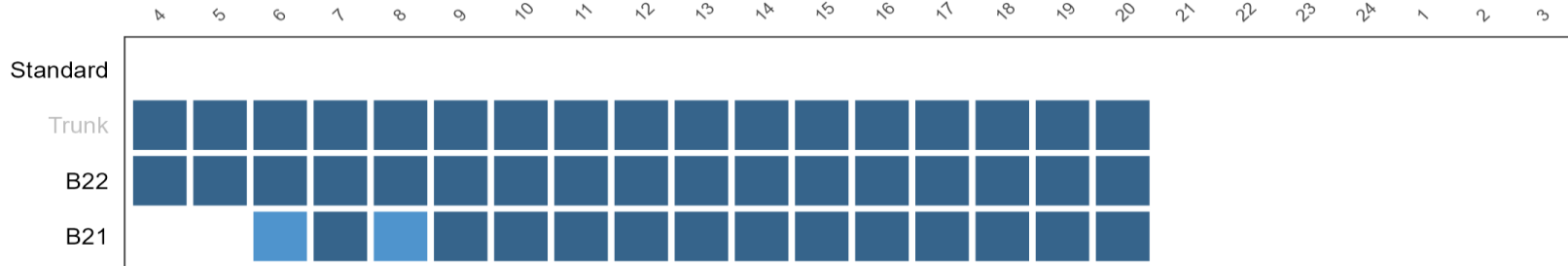
C Bowie State University

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: 32.3 / Off-Peak: 61.0	Peak: 56.8 / Off-Peak: 60.7	-	-	-	-	-	-	-
Productivity — **Passengers per Revenue Hour** | N/A	10.1	10.7	B	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.4	0.6	E	-	-	-	-	-	-
Reliability — **On-Time Performance** | 79%	88%	77%	A	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.16	Off-Peak: 0.18 Peak: 0.22	A	-	-	-	-	-	-
Cost Effectiveness — **Operating Cost per Passenger Trip** | $7	$11.85	$12.25	E	-	-	-	-	-	-
Cost Recovery | 20%	8%	17%	E	-	-	-	-	-	-

metrobus

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	-

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity Passengers per Revenue Hour | N/A	12	10.7	A	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.5	0.6	E	-	-	-	-	-	-
Unique Segment Ridership | 15%	7%	29%	E	-	-	-	-	-	-
Reliability On-Time Performance | 79%	92%	77%	A	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.16	Off-Peak: 0.17 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness Operating Cost per Passenger Trip | $7	$9.94	$12.25	E	-	-	-	-	-	-
Cost Recovery | 20%	8%	15%	E	-	-	-	-	-	-

metrobus

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	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour** | N/A	8.9	10.7	D	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.4	0.6	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	18%	29%	A	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	86%	77%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.16	Off-Peak: 0.17 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$13.45	$12.25	E	-	-	-	-	-	-
	Cost Recovery | 20%	7%	15%	E	-	-	-	-	-	-
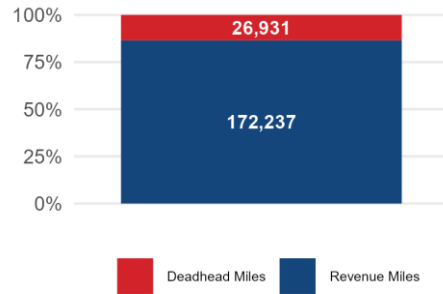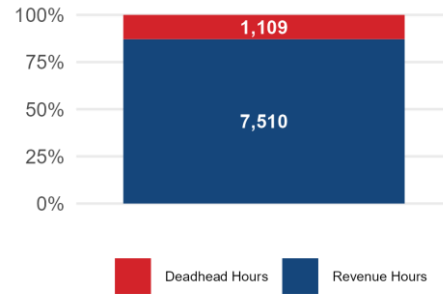
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 26,931
- Revenue Miles: 172,237

Hours Allocation

- Deadhead Hours: 1,109
- Revenue Hours: 7,510

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
B21	28.70	399	392 (98.2%)
B22	35.80	504	500 (99.2%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday

- B21: 4.7
- B22: 3.5

Saturday — *No Service*

Sunday — *No Service*

- Class/Tier Average
- System Average
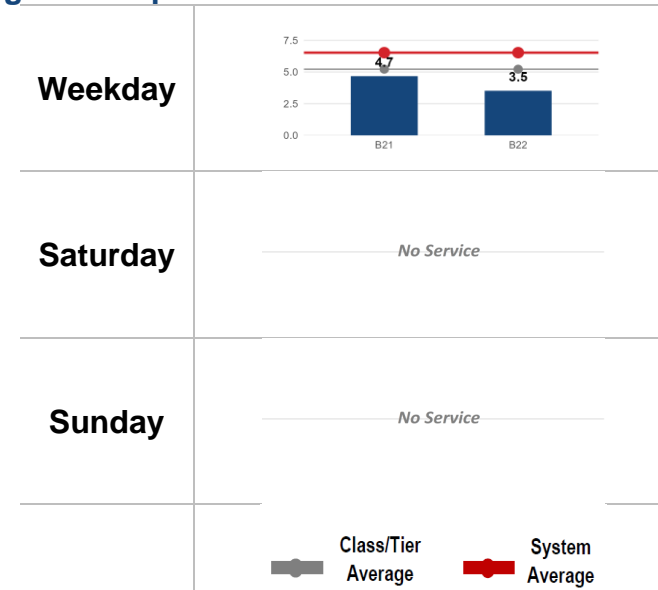
metrobus

About the Line
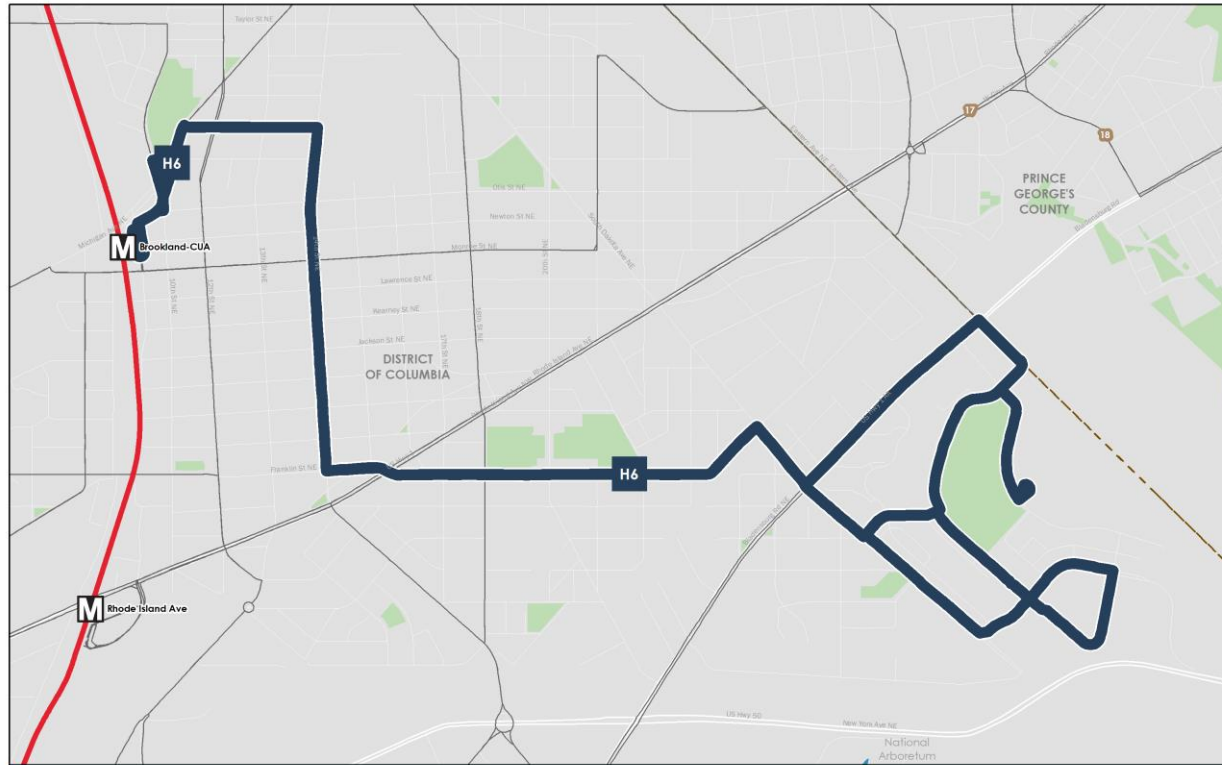
WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Brookland-Fort Lincoln Line

Regional Transit

Ⓜ **Metrorail**

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

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

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

metrobus

Line Benefit Score

18

Out of 100

Ridership

100
75
50
25

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	15	30	11	

Operating Statistics

	Annual Operating Costs	$1,543,416
	Peak Vehicles	4
	Vehicle Type(s)	30 Foot, 35 Foot

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

	Service Area Population		14,763
	People of Color Population	*Service Area*	9,261
		% Riders Surveyed	95%
	Low Income Household	*Service Area*	3,161
		% Riders Surveyed	51%

Facilities/Amenities

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

metrobus

Ridership
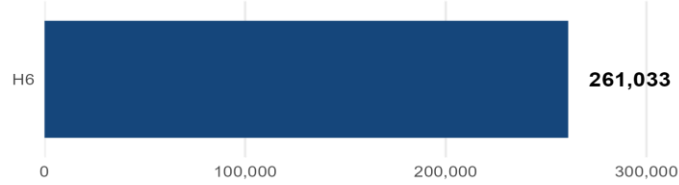
Annual Ridership	H6 — 261,033
Top Transfer Locations	Brookland

Average Daily Ridership
— Class/Tier Average
— System Average
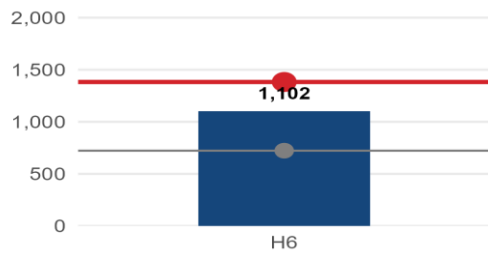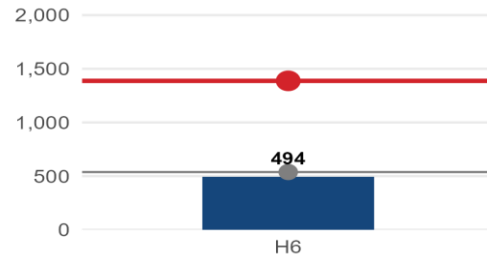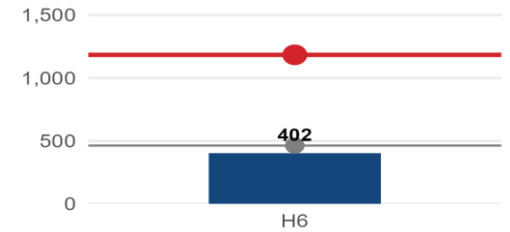
Weekday	Saturday	Sunday
H6 — 1,102	H6 — 494	H6 — 402

Average Trip Ridership and Maximum Load by Time Period

AM Early — EAST 3, WEST 5
AM Peak — EAST 6, WEST 10
Midday — EAST 6, WEST 9
PM Peak — EAST 9, WEST 9
Early Night — EAST 5, WEST 5
Late Night — EAST 3, WEST 2
Saturday — EAST 5, WEST 8
Sunday — EAST 4, WEST 7
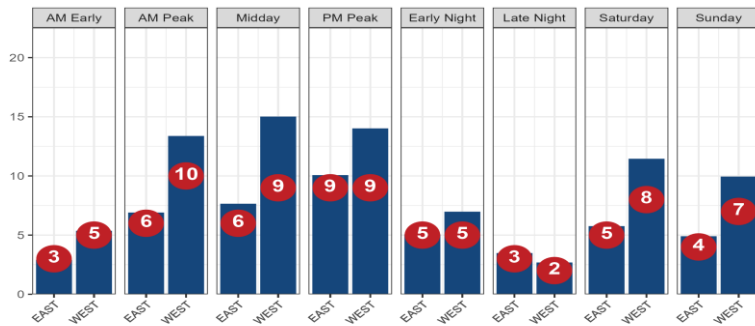
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.2	0.24
	Off-Peak Maximum Target: 1.0	0.14	0.18
	Saturday Maximum Target: 1.0	0.13	0.23
	Sunday Maximum Target: 1.0	0.11	0.18

Span and Frequency

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

Weekday (by Hour) — Standard, Trunk, H6
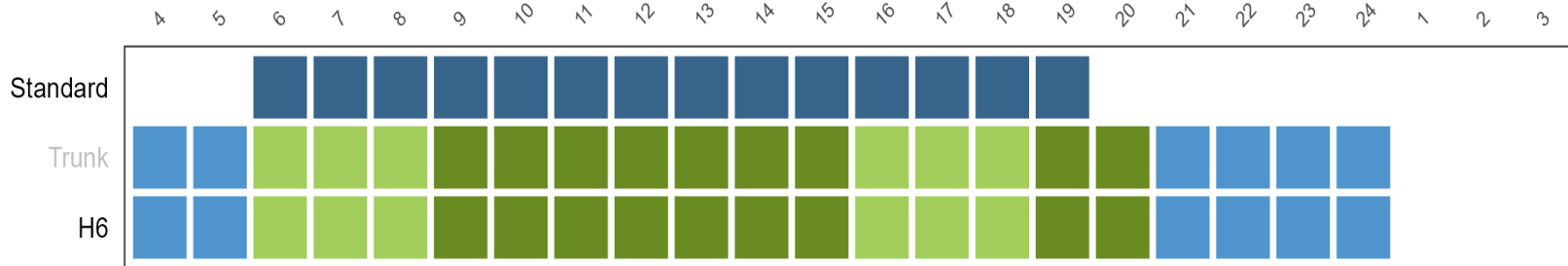
Saturday (by Hour) — Standard, Trunk, H6

Sunday (by Hour) — Standard, Trunk, H6
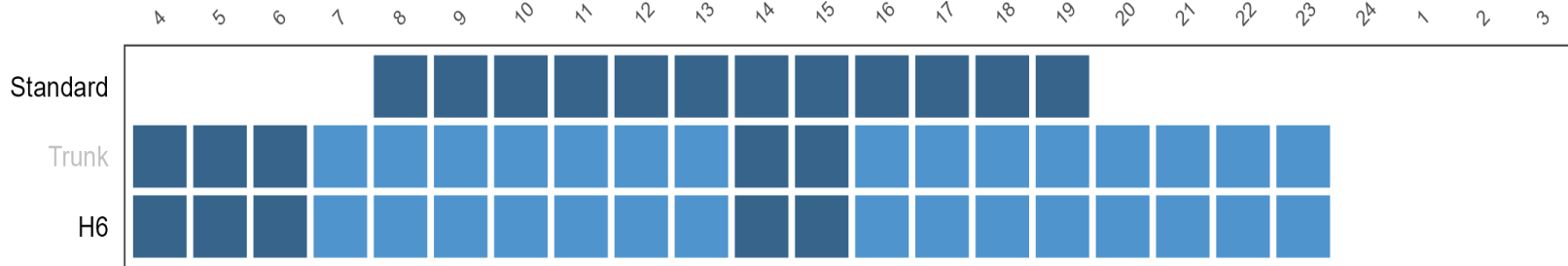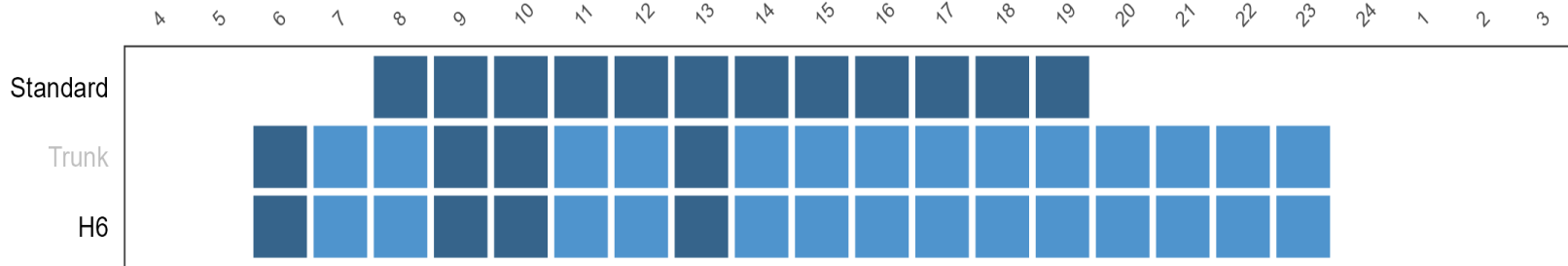
B Brookland-Fort Lincoln

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:28 AM - 12:40 AM	-	A	4:57 AM - 11:33 PM	-	A	6:27 AM - 11:14 PM	-	A
	Frequency of Service | varies	Peak: 15.2 / Off-Peak: 19.7	Peak: 29.7 / Off-Peak: 41.4	A	30.0	46.6	A	30.3	48.8	A
Productivity	**Passengers per Revenue Hour | 10**	20.5	17	A	19.1	19	A	16.8	19	A
	Passengers per Revenue Mile | 1	2.1	1.4	A	1.8	1.5	A	1.6	1.5	A
Reliability	**On-Time Performance | 79%**	81%	82%	B	76%	79%	C	82%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.22	Off-Peak: 0.19 Peak: 0.24	A	0.16	0.22	A	0.13	0.2	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$5.82	$ 7.90	A	$6.25	$ 6.88	A	$7.08	$ 6.81	B
	Cost Recovery | 20%	13%	11%	E	12%	9%	E	11%	9%	E

metrobus

Route H6

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.6	5	E
Route Design — **Circuity |** N/A	1.94	1.8	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	20.5	17	A	19.1	19	A	16.8	19	A
	Passengers per Revenue Mile | 1	2.1	1.4	A	1.8	1.5	A	1.6	1.5	A
	Unique Segment Ridership | 10%	81%	47%	A	79%	59%	A	81%	61%	A
Reliability	**On-Time Performance |** 79%	81%	82%	B	76%	79%	C	82%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.22	Off-Peak: 0.19 Peak: 0.24	A	0.16	0.22	A	0.13	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.82	$ 7.90	A	$6.25	$ 6.88	A	$7.08	$ 6.81	B
	Cost Recovery | 20%	13%	10%	E	12%	9%	E	11%	9%	E

Operational Analysis
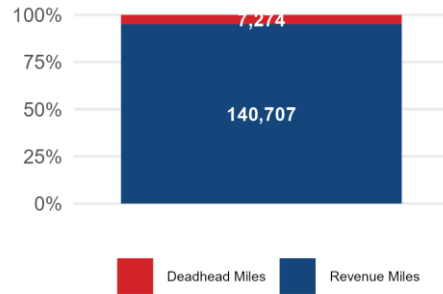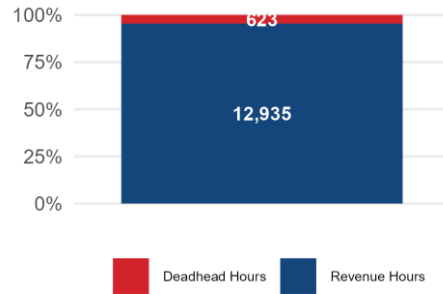
Miles Allocation

Deadhead Miles: 7,274
Revenue Miles: 140,707

Hours Allocation

Deadhead Hours: 623
Revenue Hours: 12,935

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H6	9.60	3,331	3,318 (99.6%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday: 4
Saturday: 4
Sunday: 3

Class/Tier Average
System Average

metrobus

About the Line

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	B

Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Burke Centre Line

Regional Transit

Metrorail

RD GR
OR YW
BL SV

Local Bus

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

metrobus

Line Benefit Score

29

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	76	7	3	
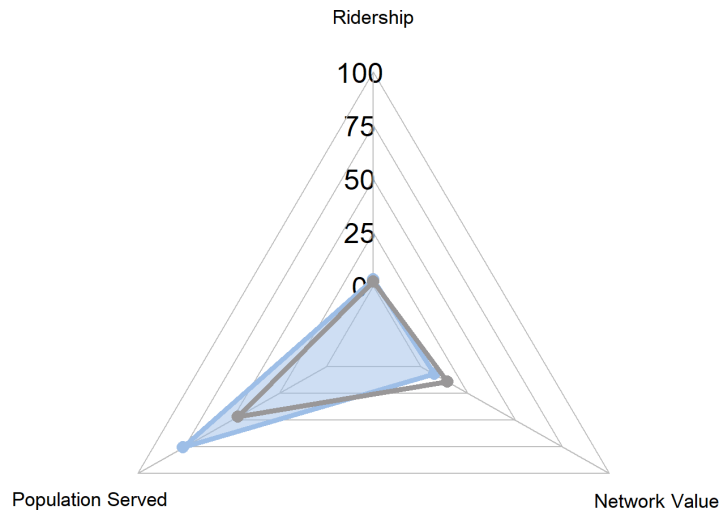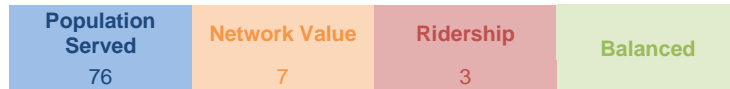
Operating Statistics

Annual Operating Costs	$686,066
Peak Vehicles	0
Vehicle Type(s)	40 Foot

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

Service Area Population			24,033
People of Color Population	*Service Area*		8,113
	% Riders Surveyed		44%
Low Income Household	*Service Area*		3,265
	% Riders Surveyed		5%

Facilities/Amenities

Bus Stops		89
% Stops With Shelters		13%
% Stops With Benches		9%
% Stops With Real-Time Signs		0%

Annual Ridership

18P — **76,050**

(bar chart axis: 0, 30,000, 60,000, 90,000)

Top Transfer Locations

Pentagon

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
18P — **339**	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	PM Peak	Early Night
11 (EAST)	18 (EAST)	13 (WEST)	4 (WEST)
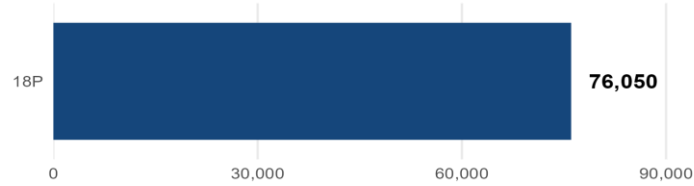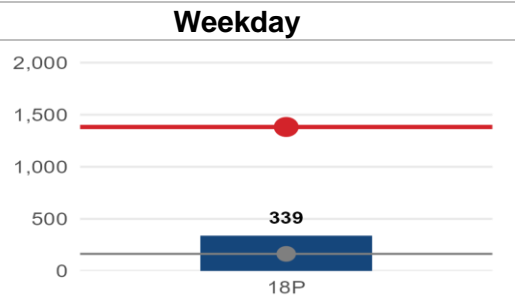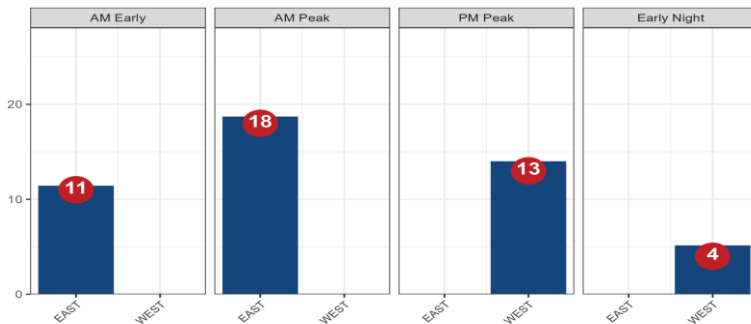
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.46	0.34
	Off-Peak Maximum Target: 1.0	0.28	0.11
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

Standard

Trunk

18P

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

Saturday (by Hour)

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

No Service

Sunday (by Hour)

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

No Service

B Burke Centre

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:07 AM - 9:05 AM; 3:20 PM - 8:05 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 20.2 / Off-Peak: NA	Peak: 56.8 / Off-Peak: 60.7	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour | N/A**	15.1	10.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	0.6	E	-	-	-	-	-	-
Reliability	**On-Time Performance | 79%**	83%	77%	B	-	-	-	-	-	-
	Crowding | 5%	2%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.38	Off-Peak: 0.18 Peak: 0.22	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$7.91	$12.25	C	-	-	-	-	-	-
	Cost Recovery | 20%	43%	17%	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	1.29	1.37	-

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity **Passengers per Revenue Hour |** N/A	15.1	10.7	A	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.7	0.6	E	-	-	-	-	-	-
Unique Segment Ridership | 15%	16%	29%	B	-	-	-	-	-	-
Reliability **On-Time Performance |** 79%	83%	77%	B	-	-	-	-	-	-
Crowding | 5%	2%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.38	Off-Peak: 0.17 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness **Operating Cost per Passenger Trip |** $7	$7.91	$12.25	C	-	-	-	-	-	-
Cost Recovery | 20%	43%	15%	A	-	-	-	-	-	-

Operational Analysis
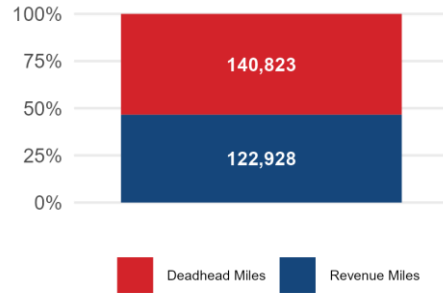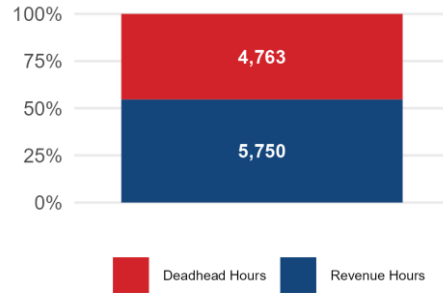
Miles Allocation

- Deadhead Miles: 140,823
- Revenue Miles: 122,928

Hours Allocation

- Deadhead Hours: 4,763
- Revenue Hours: 5,750

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
18P	44.50	483	456 (94.4%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday — 18P: 10

Saturday — No Service

Sunday — No Service

- Class/Tier Average
- System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Calverton-Westfarm Line

Regional Transit

Service Classification

Framework

Activity Tier

2

Overall Grade

| Line | C |

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

Line Benefit Score

23
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	40	12	15	
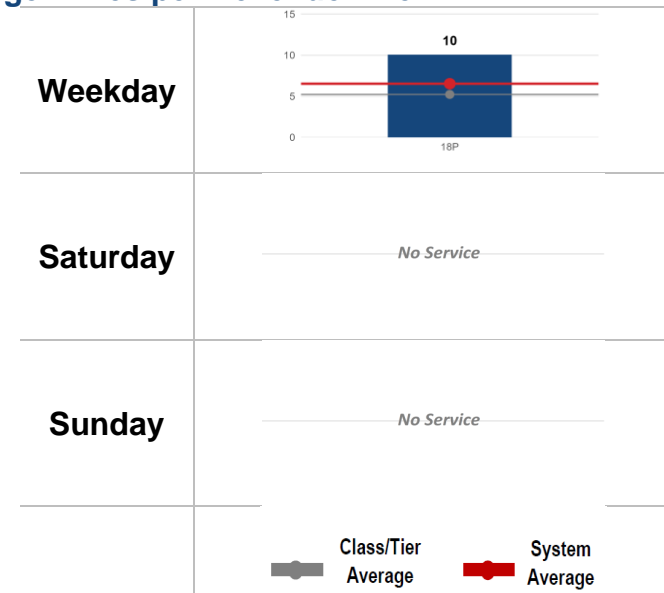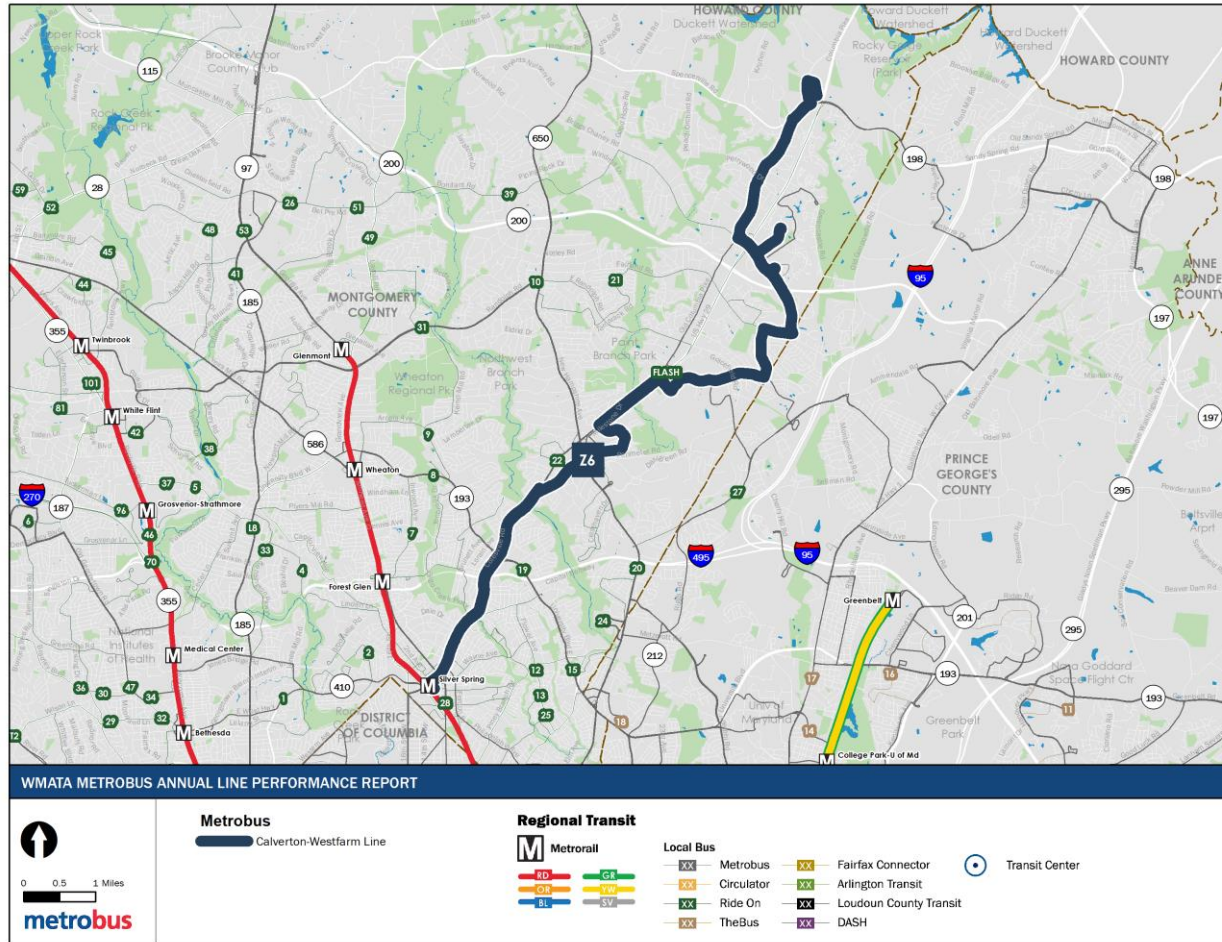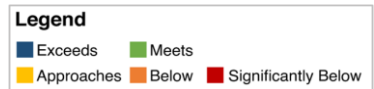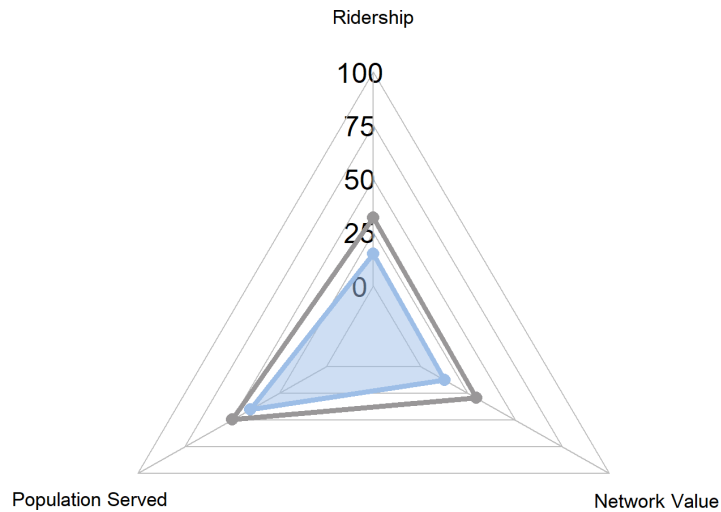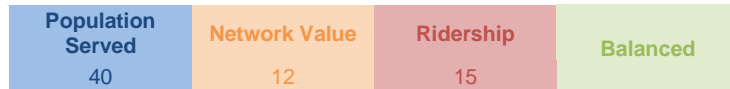
Operating Statistics

Annual Operating Costs		$2,645,503
Peak Vehicles		
Vehicle Type(s)		

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

Service Area Population			43,430
People of Color Population	*Service Area*		24,754
	% Riders Surveyed		91%
Low Income Household	*Service Area*		11,234
	% Riders Surveyed		64%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

Z6   451,018

Top Transfer Locations

Silver Spring

Average Daily Ridership

- ⬤ Class/Tier Average (gray)
- ⬤ System Average (red)

Weekday	Saturday	Sunday
1,555	963	785

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Saturday	Sunday
NORTH	6	14	14	19	13	10	8
SOUTH	15	16	17	13	8	10	8
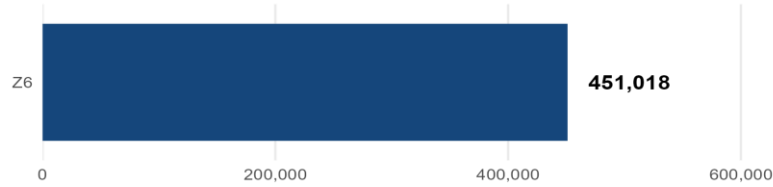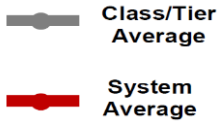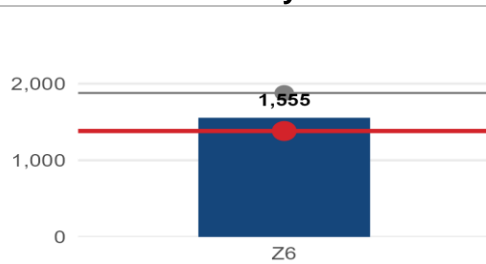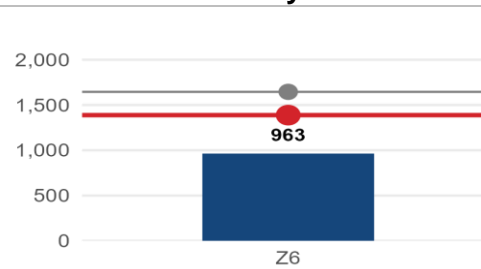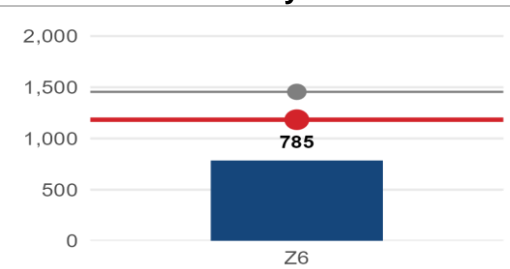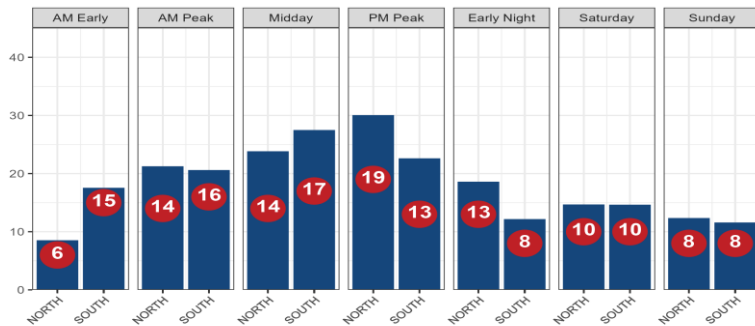
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.42	0.36
	Off-Peak Maximum Target: 1.0	0.32	0.35
	Saturday Maximum Target: 1.0	0.24	0.25
	Sunday Maximum Target: 1.0	0.21	0.2

metrobus

Span and Frequency
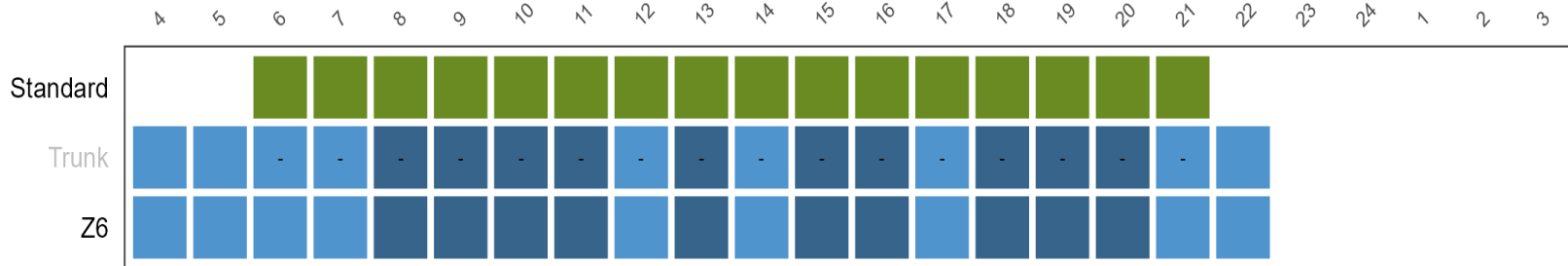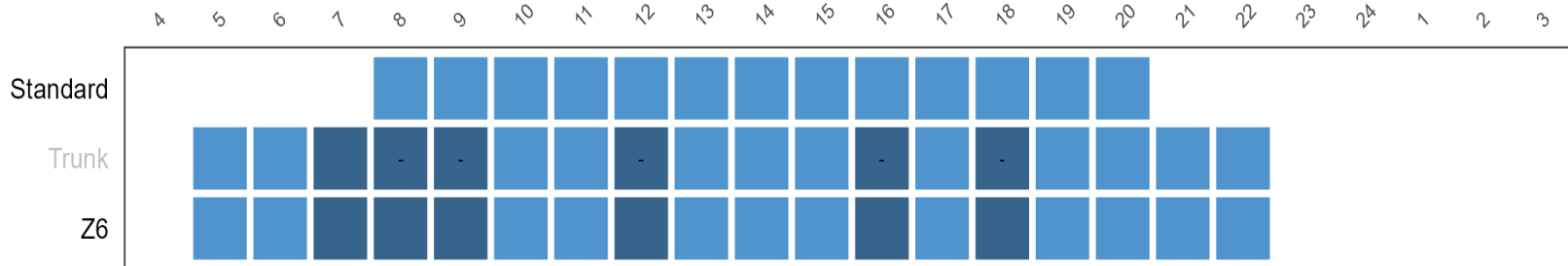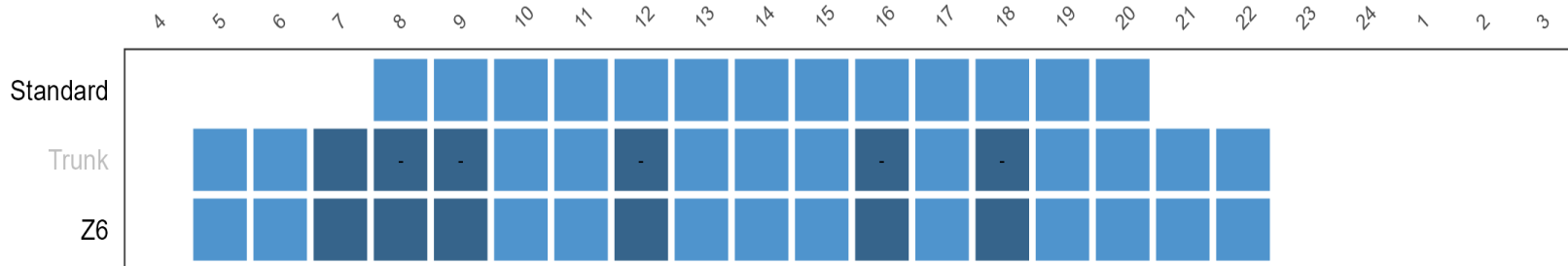
C Calverton-Westfarm

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:55 AM - 10:52 PM	-	A	5:45 AM - 10:40 PM	-	A	5:45 AM - 10:40 PM	-	A
	Frequency of Service | varies	Peak: 31.4 / Off-Peak: 30.2	Peak: 20.8 / Off-Peak: 24.1	E	30.1	27.3	C	30.1	26.9	C
Productivity	**Passengers per Revenue Hour** | 20	21.2	20.3	B	16.0	20.2	E	13.3	18.1	E
	Passengers per Revenue Mile | 2	1.6	2.0	E	1.3	1.9	E	1.0	1.6	E
Reliability	**On-Time Performance** | 79%	76%	78%	C	71%	77%	D	75%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.39	Off-Peak: 0.3 Peak: 0.36	A	0.24	0.29	A	0.2	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$5.62	$ 6.80	C	$7.46	$ 6.78	E	$8.95	$ 7.75	E
	Cost Recovery | 20%	18%	18%	C	14%	16%	E	12%	14%	E

metrobus

Route Z6

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.8	4.7	A
Route Design	**Circuity |** 1.75	1.48	1.46	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	21.2	20.3	B	16.0	20.2	E	13.3	18.1	E
	Passengers per Revenue Mile | 2	1.6	2.0	E	1.3	1.9	E	1.0	1.6	E
	Unique Segment Ridership | 10%	17%	20%	A	30%	36%	A	31%	39%	A
Reliability	**On-Time Performance |** 79%	76%	78%	C	71%	77%	D	75%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.39	Off-Peak: 0.3 Peak: 0.36	A	0.24	0.31	A	0.2	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.62	$ 6.80	C	$7.46	$ 6.78	E	$8.95	$ 7.75	E
	Cost Recovery | 20%	18%	18%	C	14%	17%	E	12%	15%	E

Operational Analysis
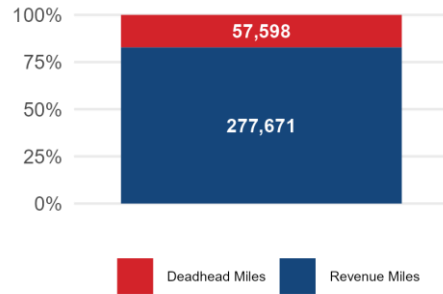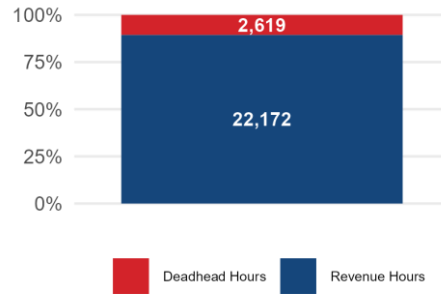
Miles Allocation

Legend: ■ Deadhead Miles ■ Revenue Miles

(Deadhead Miles: 57,598; Revenue Miles: 277,671)

Hours Allocation

Legend: ■ Deadhead Hours ■ Revenue Hours

(Deadhead Hours: 2,619; Revenue Hours: 22,172)

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z6	30.40	2,043	2,017 (98.7%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday (Z6)
Saturday (Z6)
Sunday (Z6)

Legend: ▬ Class/Tier Average ▬ System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Capitol Heights - Minnesota Ave. Line

Regional Transit

Ⓜ Metrorail

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

0   0.25   0.5 Miles

metrobus

Service Classification

Framework

Activity Tier

2

Overall Grade

| Line | **A** |

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

Line Benefit Score

41

Out of 100

Radar chart with axes: Ridership (top), Population Served (bottom left), Network Value (bottom right). Scale 0 to 100.

Classification Average △

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	48	12	65	
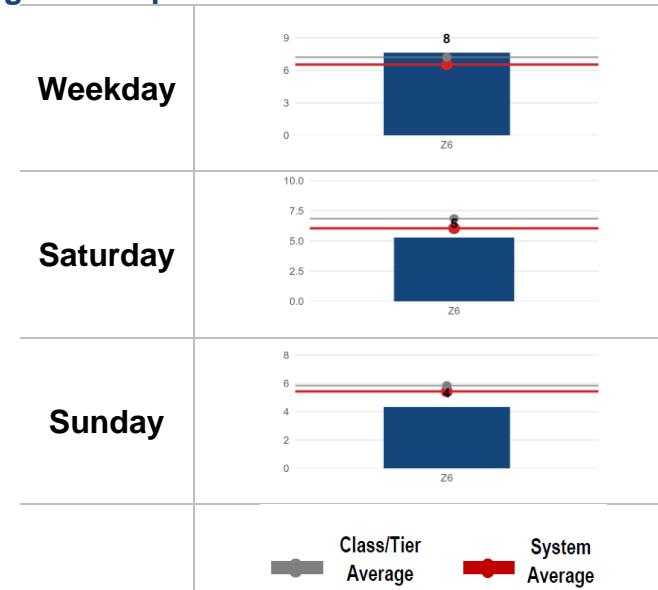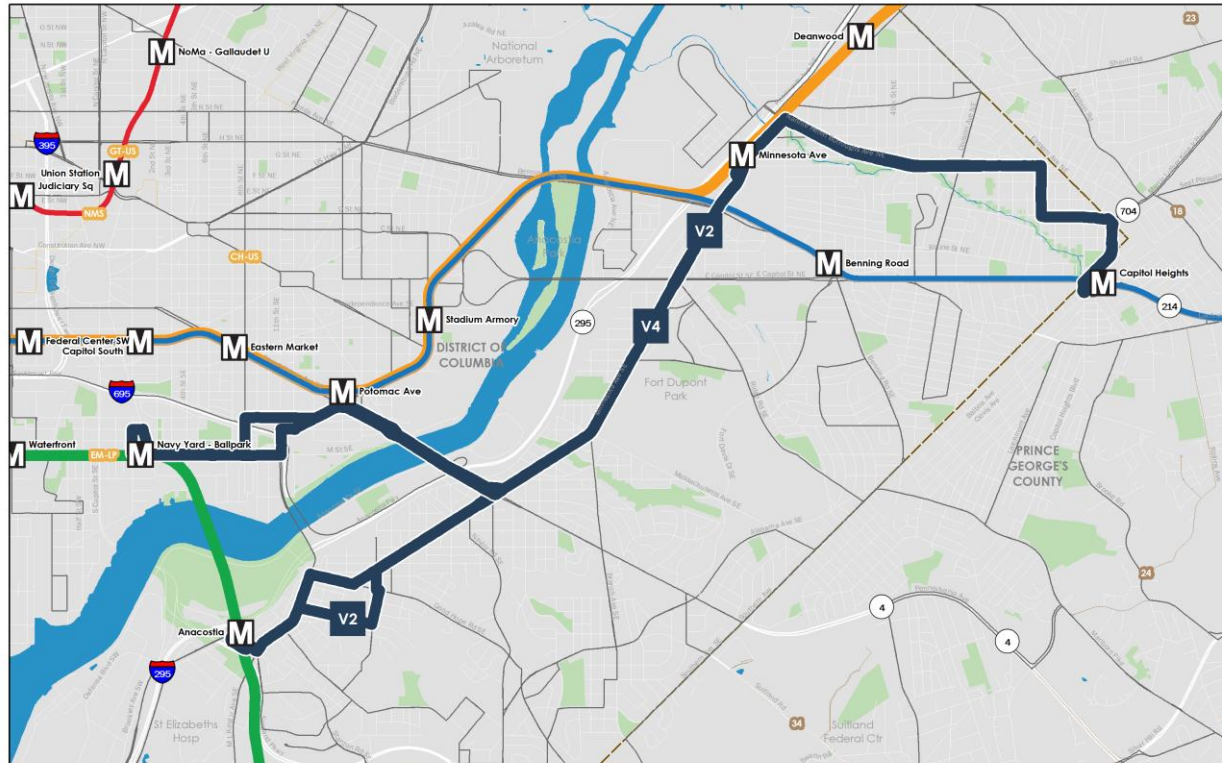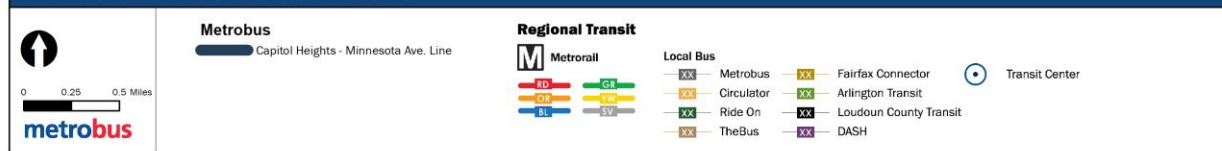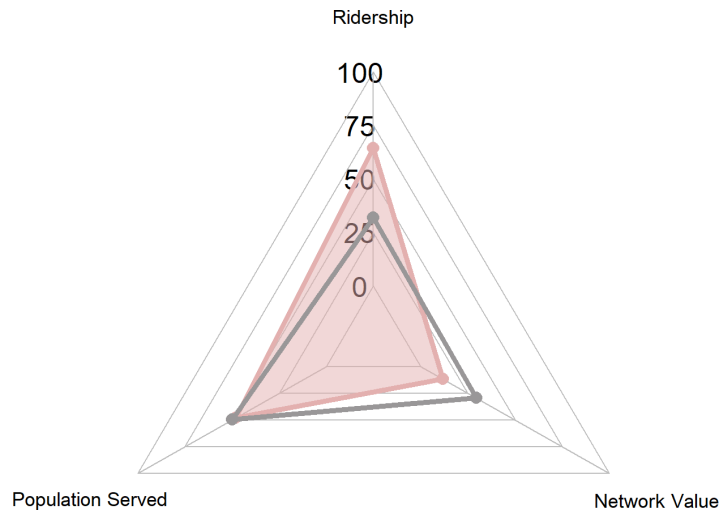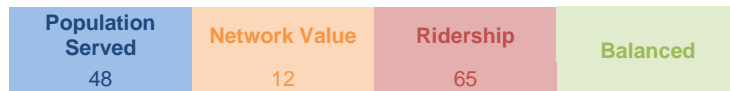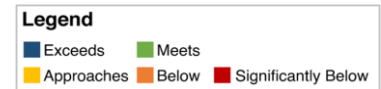
Operating Statistics

	Annual Operating Costs	$6,329,194
	Peak Vehicles	19
	Vehicle Type(s)	40 Foot

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

	Service Area Population		84,104
	People of Color Population	Service Area	70,813
		% Riders Surveyed	99%
	Low Income Household	Service Area	35,986
		% Riders Surveyed	76%

Facilities/Amenities

	Bus Stops	115
	% Stops With Shelters	17%
	% Stops With Benches	17%
	% Stops With Real-Time Signs	6%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

222

Ridership

Annual Ridership

V4: 904,167
V2: 1,106,210
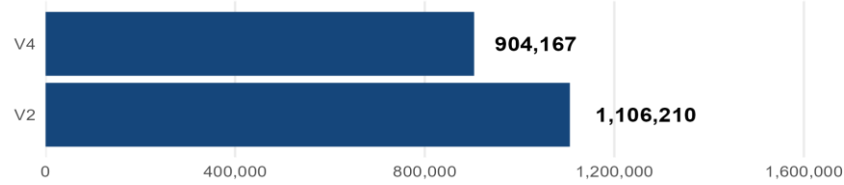
Top Transfer Locations

Potomac Avenue, Minnesota Avenue, Capitol Heights

Average Daily Ridership
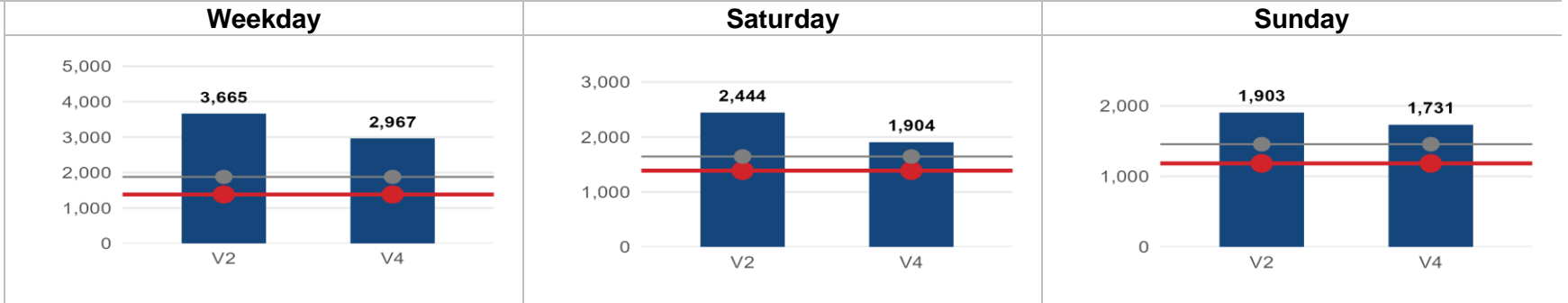
Class/Tier Average
System Average

Weekday	Saturday	Sunday
V2: 3,665 V4: 2,967	V2: 2,444 V4: 1,904	V2: 1,903 V4: 1,731

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	9	13
AM Peak	17	18
Midday	19	21
PM Peak	20	22
Early Night	14	13
Late Night	8	7
Saturday	13	15
Sunday	11	13
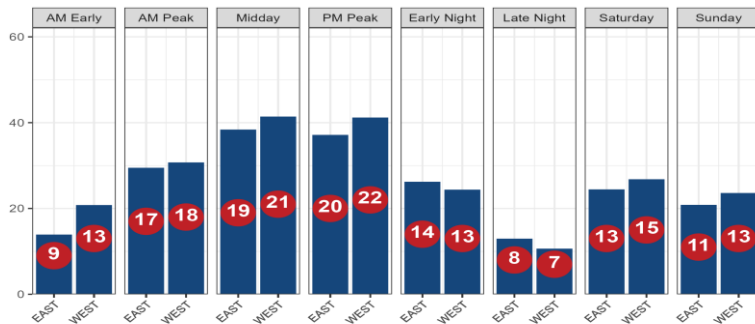
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.47	0.51
	Off-Peak Maximum Target: 1.0	0.39	0.42
	Saturday Maximum Target: 1.0	0.34	0.38
	Sunday Maximum Target: 1.0	0.28	0.34

Span and Frequency

A Capitol Heights - Minnesota Ave.

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:10 AM - 2:12 AM	-	A	4:30 AM - 2:16 AM	-	A	4:30 AM - 2:16 AM	-	A
	Frequency of Service | varies	Peak: 11.5 / Off-Peak: 14.9	Peak: 20.8 / Off-Peak: 24.1	A	17.4	27.3	A	17.9	26.9	A
Productivity	**Passengers per Revenue Hour** | 20	34.6	20.3	A	30.9	20.2	A	26.5	18.1	A
	Passengers per Revenue Mile | 2	4.4	2.0	A	3.5	1.9	A	3.0	1.6	A
Reliability	**On-Time Performance** | 79%	77%	78%	C	80%	77%	B	74%	78%	C
	Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.49	Off-Peak: 0.3 Peak: 0.36	A	0.36	0.29	A	0.31	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$3.45	$ 6.80	A	$3.87	$ 6.78	A	$4.50	$ 7.75	A
	Cost Recovery | 20%	13%	18%	E	12%	16%	E	10%	14%	E

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

225

Route V2

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	6.8	4.7	E
Route Design **Circuity |** 1.75	1.3	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	37.7	20.3	A	33.9	20.2	A	28.4	18.1	A
	Passengers per Revenue Mile | 2	4.9	2.0	A	3.8	1.9	A	3.2	1.6	A
	Unique Segment Ridership | 10%	13%	20%	A	12%	36%	B	10%	39%	C
Reliability	**On-Time Performance |** 79%	78%	78%	C	81%	77%	B	76%	78%	C
	Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.43 Peak: 0.55	Off-Peak: 0.3 Peak: 0.36	A	0.39	0.31	A	0.32	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.17	$ 6.80	A	$3.52	$ 6.78	A	$4.20	$ 7.75	A
	Cost Recovery | 20%	14%	18%	E	13%	17%	E	11%	15%	E

Route V4

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	5.9	4.7	E
Route Design **Circuity |** 1.75	1.32	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	31.4	20.3	A	27.7	20.2	A	25.9	18.1	A
	Passengers per Revenue Mile | 2	3.9	2.0	A	3.1	1.9	A	2.9	1.6	A
	Unique Segment Ridership | 10%	10%	20%	C	8%	36%	C	9%	39%	C
Reliability	**On-Time Performance |** 79%	77%	78%	C	79%	77%	C	72%	78%	D
	Crowding | 5%	1%	0%	A	1%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.43	Off-Peak: 0.3 Peak: 0.36	A	0.33	0.31	A	0.31	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.80	$ 6.80	A	$4.31	$ 6.78	A	$4.60	$ 7.75	A
	Cost Recovery | 20%	12%	18%	E	11%	17%	E	10%	15%	E
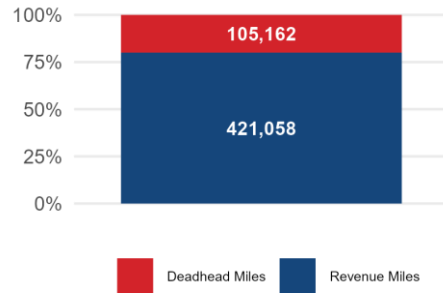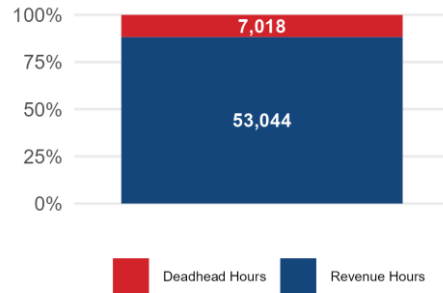
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 105,162
Revenue Miles: 421,058

Hours Allocation

Deadhead Hours: 7,018
Revenue Hours: 53,044

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V2	14.40	3,070	3,007 (97.9%)
V4	15.20	2,873	2,846 (99.1%)

Service Change Summary

Route V2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route V4 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
V2: 11.2
V4: 8.4

Saturday
V2: 8.8
V4: 7.3

Sunday
V2: 7.07
V4: 6.82

Class/Tier Average   System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line — C

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

Line Benefit Score

19

Out of 100

Ridership · Population Served · Network Value
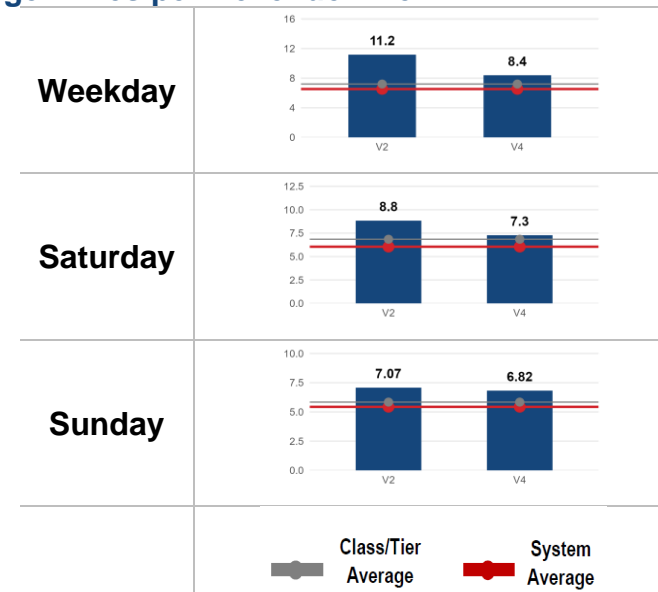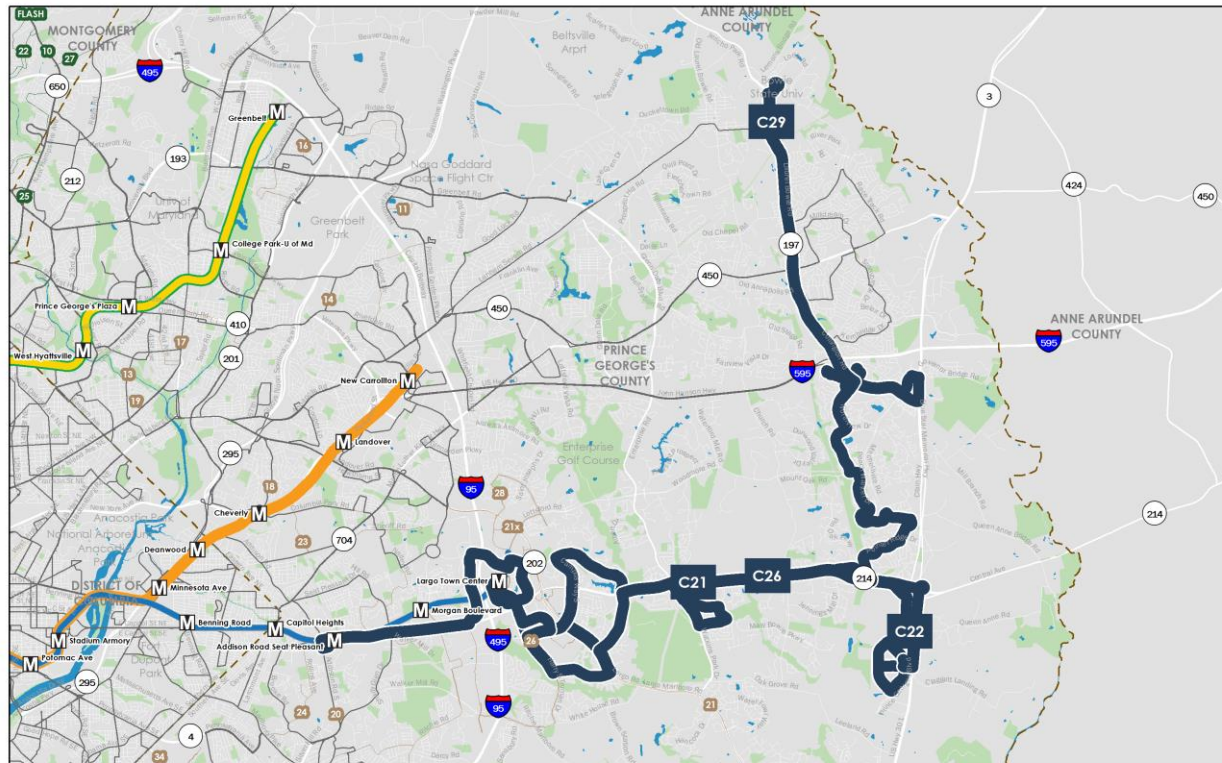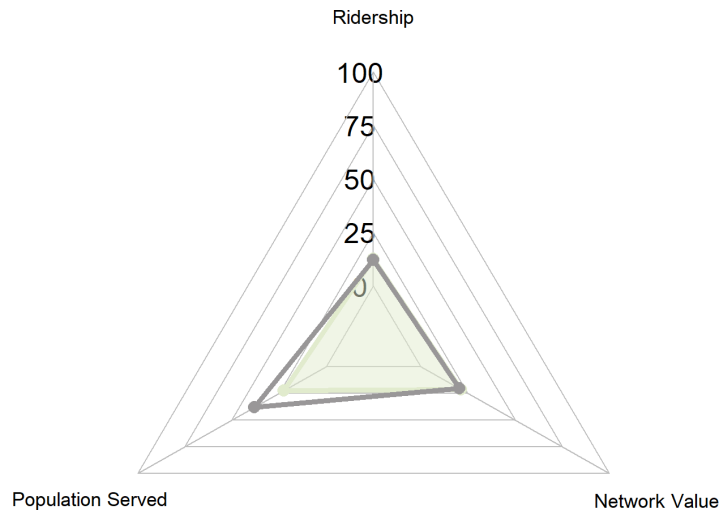
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	23	21	13	

Operating Statistics

	Annual Operating Costs	$2,818,185
	Peak Vehicles	10
	Vehicle Type(s)	40 Foot

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

	Service Area Population		106,926
	People of Color Population	*Service Area*	92,452
		% Riders Surveyed	100%
	Low Income Household	*Service Area*	15,073
		% Riders Surveyed	49%

Facilities/Amenities

	Bus Stops	301
	% Stops With Shelters	46%
	% Stops With Benches	18%
	% Stops With Real-Time Signs	0%

metrobus

Ridership

Annual Ridership

Route	Annual Ridership
C29	43,274
C26	117,065
C22	115,425
C21	65,642
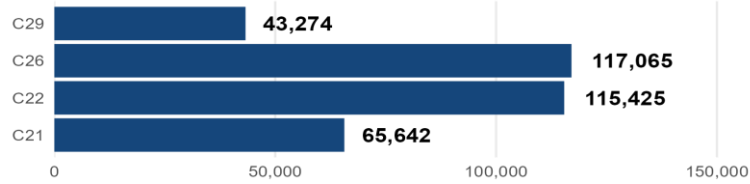
Top Transfer Locations

Largo Town Center, Addison Road, Suitland

Average Daily Ridership
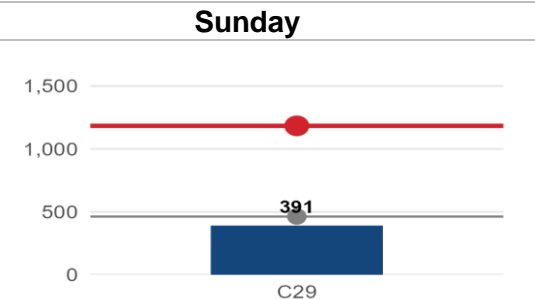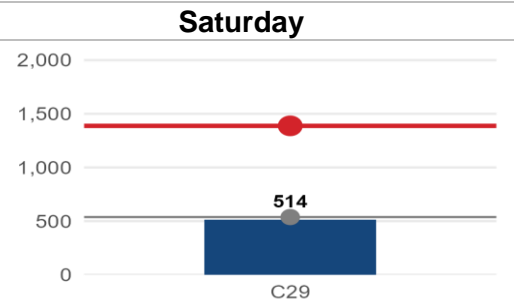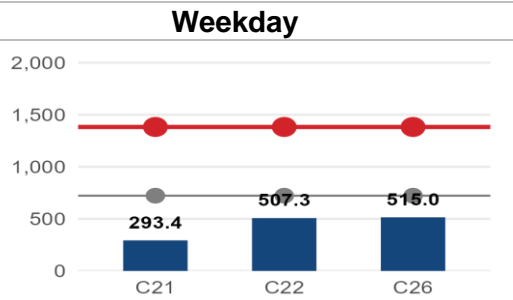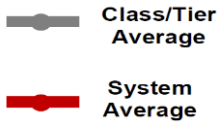
- Class/Tier Average
- System Average

Weekday

Route	Average Daily Ridership
C21	293.4
C22	507.3
C26	515.0

Saturday

Route	Average Daily Ridership
C29	514

Sunday

Route	Average Daily Ridership
C29	391

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	6	9
AM Peak	8	8
Midday	10	9
PM Peak	9	10
Early Night	7	7
Saturday	13	12
Sunday	11	10
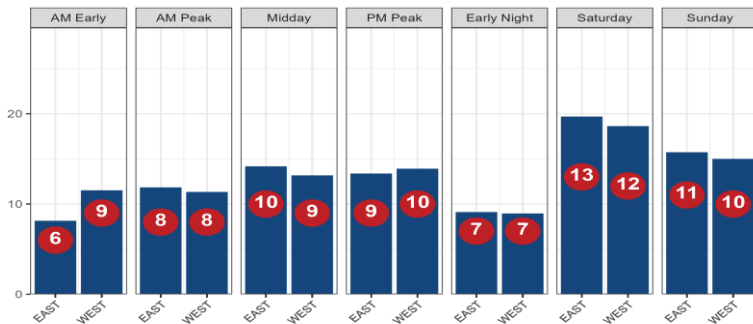
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.22	0.22
	Off-Peak Maximum Target: 1.0	0.21	0.2
	Saturday Maximum Target: 1.0	0.33	0.3
	Sunday Maximum Target: 1.0	0.28	0.26

metrobus

Span and Frequency

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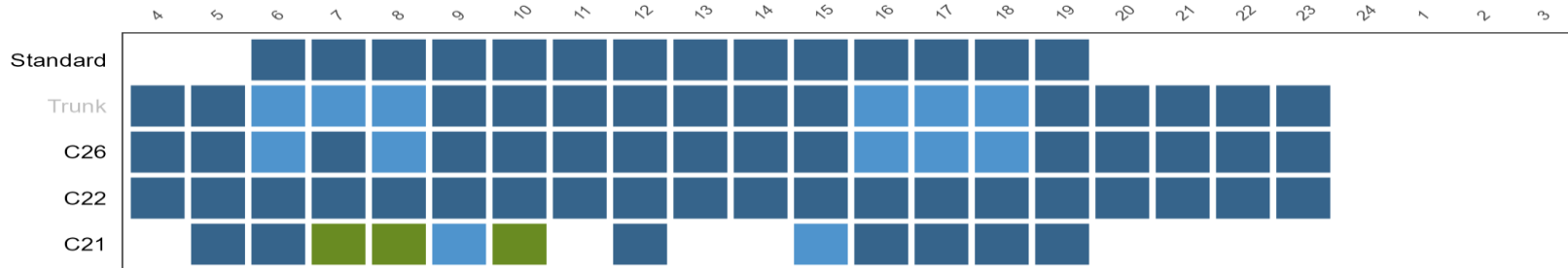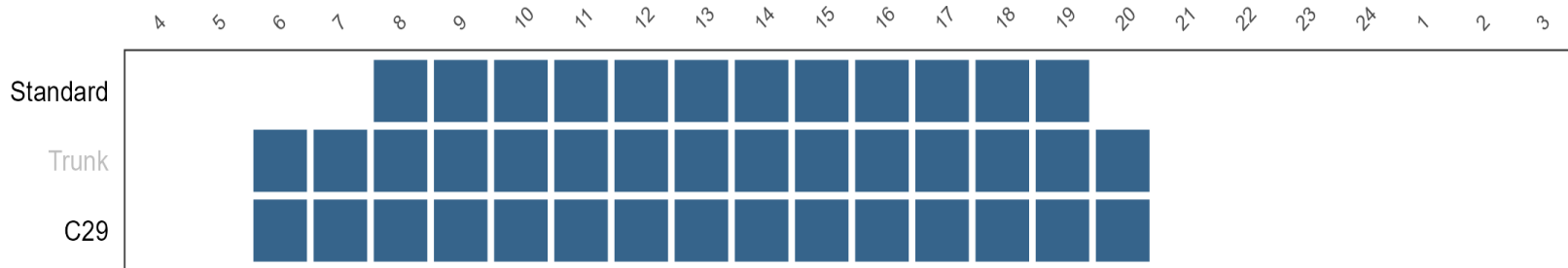
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
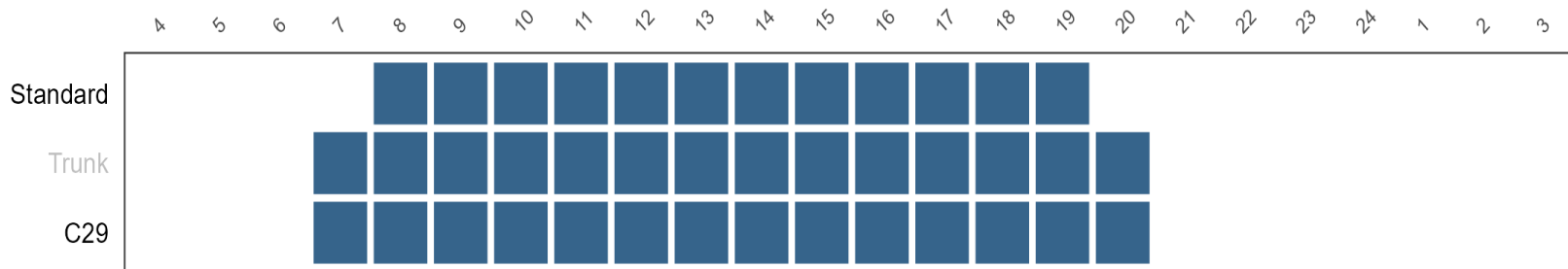
C Central Avenue

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service | varies	4:46 AM - 11:13 PM	-	A	6:43 AM - 8:56 PM	-	A	7:35 AM - 8:28 PM	-	A
	Frequency of Service | varies	Peak: 27.7 / Off-Peak: 47.3	Peak: 29.7 / Off-Peak: 41.4	A	60.2	46.6	C	60.1	48.8	C
Productivity	Passengers per Revenue Hour | 10	11.5	17	A	12.4	19	A	14.7	19	A
	Passengers per Revenue Mile | 1	0.7	1.4	E	0.7	1.5	E	0.8	1.5	D
Reliability	On-Time Performance | 79%	82%	82%	B	70%	79%	D	80%	82%	B
	Crowding | 5%	0%	0%	A	6%	0%	E	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.22	Off-Peak: 0.19 Peak: 0.24	A	0.31	0.22	A	0.27	0.2	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$10.40	$ 7.90	E	$9.62	$ 6.88	E	$8.10	$ 6.81	C
	Cost Recovery | 20%	6%	11%	E	6%	9%	E	8%	9%	E

metrobus

Route C21

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.8	5	E
Route Design	**Circuity |** N/A	1.82	1.8	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	15.9	17	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	1.4	D	-	-	-	-	-	-
	Unique Segment Ridership | 10%	6%	47%	D	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	86%	82%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.27	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.53	$ 7.90	B	-	-	-	-	-	-
	Cost Recovery | 20%	7%	10%	E	-	-	-	-	-	-

metrobus

Route C22

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.9	5	E
Route Design	**Circuity |** N/A	1.61	1.8	-

Measure | Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	13.6	17	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.8	1.4	D	-	-	-	-	-	-
	Unique Segment Ridership | 10%	4%	47%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	84%	82%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.23	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.76	$ 7.90	D	-	-	-	-	-	-
	Cost Recovery | 20%	7%	10%	E	-	-	-	-	-	-

metrobus

Route C26

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	4.5	5	A
Route Design — **Circuity |** N/A	2.08	1.8	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	8.7	17	D	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.5	1.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	69%	47%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	81%	82%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.19	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$13.69	$ 7.90	E	-	-	-	-	-	-
	Cost Recovery | 20%	5%	10%	E	-	-	-	-	-	-

metrobus

Route C29

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	4.3	5	A
Route Design	Circuity | N/A	2.12	1.8	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	-	-	-	12.4	19	A	14.7	19	A
Productivity	Passengers per Revenue Mile | 1	-	-	-	0.7	1.5	E	0.8	1.5	D
Productivity	Unique Segment Ridership | 10%	-	-	-	80%	59%	A	76%	61%	A
Reliability	On-Time Performance | 79%	-	-	-	70%	79%	D	80%	82%	B
Reliability	Crowding | 5%	-	-	-	6%	0%	E	0%	0%	A
Reliability	Load Factor | Peak: 1 / Off-Peak: 1.0	-	-	-	0.31	0.22	A	0.27	0.21	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	-	-	-	$9.62	$ 6.88	E	$8.10	$ 6.81	C
Cost Effectiveness	Cost Recovery | 20%	-	-	-	5%	9%	E	6%	9%	E
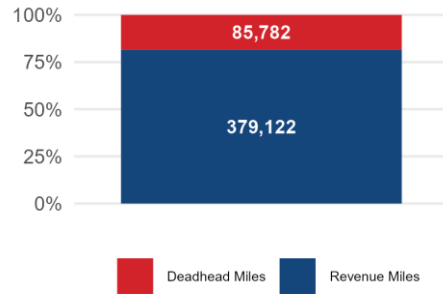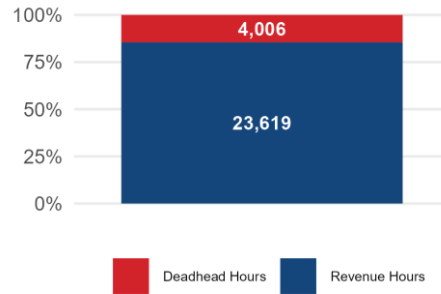
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 85,782
- Revenue Miles: 379,122

Hours Allocation

- Deadhead Hours: 4,006
- Revenue Hours: 23,619

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C21	40.90	399	396 (99.2%)
C22	36.20	756	752 (99.5%)
C26	38.40	1,092	1,076 (98.5%)
C29	60.40	239	239 (100.0%)

Service Change Summary

Route C21 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route C22 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route C26 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route C29 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — C21: 4.95; C22: 4.38; C26: 3.73

Saturday — C29: 6

Sunday — C29: 6

Legend: Class/Tier Average; System Average

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	C

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

Line Benefit Score

13

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	21	15	4	
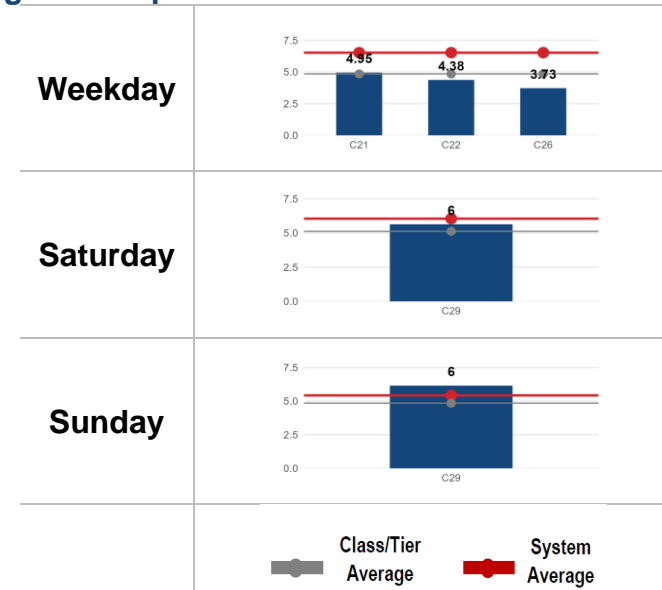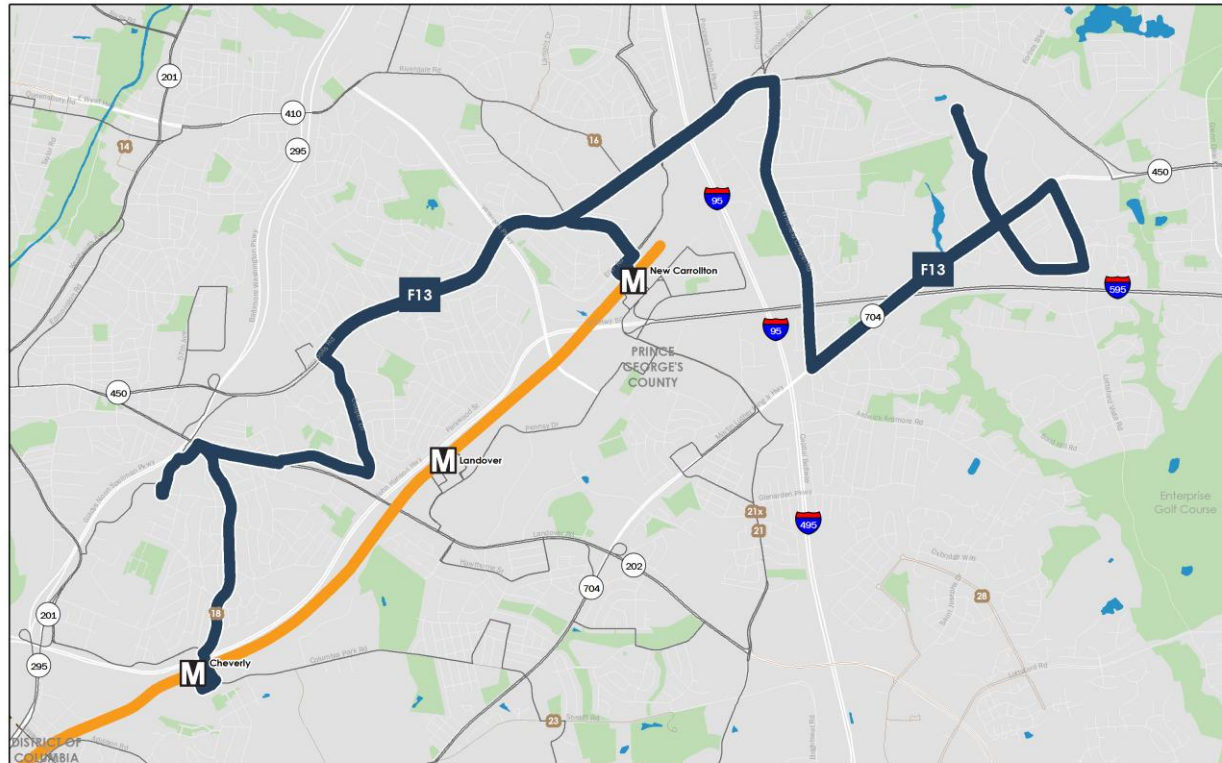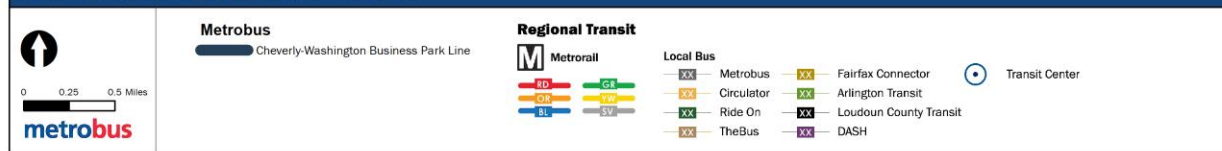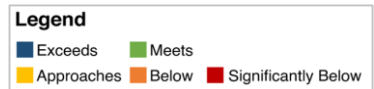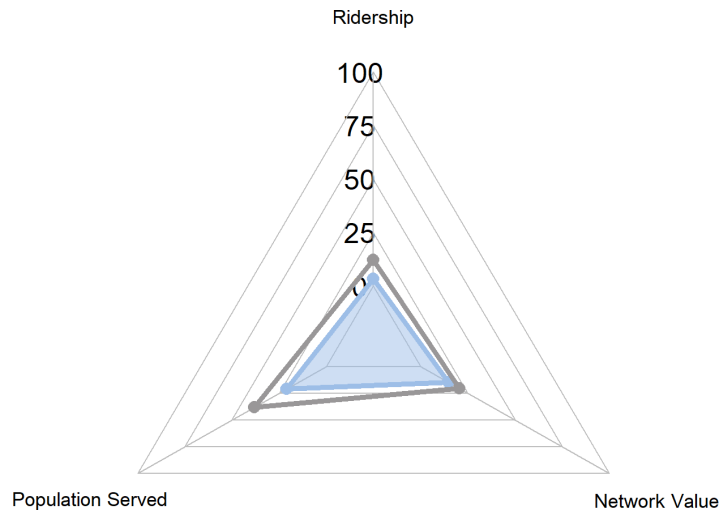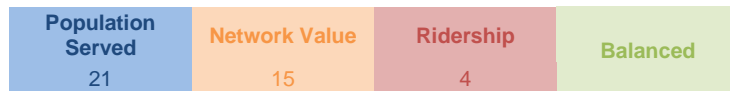
Operating Statistics

Annual Operating Costs	$766,750
Peak Vehicles	2
Vehicle Type(s)	40 Foot

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

Service Area Population		25,286
People of Color Population	Service Area	16,076
	% Riders Surveyed	100%
Low Income Household	Service Area	5,747
	% Riders Surveyed	70%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

F13 — 86,509

(bar chart axis: 0, 25,000, 50,000, 75,000, 100,000, 125,000)
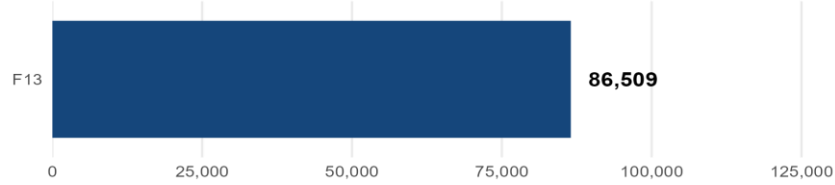
Top Transfer Locations

New Carrollton, Cheverly
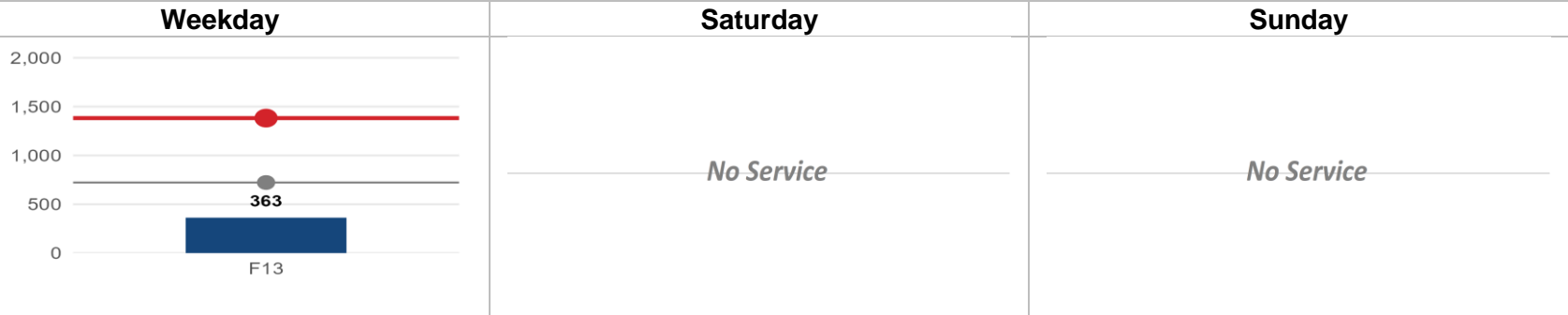
	Weekday	Saturday	Sunday
Average Daily Ridership — Class/Tier Average — System Average	363 (F13)	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

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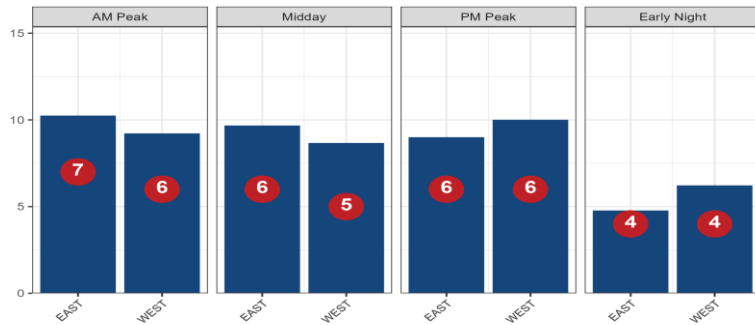
Vehicle Load Factor

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

metrobus

Span and Frequency

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

Weekday (by Hour)

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

Standard

Trunk

F13

Saturday (by Hour)

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

No Service

Sunday (by Hour)

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

No Service
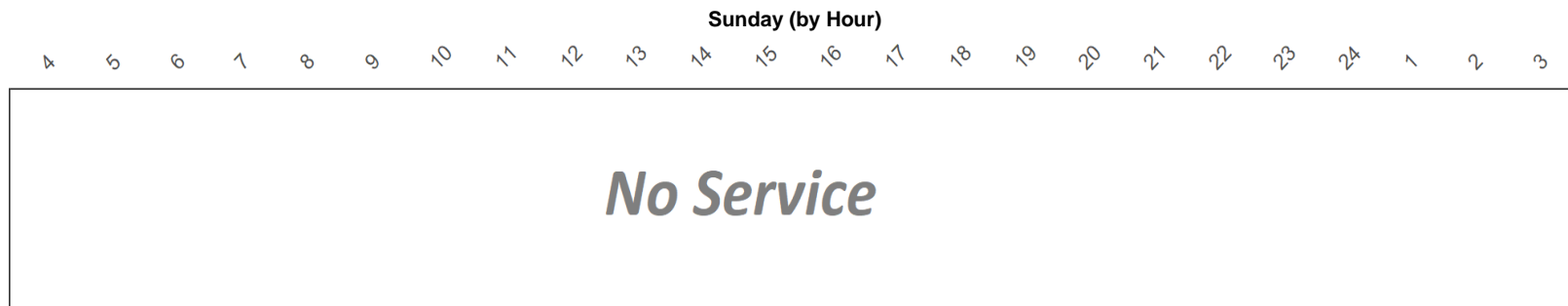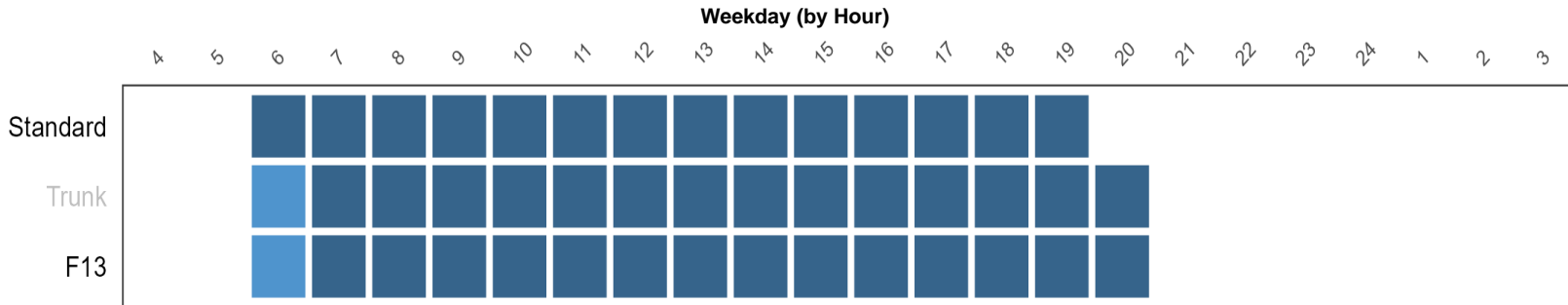
C Cheverly-Washington Business Park

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	6:00 AM - 8:18 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 33.4 / Off-Peak: 57.2	Peak: 29.7 / Off-Peak: 41.4	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour | 10**	10.5	17	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.4	E	-	-	-	-	-	-
Reliability	**On-Time Performance | 79%**	86%	82%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.14	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$11.41	$ 7.90	E	-	-	-	-	-	-
	Cost Recovery | 20%	7%	11%	E	-	-	-	-	-	-

metrobus

Route F13

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	3.8	5	E
Route Design	Circuity | N/A	2.83	1.8	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	10.5	17	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	38%	47%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	86%	82%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.14	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$11.41	$ 7.90	E	-	-	-	-	-	-
	Cost Recovery | 20%	7%	10%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 21,349
- Revenue Miles: 88,051

Hours Allocation

- Deadhead Hours: 1,252
- Revenue Hours: 6,426

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F13	33.60	798	783 (98.1%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday — 3 (F13)

Saturday — *No Service*

Sunday — *No Service*

- Class/Tier Average
- System Average

About the Line

Service Classification

Framework

Activity Tier

3

Overall Grade

| Line | B |

Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

metrobus

Line Benefit Score

20

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	37	16	9	

Operating Statistics

Annual Operating Costs	$2,114,945
Peak Vehicles	6
Vehicle Type(s)	40 Foot

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

Service Area Population		77,190
People of Color Population	Service Area	41,283
	% Riders Surveyed	87%
Low Income Household	Service Area	18,700
	% Riders Surveyed	56%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

F2	68,358
F1	181,442

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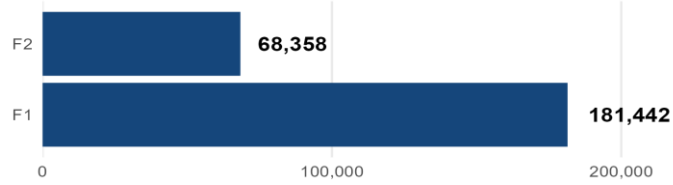
Top Transfer Locations

West Hyattsville, Takoma, Cheverly

Average Daily Ridership
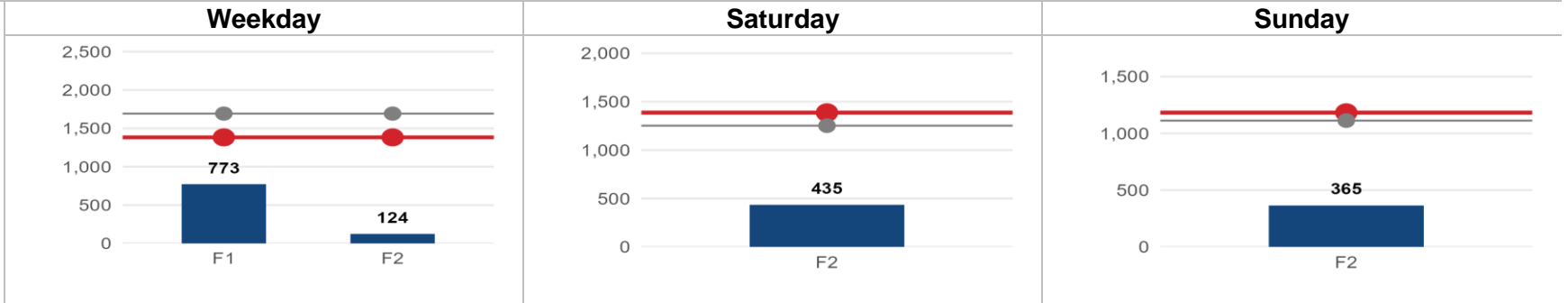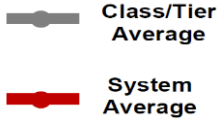
- — Class/Tier Average
- — System Average

Weekday

F1: 773
F2: 124

Saturday

F2: 435

Sunday

F2: 365

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	11	7
AM Peak	12	10
Midday	10	10
PM Peak	11	12
Early Night	6	6
Saturday	9	8
Sunday	9	8
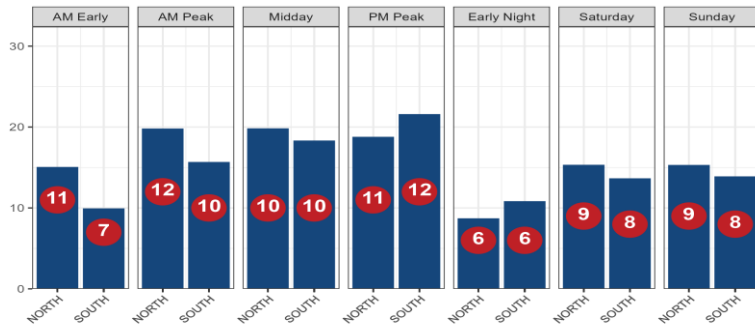
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.28	0.27
	Off-Peak Maximum Target: 1.0	0.22	0.2
	Saturday Maximum Target: 1.0	0.21	0.19
	Sunday Maximum Target: 1.0	0.22	0.21

Span and Frequency
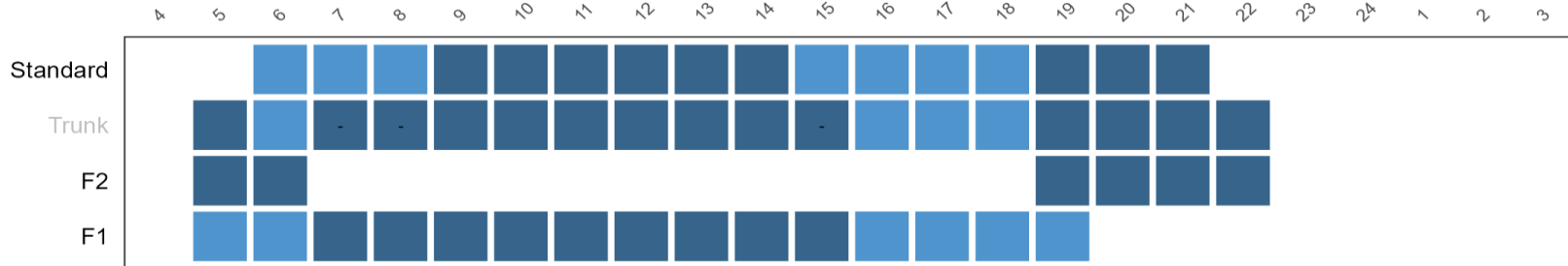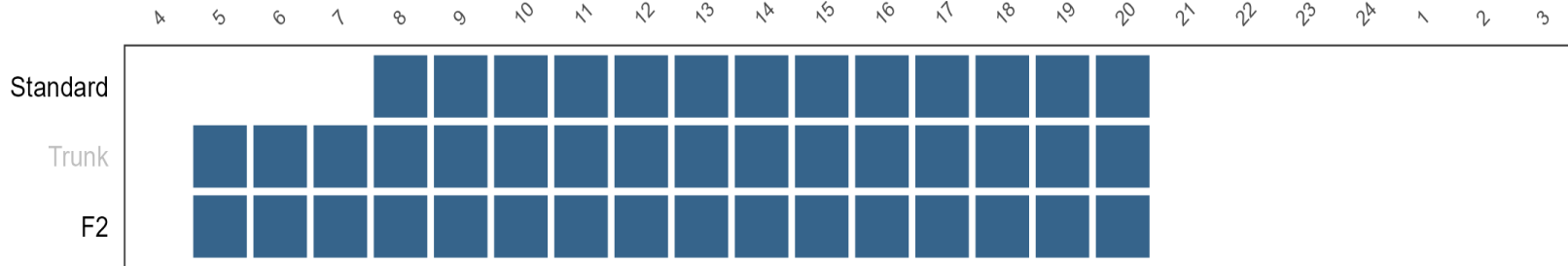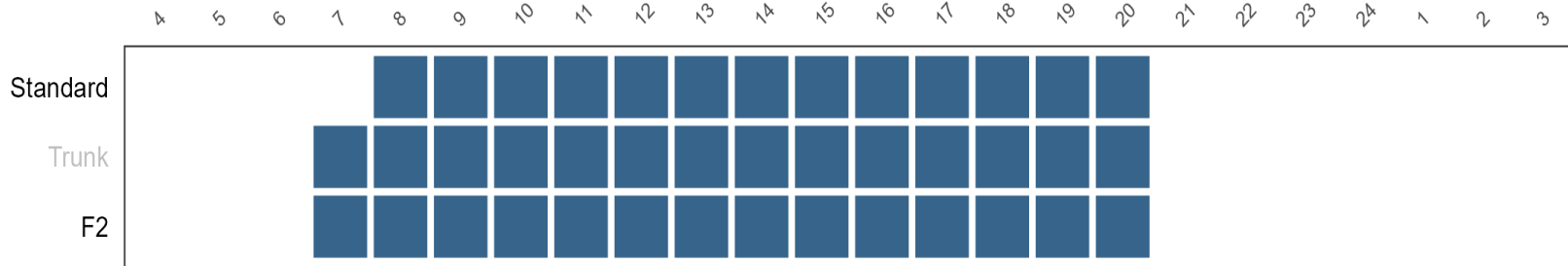
B Chillum Road

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:25 AM - 10:31 PM	-	A	5:32 AM - 8:31 PM	-	A	7:25 AM - 8:20 PM	-	B
	Frequency of Service | varies	Peak: 31.5 / Off-Peak: 58.3	Peak: 22.8 / Off-Peak: 34.7	C	60.6	41.6	C	60.3	39.8	C
Productivity	**Passengers per Revenue Hour | 15**	15.2	20.5	B	14.8	17.8	C	13.4	17.0	D
	Passengers per Revenue Mile | 1	1.3	1.7	A	1.1	1.5	A	1.1	1.4	B
Reliability	**On-Time Performance | 79%**	79%	79%	C	68%	77%	E	73%	80%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.28	Off-Peak: 0.27 Peak: 0.35	A	0.2	0.26	A	0.21	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$7.87	$ 6.46	C	$8.05	$ 7.22	C	$8.90	$ 7.50	D
	Cost Recovery | 20%	12%	13%	E	12%	11%	E	10%	11%	E

metrobus

Route F1

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	5	4.7	A
Route Design — **Circuity |** 1.75	1.74	2.2	B

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	15.9	20.5	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.4	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	1%	40%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	77%	79%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.28	Off-Peak: 0.29 Peak: 0.35	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.50	$ 6.46	B	-	-	-	-	-	-
	Cost Recovery | 20%	12%	14%	E	-	-	-	-	-	-

metrobus

Route F2

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	5.1	4.7	E
Route Design **Circuity |** 1.75	1.78	2.2	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	11.8	20.5	E	14.8	17.8	C	13.4	17.0	D
	Passengers per Revenue Mile | 1	0.9	1.7	D	1.1	1.5	A	1.1	1.4	B
	Unique Segment Ridership | 10%	6%	40%	D	69%	56%	A	67%	59%	A
Reliability	**On-Time Performance |** 79%	85%	79%	A	68%	77%	E	73%	80%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17	Off-Peak: 0.29	A	0.2	0.26	A	0.21	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$10.15	$ 6.46	E	$8.05	$ 7.22	C	$8.90	$ 7.50	D
	Cost Recovery | 20%	9%	14%	E	12%	11%	E	10%	10%	E
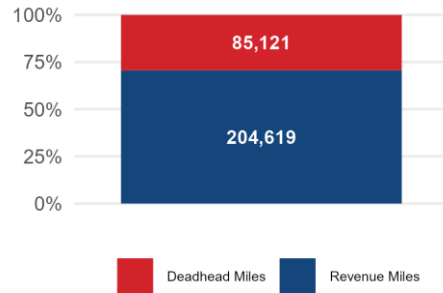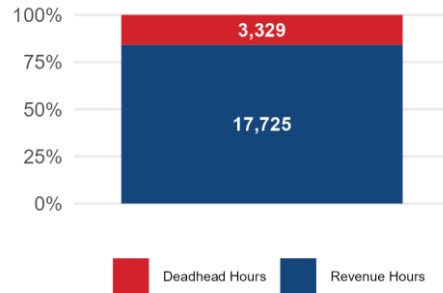
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 85,121
- Revenue Miles: 204,619

Hours Allocation

- Deadhead Hours: 3,329
- Revenue Hours: 17,725

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F1	30.60	861	846 (98.3%)
F2	31.30	502	496 (98.8%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday
- F1: 5.4
- F2: 3.3

Saturday
- F2: 4

Sunday
- F2: 4

Legend:
- Class/Tier Average
- System Average
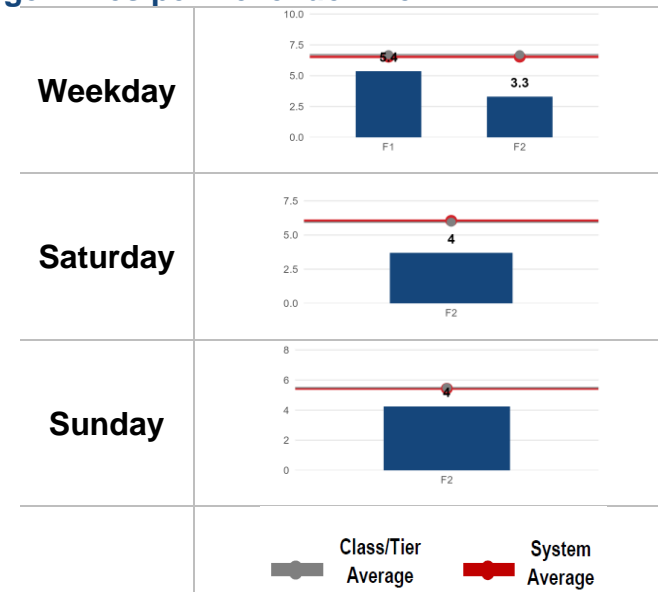
About the Line
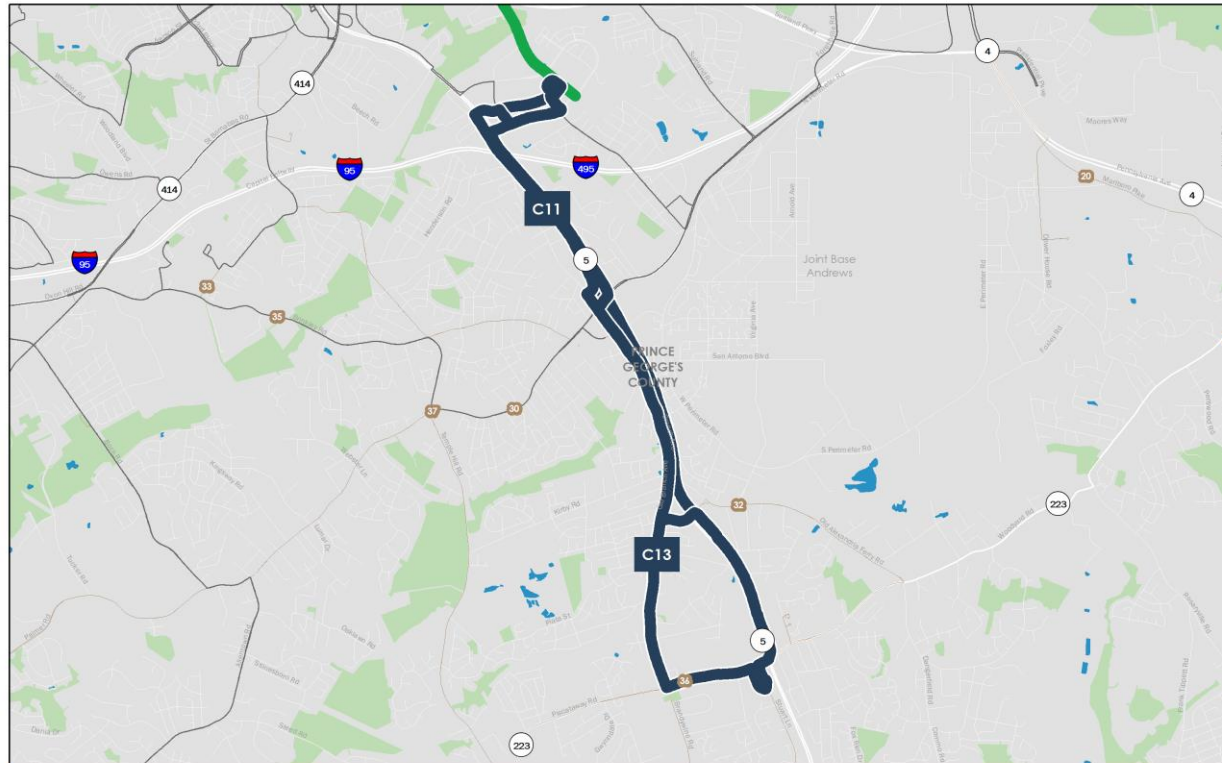
WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Clinton Line

0   0.325   0.65 Miles

metrobus

Regional Transit

M **Metrorail**

RD
OR
BL

GR
YW
SV

Local Bus
XX Metrobus
XX Circulator
XX Ride On
XX TheBus

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

⊙ Transit Center

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	C

Legend
Exceeds Meets
Approaches Below Significantly Below

Line Benefit Score

2
Out of 100
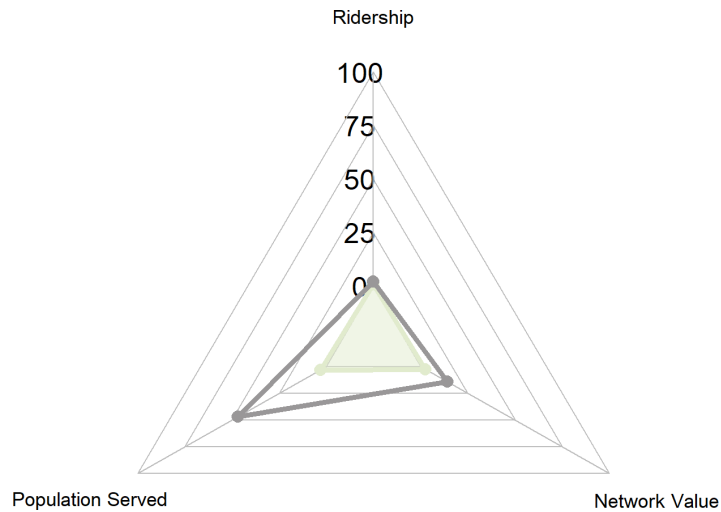
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	3	3	1	

Operating Statistics

	Annual Operating Costs	$177,405
	Peak Vehicles	1
	Vehicle Type(s)	40 Foot

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

	Service Area Population		6,053
	People of Color Population	*Service Area*	4,708
		% Riders Surveyed	92%
	Low Income Household	*Service Area*	737
		% Riders Surveyed	37%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

C13: 6,196
C11: 12,464

(axis: 0, 5,000, 10,000, 15,000)
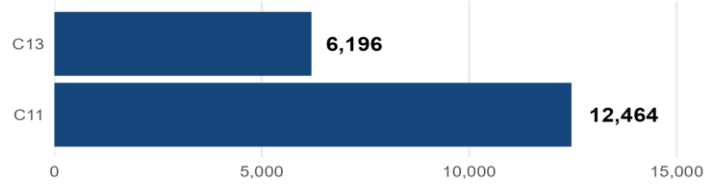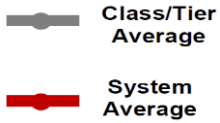
Top Transfer Locations

Branch Avenue

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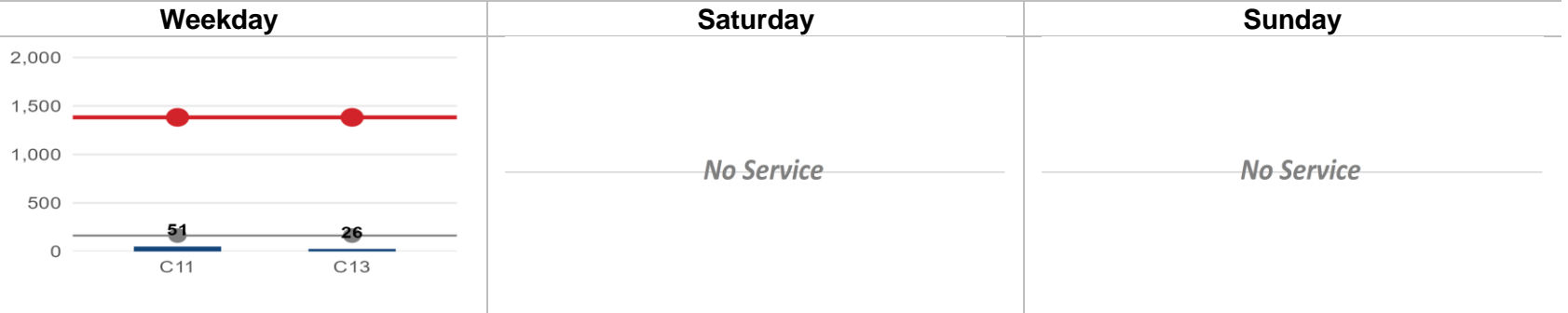
- ● Class/Tier Average
- ● System Average

Weekday	Saturday	Sunday
C11: 51, C13: 26	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Peak — NORTH: 6, SOUTH: 3
PM Peak — NORTH: 3, SOUTH: 6
Early Night — NORTH: 5, SOUTH: 4
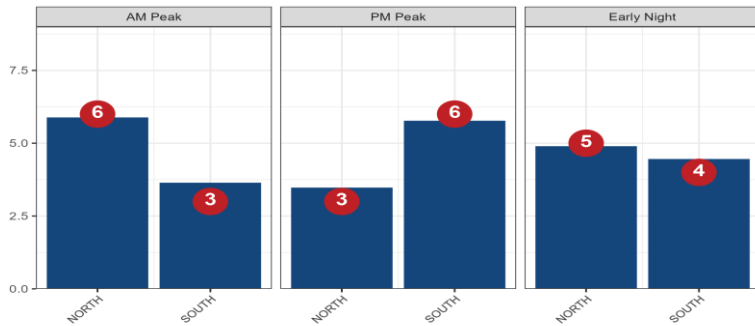
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.12	0.12
	Off-Peak Maximum Target: 1.0	0.12	0.11
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

	Trunk	C13	C11

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

C Clinton

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	6:00 AM - 8:27 AM; 4:15 PM - 7:42 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 91.8 / Off-Peak: NA	Peak: 56.8 / Off-Peak: 60.7	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour | N/A**	13.1	10.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.8	0.6	D	-	-	-	-	-	-
Reliability	**On-Time Performance | 79%**	85%	77%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.12	Off-Peak: 0.18 Peak: 0.22	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$9.10	$12.25	E	-	-	-	-	-	-
	Cost Recovery | 20%	9%	17%	E	-	-	-	-	-	-

metrobus

Route C11

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** N/A	0.6	2.4	-
Route Design — **Circuity |** N/A	1.03	1.37	-

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity **Passengers per Revenue Hour |** N/A	15.8	10.7	A	-	-	-	-	-	-
Passengers per Revenue Mile | 1	1	0.6	C	-	-	-	-	-	-
Unique Segment Ridership | 15%	0%	29%	E	-	-	-	-	-	-
Reliability **On-Time Performance |** 79%	78%	77%	C	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.14	Off-Peak: 0.17 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness **Operating Cost per Passenger Trip |** $7	$7.55	$12.25	B	-	-	-	-	-	-
Cost Recovery | 20%	12%	15%	E	-	-	-	-	-	-

metrobus

Route C13

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** N/A	1.8	2.4	-
Route Design **Circuity |** N/A	1.09	1.37	-

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity **Passengers per Revenue Hour |** N/A	9.8	10.7	C	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.6	0.6	E	-	-	-	-	-	-
Unique Segment Ridership | 15%	20%	29%	A	-	-	-	-	-	-
Reliability **On-Time Performance |** 79%	89%	77%	A	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.08	Off-Peak: 0.17 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness **Operating Cost per Passenger Trip |** $7	$12.13	$12.25	E	-	-	-	-	-	-
Cost Recovery | 20%	6%	15%	E	-	-	-	-	-	-
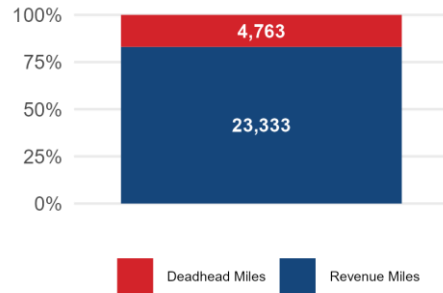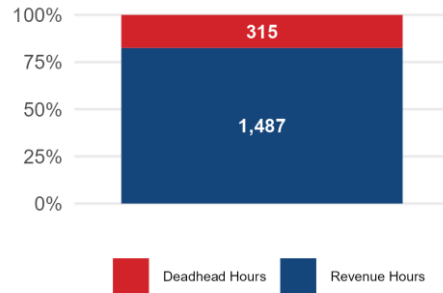
Operational Analysis

Miles Allocation

Legend: ■ Deadhead Miles ■ Revenue Miles
(Deadhead Miles: 4,763; Revenue Miles: 23,333)

Hours Allocation

Legend: ■ Deadhead Hours ■ Revenue Hours
(Deadhead Hours: 315; Revenue Hours: 1,487)

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C11	11.00	189	189 (100.0%)
C13	11.60	147	147 (100.0%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday (C11: 5.2 system average; C13: 3.0)

Saturday — No Service

Sunday — No Service

Legend: ▬ Class/Tier Average ▬ System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	C

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

Line Benefit Score

17

Out of 100

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	40	9	2	
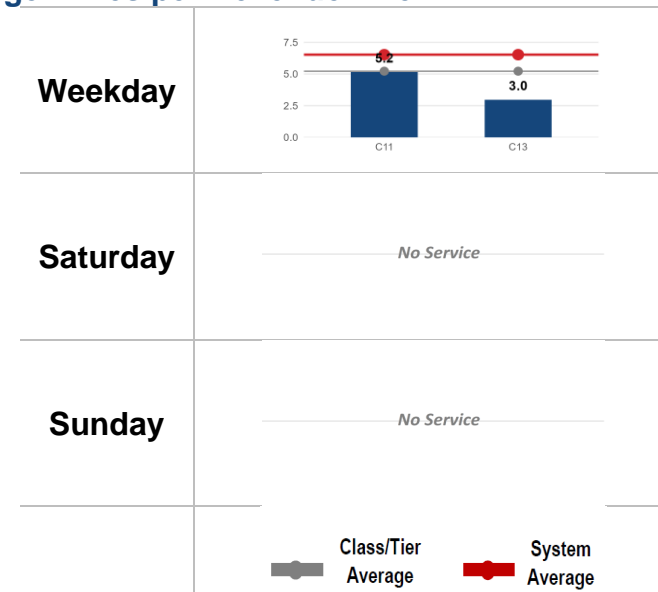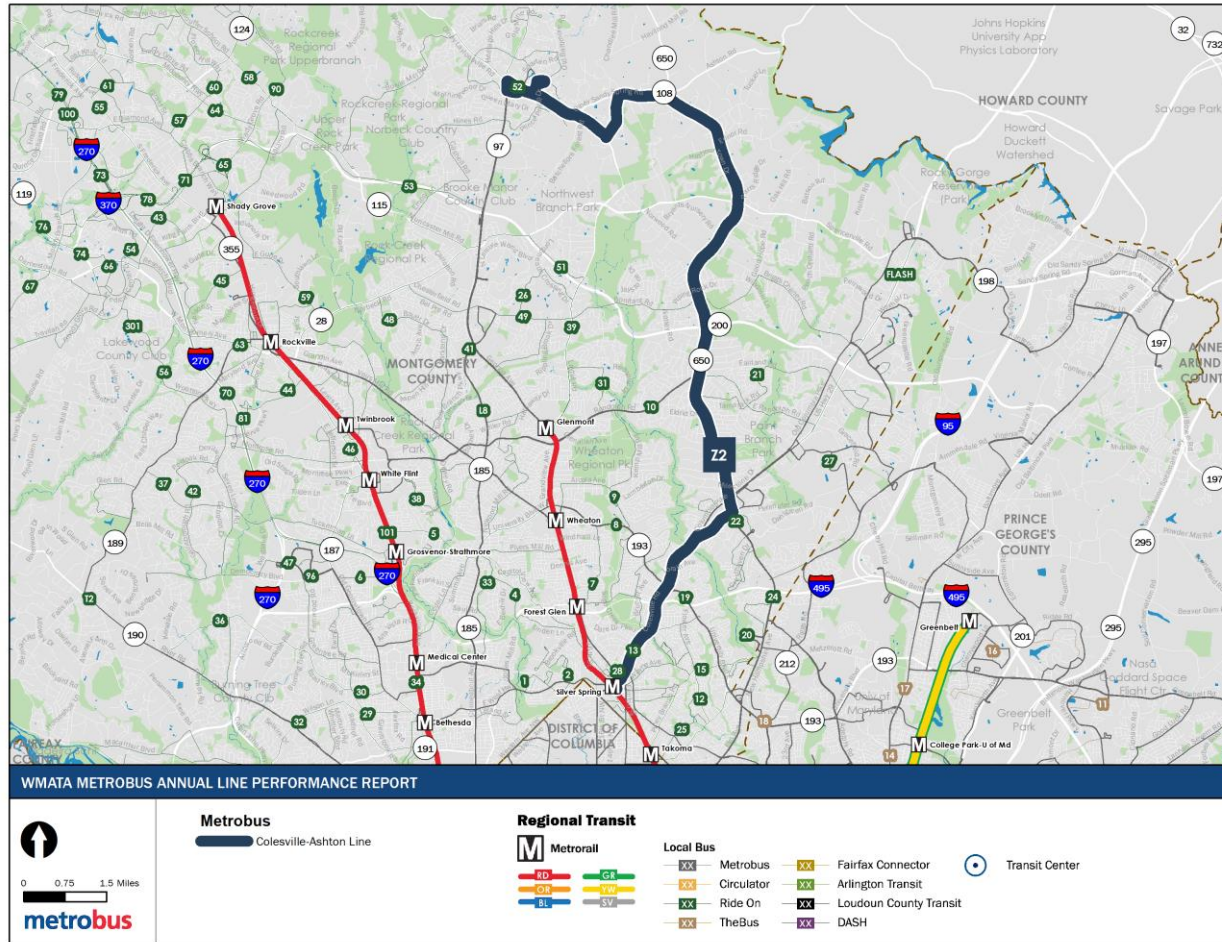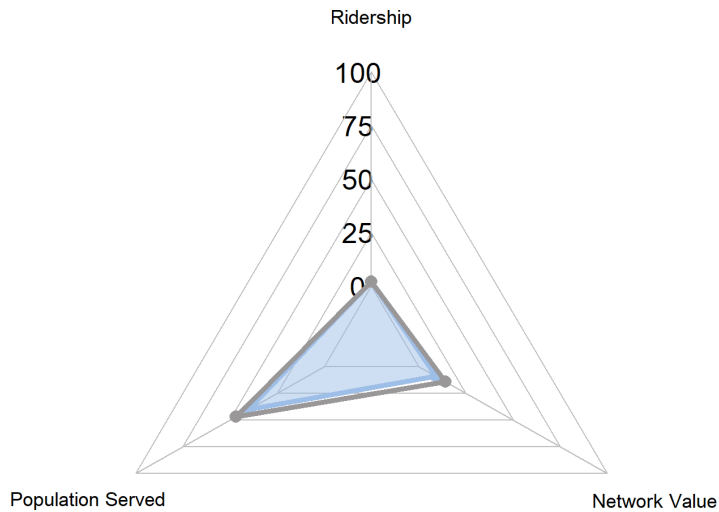
Operating Statistics

Annual Operating Costs	$494,128
Peak Vehicles	0
Vehicle Type(s)	40 Foot

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

Service Area Population			31,604
People of Color Population	Service Area		14,274
	% Riders Surveyed		85%
Low Income Household	Service Area		4,850
	% Riders Surveyed		55%

Facilities/Amenities

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

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

263

Annual Ridership

Z2	50,690

Top Transfer Locations: **Silver Spring**

Average Daily Ridership

Weekday	Saturday	Sunday
216 (Z2)	*No Service*	*No Service*

Legend:
- Class/Tier Average
- System Average

Average Trip Ridership and Maximum Load by Time Period

AM Early: NORTH 6, SOUTH 4
AM Peak: NORTH 14, SOUTH 8
Midday: NORTH 11, SOUTH 12
PM Peak: NORTH 9, SOUTH 9

Vehicle Load Factor

Direction:	NORTH	SOUTH
Weekday — Peak Maximum Target: 1	0.27	0.2
Weekday — Off-Peak Maximum Target: 1.0	0.2	0.2
Saturday Maximum Target: 1.0		
Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

C Colesville-Ashton

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	5:40 AM - 9:41 AM; 2:40 PM - 7:36 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 106.3 / Off-Peak: NA	Peak: 56.8 / Off-Peak: 60.7	-	-	-	-	-	-	-
Productivity — **Passengers per Revenue Hour** | N/A	13.1	10.7	A	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.8	0.6	E	-	-	-	-	-	-
Reliability — **On-Time Performance** | 79%	69%	77%	D	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.24	Off-Peak: 0.18 Peak: 0.22	A	-	-	-	-	-	-
Cost Effectiveness — **Operating Cost per Passenger Trip** | $7	$9.11	$12.25	E	-	-	-	-	-	-
Cost Recovery | 20%	12%	17%	E	-	-	-	-	-	-

metrobus

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	1.53	1.37	-

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	13.1	10.7	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.8	0.6	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	22%	29%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	69%	77%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.24	Off-Peak: 0.17 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$9.11	$12.25	E	-	-	-	-	-	-
	Cost Recovery | 20%	12%	15%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 16,574
Revenue Miles: 67,987

Hours Allocation

Deadhead Hours: 819
Revenue Hours: 4,141

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z2	36.80	336	334 (99.4%)

Service Change Summary

Route Z2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday — No Service

Sunday — No Service

Class/Tier Average   System Average

About the Line

Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

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

Line Benefit Score

29
Out of 100

Radar chart with axes: Ridership, Network Value, Population Served (scale 0-100)

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	44	22	21	
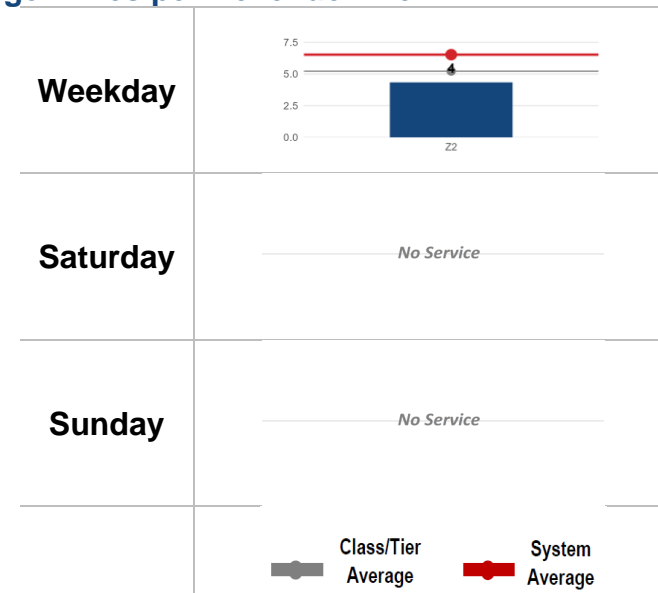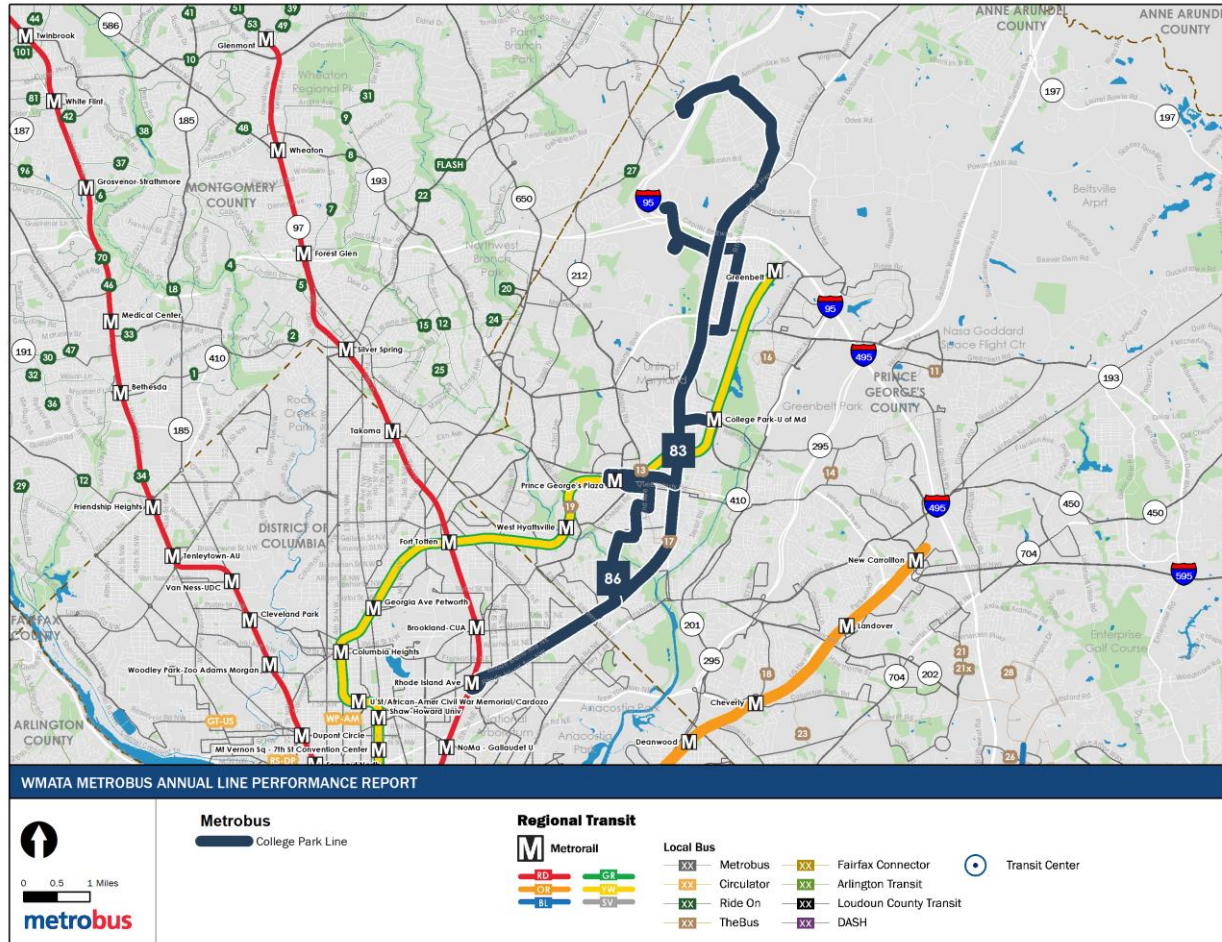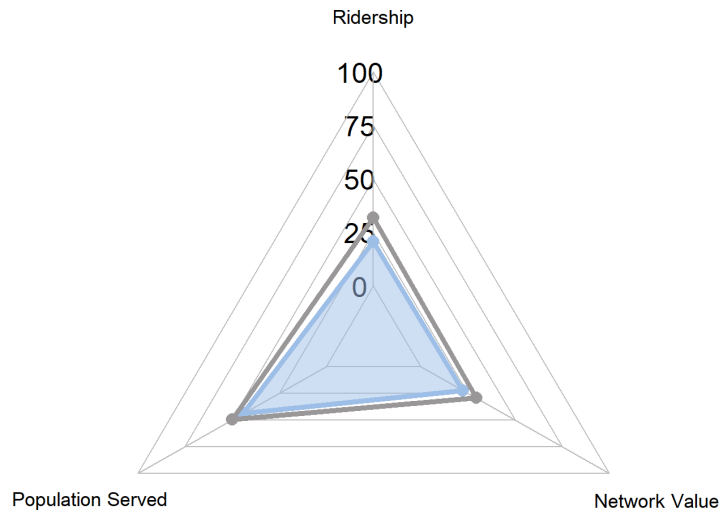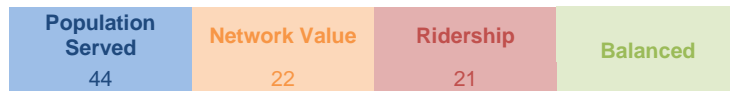
Operating Statistics

Annual Operating Costs	$2,979,249
Peak Vehicles	16
Vehicle Type(s)	40 Foot

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

Service Area Population			75,666
People of Color Population	Service Area		36,479
	% Riders Surveyed		84%
Low Income Household	Service Area		20,920
	% Riders Surveyed		60%

Facilities/Amenities

Bus Stops	205
% Stops With Shelters	21%
% Stops With Benches	28%
% Stops With Real-Time Signs	1%

metrobus

Ridership
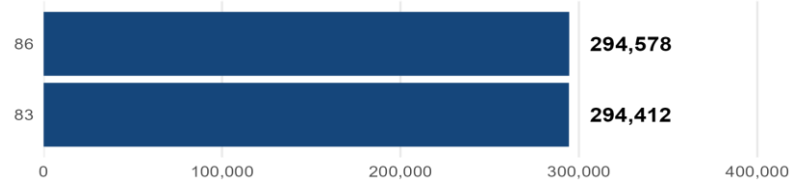
Annual Ridership	86: 294,578 / 83: 294,412
Top Transfer Locations	**College Park-U of MD, Rhode Island Avenue, Prince George's Plaza**

Average Daily Ridership
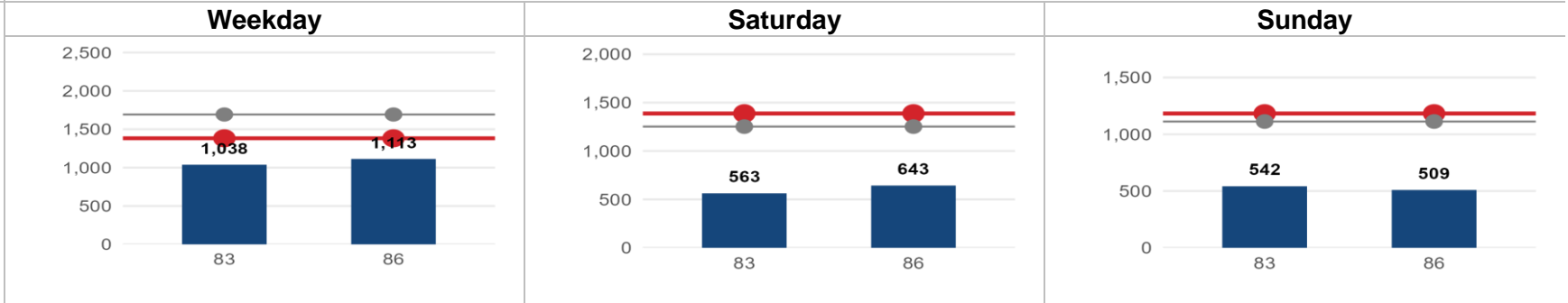
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
83: 1,038 86: 1,113	83: 563 86: 643	83: 542 86: 509

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
N 6 / S 9	N 9 / S 11	N 10 / S 12	N 14 / S 11	N 9 / S 6	N 7 / S 3	N 10 / S 9	N 9 / S 9
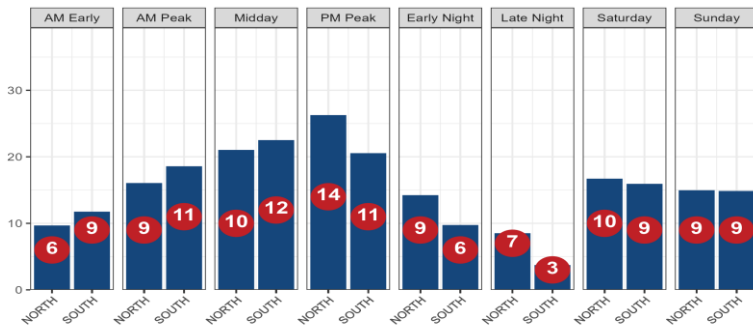
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.3	0.28
	Off-Peak Maximum Target: 1.0	0.23	0.23
	Saturday Maximum Target: 1.0	0.24	0.23
	Sunday Maximum Target: 1.0	0.22	0.22

Span and Frequency
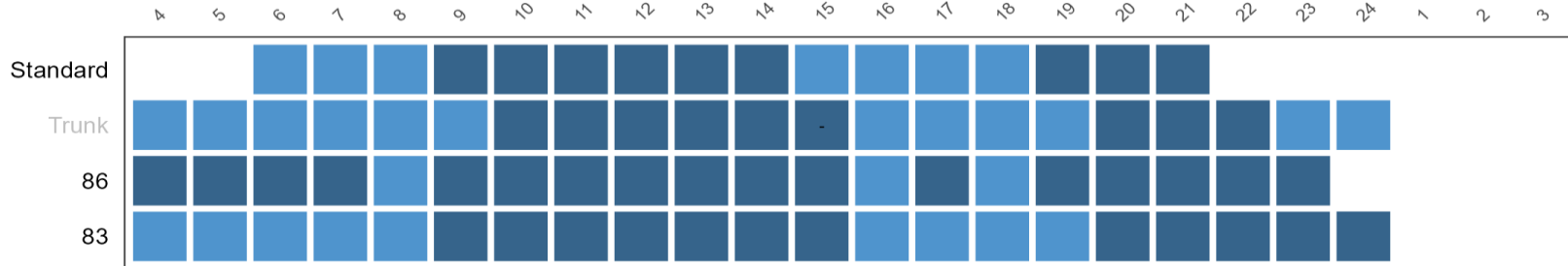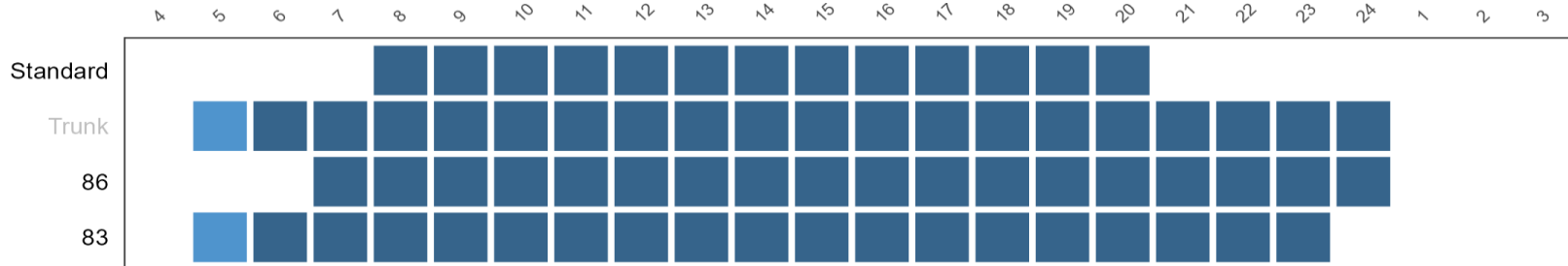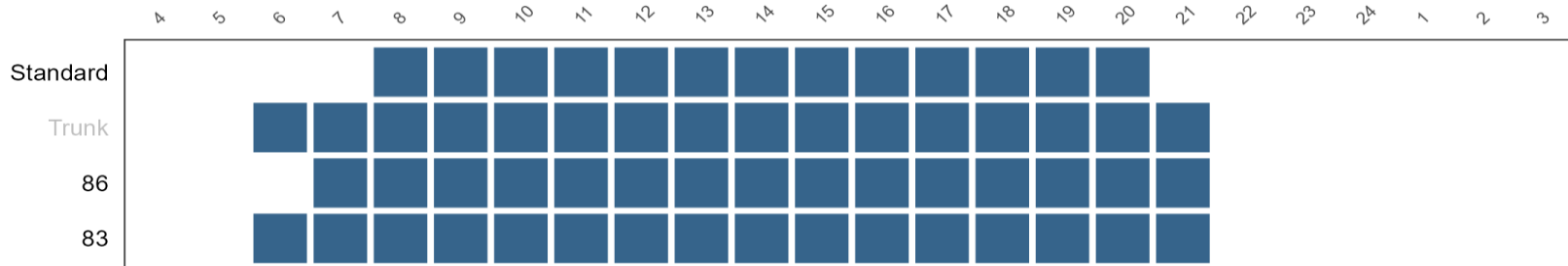
B College Park

Measure	Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies		4:35 AM - 12:00 AM	-	E	5:35 AM - 12:43 AM	-	A	6:35 AM - 9:13 PM	-	A
Frequency of Service | varies		Peak: 22.9 / Off-Peak: 36.7	Peak: 22.8 / Off-Peak: 34.7	A	47.2	41.6	A	47.0	39.8	A
Productivity — **Passengers per Revenue Hour** | 15		15.2	20.5	B	14.5	17.8	C	13.8	17.0	C
Passengers per Revenue Mile | 1		1.4	1.7	A	1.4	1.5	A	1.3	1.4	A
Reliability — **On-Time Performance** | 79%		73%	79%	D	72%	77%	D	84%	80%	A
Crowding | 5%		0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0		Off-Peak: 0.23 Peak: 0.29	Off-Peak: 0.27 Peak: 0.35	A	0.23	0.26	A	0.22	0.25	A
Cost Effectiveness — **Operating Cost per Passenger Trip** | $7		$7.88	$ 6.46	C	$8.20	$ 7.22	C	$8.63	$ 7.50	D
Cost Recovery | 20%		10%	13%	E	10%	11%	E	9%	11%	E

metrobus

Route 83

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	4.7	4.7	A
Route Design — **Circuity |** 1.75	1.35	2.2	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	15.5	20.5	B	14.4	17.8	C	14.0	17.0	C
	Passengers per Revenue Mile | 1	1.4	1.7	A	1.4	1.5	A	1.3	1.4	A
	Unique Segment Ridership | 10%	29%	40%	A	32%	56%	A	29%	59%	A
Reliability	**On-Time Performance |** 79%	74%	79%	D	73%	77%	D	85%	80%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.28	Off-Peak: 0.29 Peak: 0.35	A	0.21	0.26	A	0.2	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.69	$ 6.46	B	$8.30	$ 7.22	C	$8.55	$ 7.50	D
	Cost Recovery | 20%	11%	14%	E	10%	11%	E	10%	10%	E

Route 86

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	4.6	4.7	A
Route Design — **Circuity |** 1.75	1.55	2.2	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	14.9	20.5	C	14.8	17.8	C	13.6	17.0	C
	Passengers per Revenue Mile | 1	1.4	1.7	A	1.4	1.5	A	1.2	1.4	A
	Unique Segment Ridership | 10%	50%	40%	A	54%	56%	A	50%	59%	A
Reliability	**On-Time Performance |** 79%	72%	79%	D	72%	77%	D	83%	80%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.31	Off-Peak: 0.29 Peak: 0.35	A	0.28	0.26	A	0.25	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.03	$6.46	C	$8.04	$7.22	C	$8.75	$7.50	D
	Cost Recovery | 20%	9%	14%	E	9%	11%	E	9%	10%	E
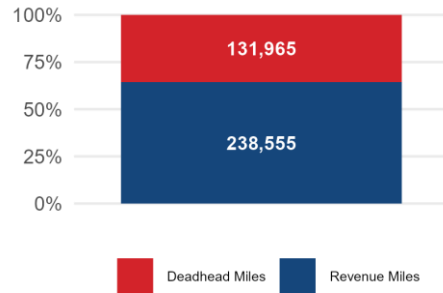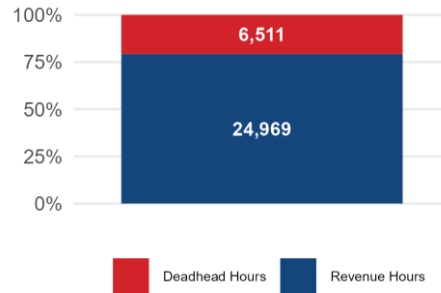
metrobus

Operational Analysis

Miles Allocation

- 131,965 (Deadhead Miles)
- 238,555 (Revenue Miles)

Legend: ■ Deadhead Miles ■ Revenue Miles

Hours Allocation

- 6,511 (Deadhead Hours)
- 24,969 (Revenue Hours)

Legend: ■ Deadhead Hours ■ Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
83	25.50	1,759	1,744 (99.1%)
86	33.10	1,414	1,407 (99.5%)

Service Change Summary

Route 83 - Dec 2021:
Weekday: Resolve timepoint issue at Campus Dr (move north); Saturday: Resolve timepoint issue at Campus Dr (move north); Sunday: Resolve timepoint issue at Campus Dr (move north);
Route 86 - Dec 2021:
Weekday: Resolve timepoint issue at Campus Dr (move north); Saturday: Resolve timepoint issue at Campus Dr (move north); Sunday: Resolve timepoint issue at Campus Dr (move north);

Passenger Miles per Revenue Mile

Weekday
- 83: 5.03
- 86: 5.62

Saturday
- 83: 4.88
- 86: 5.60

Sunday
- 83: 4.72
- 86: 4.94

Legend: Class/Tier Average — System Average

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

About the Line

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	D

Legend

■ Exceeds　■ Meets　■ Approaches　■ Below　■ Significantly Below

metrobus

Line Benefit Score

30
Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	50	26	12	
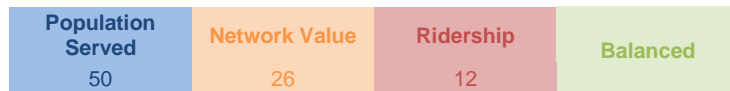
Operating Statistics

Annual Operating Costs		$1,647,724
Peak Vehicles		8
Vehicle Type(s)		40 Foot

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

Service Area Population			54,611
People of Color Population	Service Area	20,830
	% Riders Surveyed	84%
Low Income Household	Service Area	12,796
	% Riders Surveyed	63%

Facilities/Amenities

Bus Stops		156
% Stops With Shelters		24%
% Stops With Benches		31%
% Stops With Real-Time Signs		2%

metrobus

Ridership

Annual Ridership

C8 — 352,636
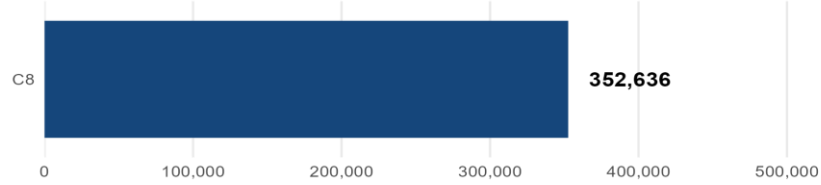
Top Transfer Locations

Glenmont, White Flint, College Park-U of MD

Average Daily Ridership
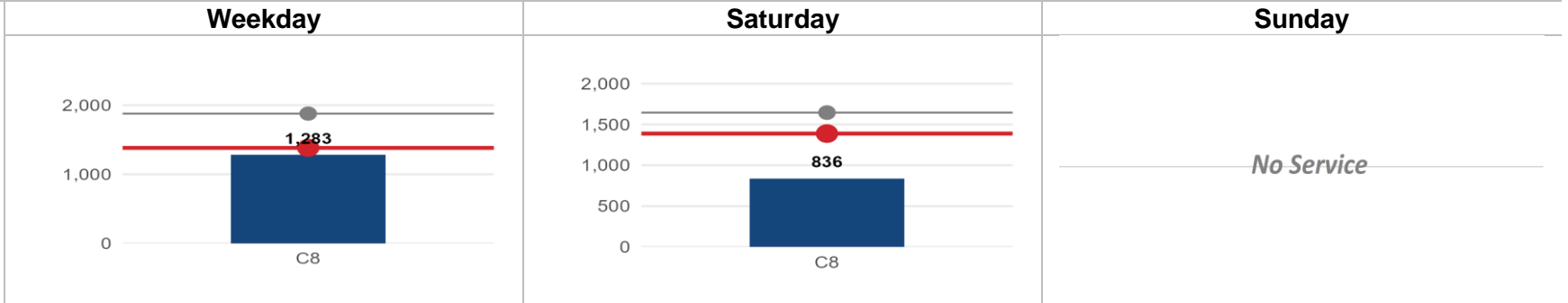
- ●— Class/Tier Average
- ●— System Average

Weekday	Saturday	Sunday
1,283 (C8)	836 (C8)	*No Service*

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Saturday
EAST	8	14	12	10	6	8
WEST	9	13	13	12	6	8
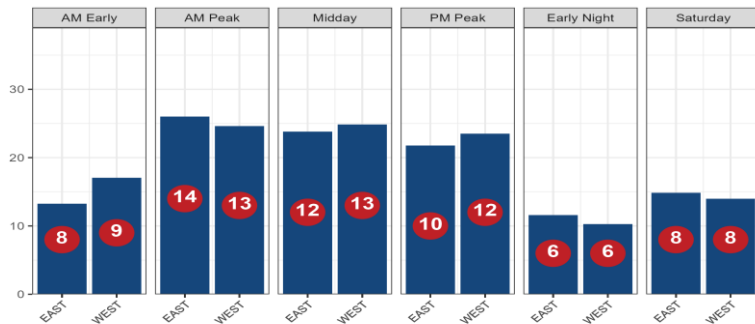
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.29	0.3
	Off-Peak Maximum Target: 1.0	0.26	0.26
	Saturday Maximum Target: 1.0	0.2	0.19
	Sunday Maximum Target: 1.0		

metrobus

Span and Frequency
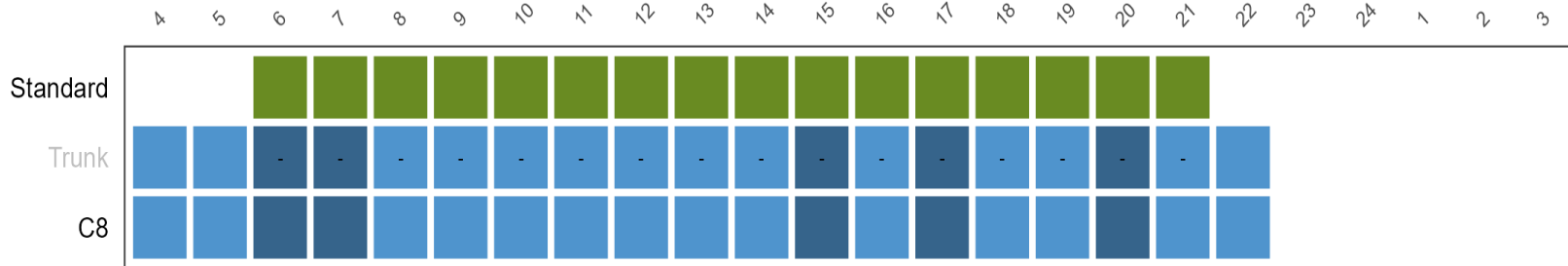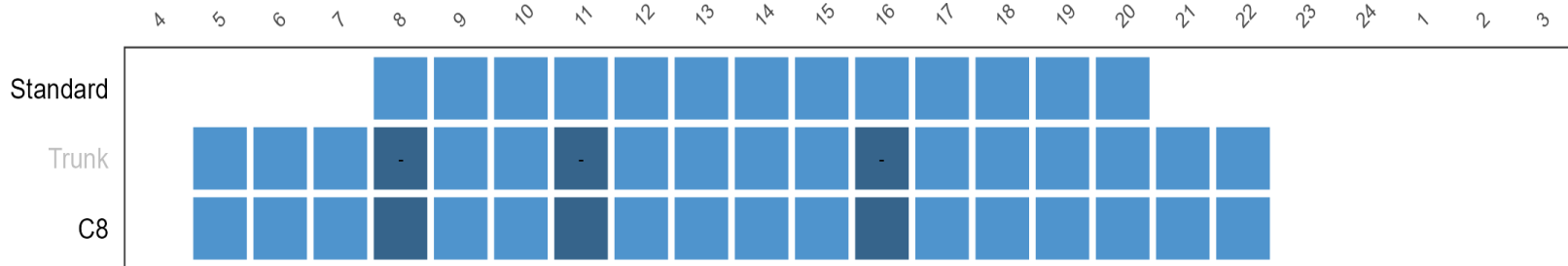
D College Park-White Flint

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:57 AM - 10:14 PM	-	A	5:50 AM - 10:17 PM	-	A	-	-	-
	Frequency of Service | varies	Peak: 30.2 / Off-Peak: 29.9	Peak: 20.8 / Off-Peak: 24.1	E	30.0	27.3	B	-	-	-
Productivity	**Passengers per Revenue Hour** | 20	15.2	20.3	E	11.1	20.2	E	-	-	-
	Passengers per Revenue Mile | 2	1.2	2.0	E	0.8	1.9	E	-	-	-
Reliability	**On-Time Performance** | 79%	67%	78%	E	63%	77%	E	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.3	Off-Peak: 0.3 Peak: 0.36	A	0.2	0.29	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$7.86	$ 6.80	E	$10.75	$ 6.78	E	-	-	-
	Cost Recovery | 20%	19%	18%	C	14%	16%	E	-	-	-

metrobus

Route C8

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4	4.7	A
Route Design	**Circuity |** 1.75	1.48	1.46	A

	Measure | Standard	Weekday			Saturday			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	15.2	20.3	E	11.1	20.2	E	-	-	-
	Passengers per Revenue Mile | 2	1.2	2.0	E	0.8	1.9	E	-	-	-
	Unique Segment Ridership | 10%	60%	20%	A	66%	36%	A	-	-	-
Reliability	**On-Time Performance |** 79%	67%	78%	E	63%	77%	E	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.3	Off-Peak: 0.3 Peak: 0.36	A	0.2	0.31	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.86	$ 6.80	E	$10.75	$ 6.78	E	-	-	-
	Cost Recovery | 20%	19%	18%	C	14%	17%	E	-	-	-

Operational Analysis
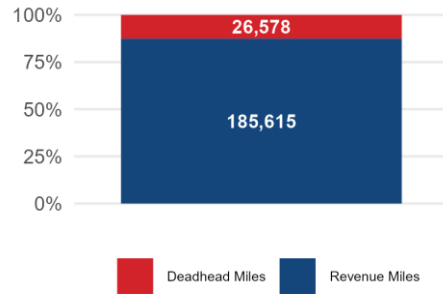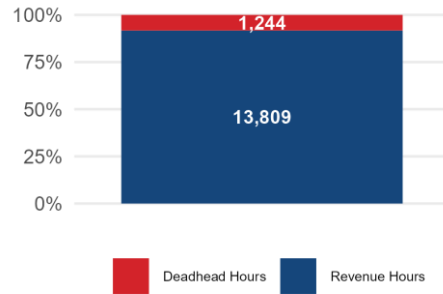
Miles Allocation

- Deadhead Miles: 26,578
- Revenue Miles: 185,615

Hours Allocation

- Deadhead Hours: 1,244
- Revenue Hours: 13,809

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C8	40.10	1,633	1,617 (99.0%)

Service Change Summary

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

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday — *No Service*

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

Legend
Exceeds | Meets
Approaches | Below | Significantly Below

Line Benefit Score

27

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
37	23	22	
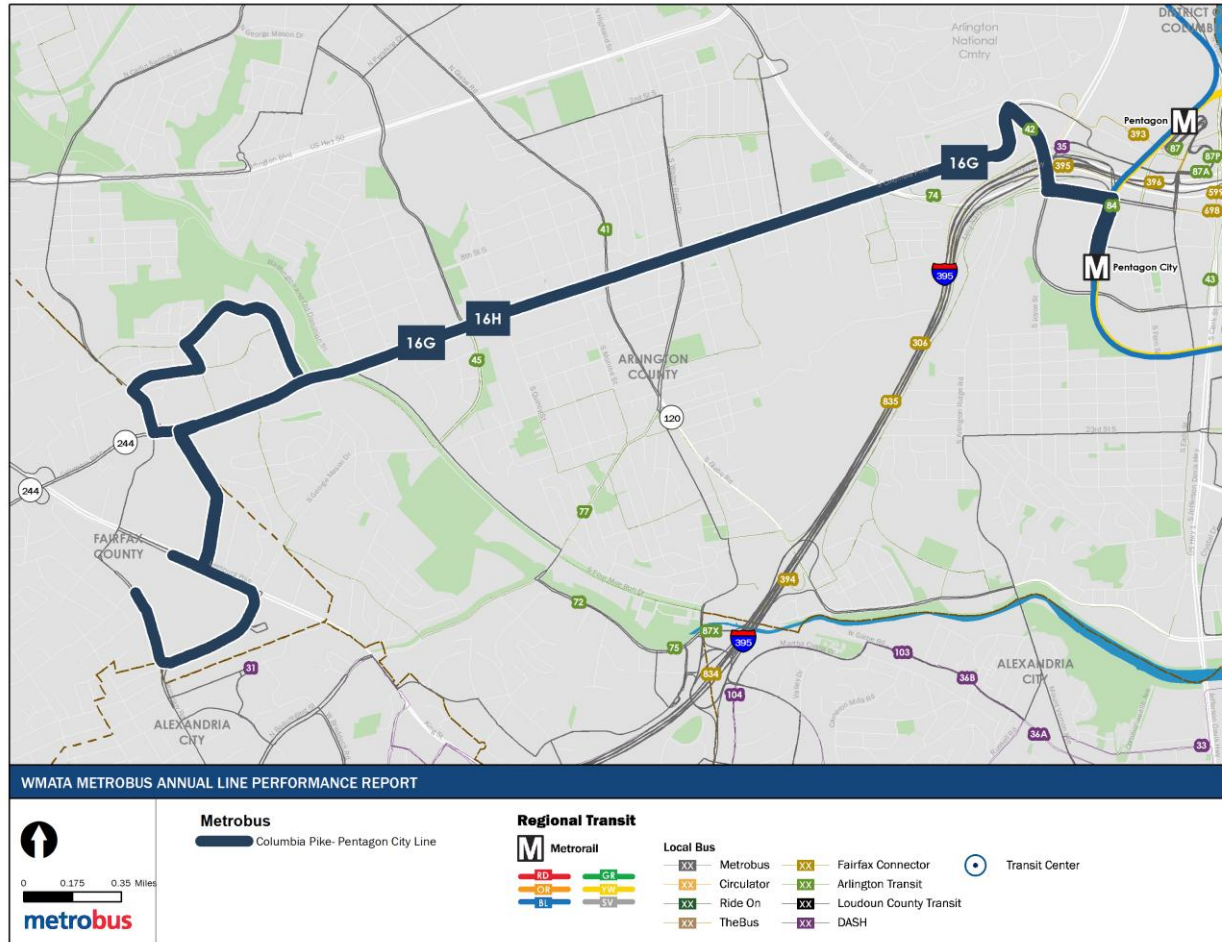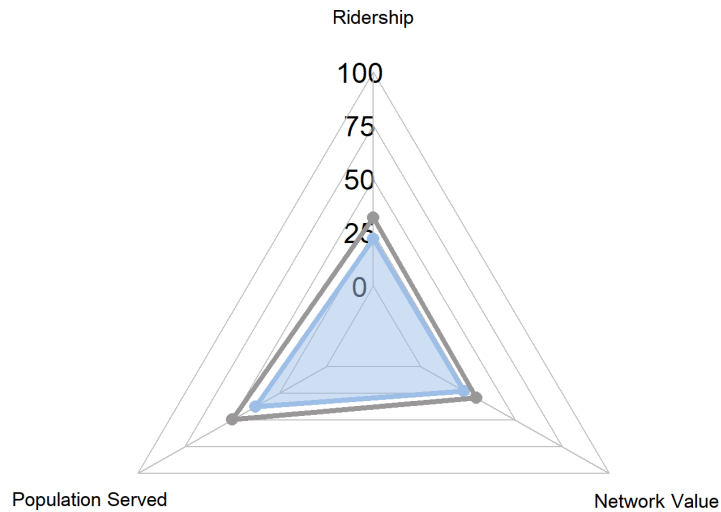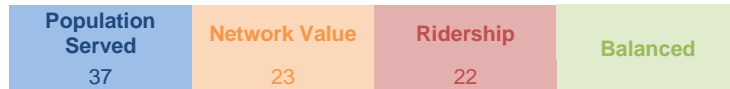
Line Score:

Operating Statistics

	Annual Operating Costs	$3,537,920
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population		80,430
	People of Color Population	Service Area	30,247
		% Riders Surveyed	61%
	Low Income Household	Service Area	18,208
		% Riders Surveyed	34%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

16H	370,995
16G	363,552
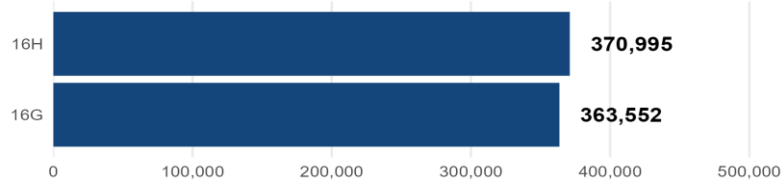
Top Transfer Locations

Pentagon City

Average Daily Ridership
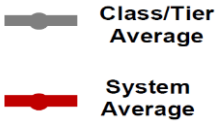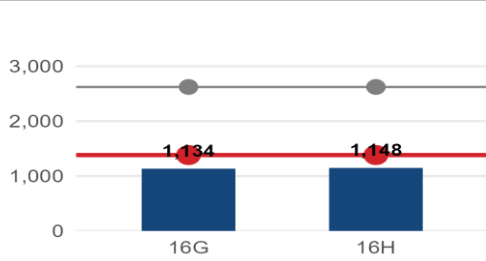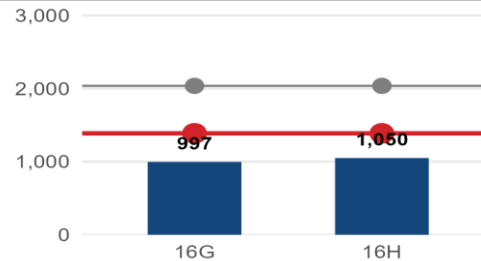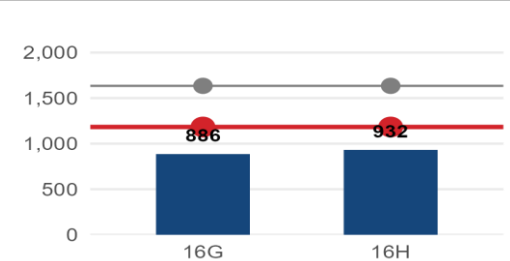
— Class/Tier Average

— System Average

Weekday

16G	16H
1,134	1,148

Saturday

16G	16H
997	1,050

Sunday

16G	16H
886	932

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Saturday	Sunday
EAST	26	14	11	10	6	10	8
WEST	4	6	9	18	13	10	9
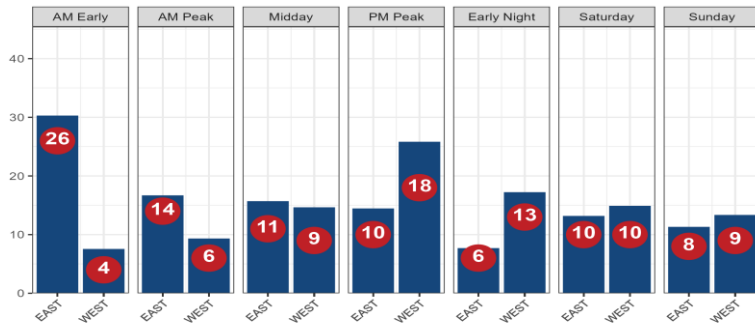
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.29	0.34
	Off-Peak Maximum Target: 1.0	0.25	0.27
	Saturday Maximum Target: 1.0	0.25	0.26
	Sunday Maximum Target: 1.0	0.21	0.23

Span and Frequency
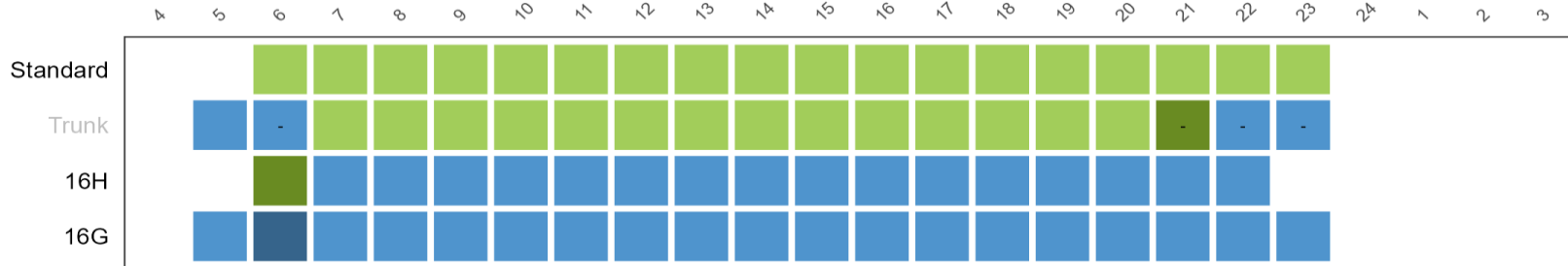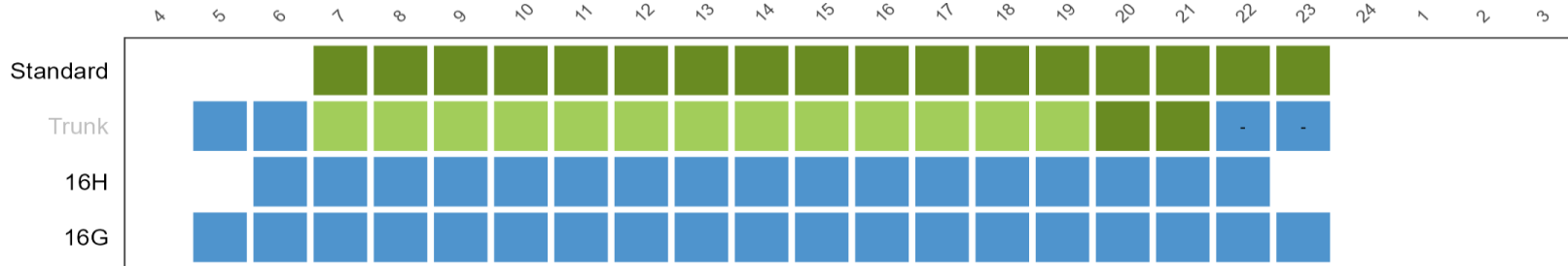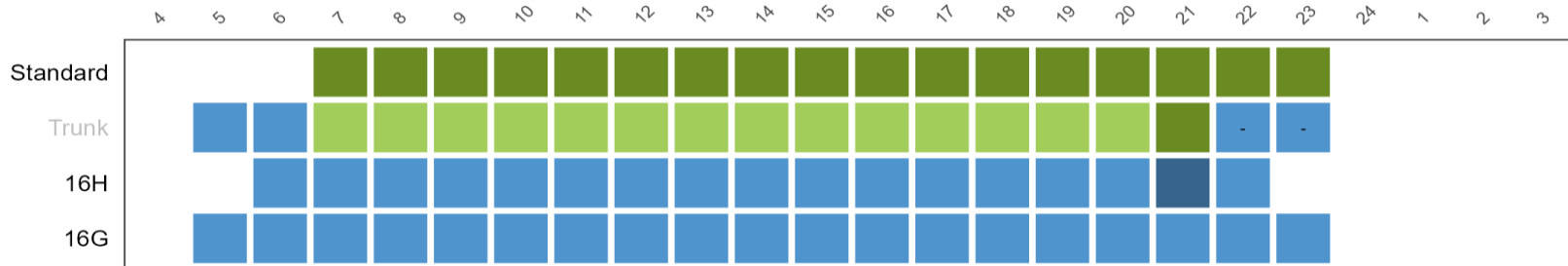
C Columbia Pike- Pentagon City

Measure	Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	5:34 AM - 11:20 PM	-	B	5:37 AM - 11:22 PM	-	A	5:37 AM - 11:22 PM	-	A
Frequency of Service | varies	Peak: 16.0 / Off-Peak: 15.2	Peak: 16.6 / Off-Peak: 20	C	16.0	22.5	B	16.0	25.9	B
Productivity — Passengers per Revenue Hour | 30	25.9	24.4	D	22.3	21.6	E	19.6	20.0	E
Passengers per Revenue Mile | 4	3.1	3.2	E	2.8	2.7	E	2.5	2.4	E
Reliability — On-Time Performance | 79%	87%	74%	A	91%	72%	A	89%	76%	A
Crowding | 5%	1%	1%	A	0%	1%	A	1%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.31	Off-Peak: 0.29 Peak: 0.38	A	0.25	0.29	A	0.22	0.26	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$4.60	$ 5.47	A	$5.36	$ 6.24	B	$6.10	$ 6.78	D
Cost Recovery | 25%	24%	21%	C	21%	18%	D	18%	17%	D

metrobus

Route 16G

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.9	5.2	A
Route Design	**Circuity |** 1.75	1.47	1.29	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	24.9	24.4	D	21.2	21.6	E	18.6	20.0	E
	Passengers per Revenue Mile | 4	3.2	3.2	E	2.8	2.7	E	2.4	2.4	E
	Unique Segment Ridership | 10%	18%	22%	A	19%	34%	A	17%	34%	A
Reliability	**On-Time Performance |** 79%	91%	74%	A	92%	72%	A	90%	76%	A
	Crowding | 5%	1%	1%	A	0%	1%	A	2%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.3	Off-Peak: 0.29 Peak: 0.38	A	0.23	0.29	A	0.2	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.78	$ 5.47	A	$5.62	$ 6.24	C	$6.43	$ 6.78	D
	Cost Recovery | 25%	23%	21%	C	19%	18%	D	17%	17%	E

metrobus

Route 16H

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	4.3	5.2	A
Route Design **Circuity |** 1.75	1.41	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	27.0	24.4	D	23.4	21.6	E	20.6	20.0	E
	Passengers per Revenue Mile | 4	3.1	3.2	E	2.9	2.7	E	2.5	2.4	E
	Unique Segment Ridership | 10%	13%	22%	A	14%	34%	A	15%	34%	A
Reliability	**On-Time Performance |** 79%	83%	74%	B	89%	72%	A	88%	76%	A
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.32	Off-Peak: 0.29 Peak: 0.38	A	0.27	0.29	A	0.24	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.43	$ 5.47	A	$5.10	$ 6.24	B	$5.78	$ 6.78	C
	Cost Recovery | 25%	25%	21%	B	22%	18%	D	19%	17%	D
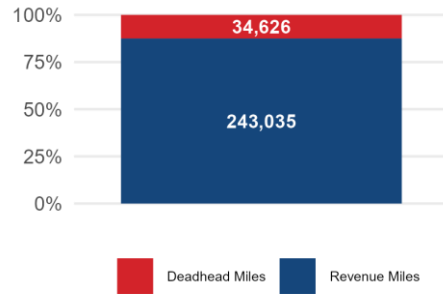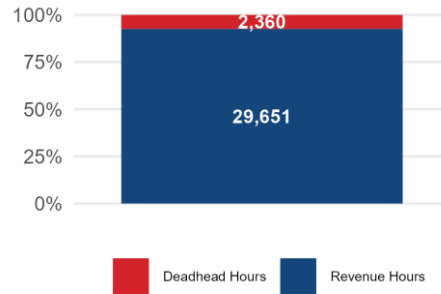
metrobus

Operational Analysis

Miles Allocation

- 34,626 Deadhead Miles
- 243,035 Revenue Miles

Hours Allocation

- 2,360 Deadhead Hours
- 29,651 Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
16G	10.20	2,555	2,535 (99.2%)
16H	13.10	2,245	2,224 (99.1%)

Service Change Summary

Route 16G - Dec 2021:
Weekday: Revise frequencies to meet FSN; Saturday: Revise frequencies to meet FSN; Sunday: Revise frequencies to meet FSN;
Route 16H - Dec 2021:
Weekday: Revise frequencies to meet FSN; Saturday: Revise frequencies to meet FSN; Sunday: Revise frequencies to meet FSN;

Passenger Miles per Revenue Mile
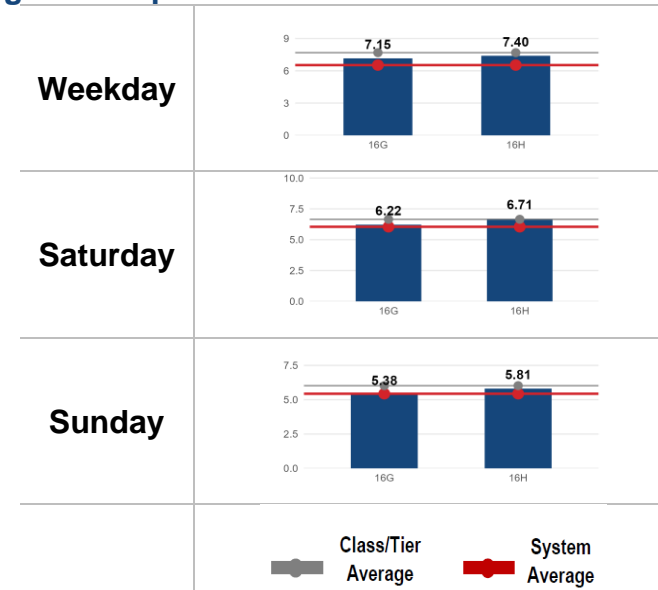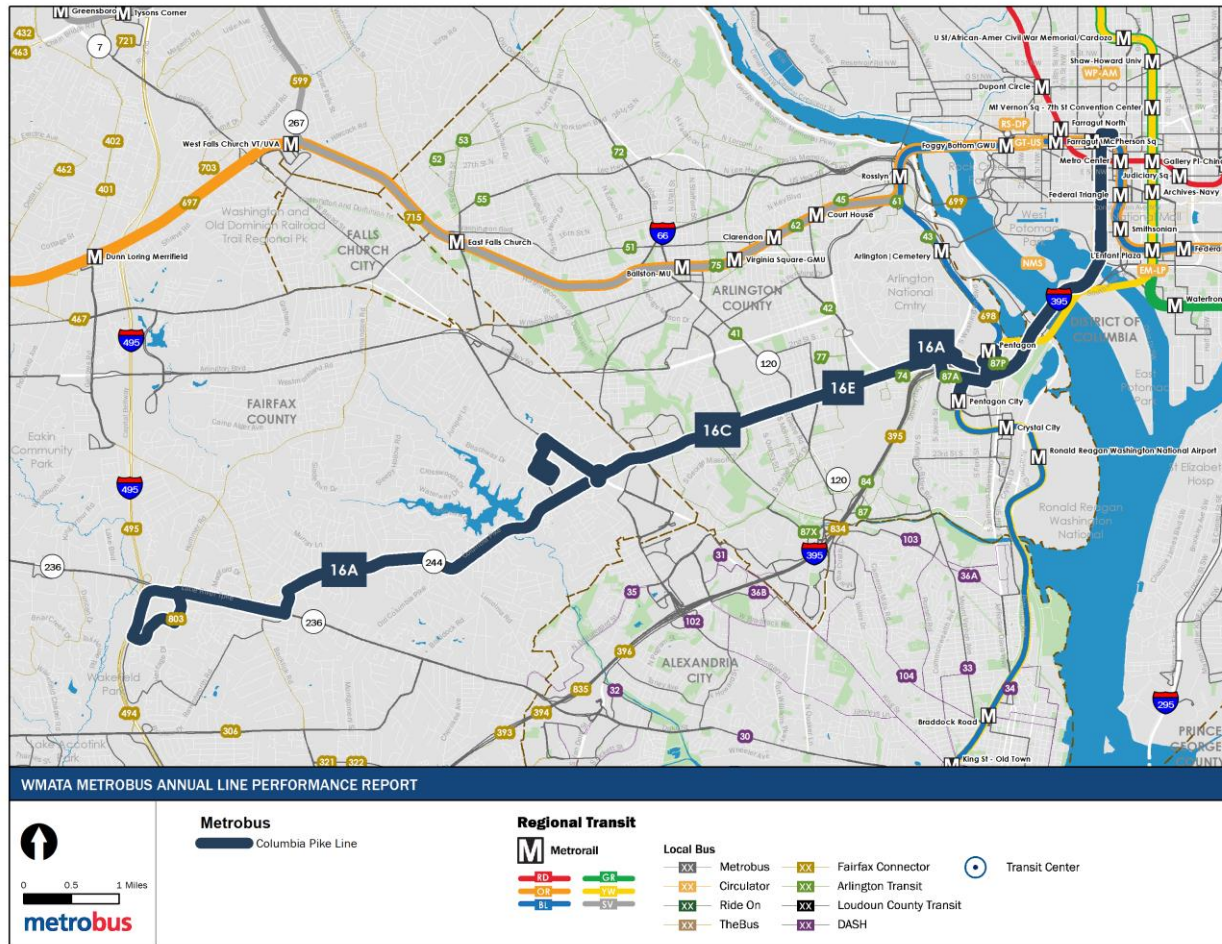
Weekday
- 16G: 7.15
- 16H: 7.40

Saturday
- 16G: 6.22
- 16H: 6.71

Sunday
- 16G: 5.38
- 16H: 5.81

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Columbia Pike Line

Regional Transit

Ⓜ Metrorail

Local Bus

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

0   0.5   1 Miles

metrobus

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	**D**

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

Line Benefit Score

42

Out of 100

Ridership

100
75
50
25
0

Population Served
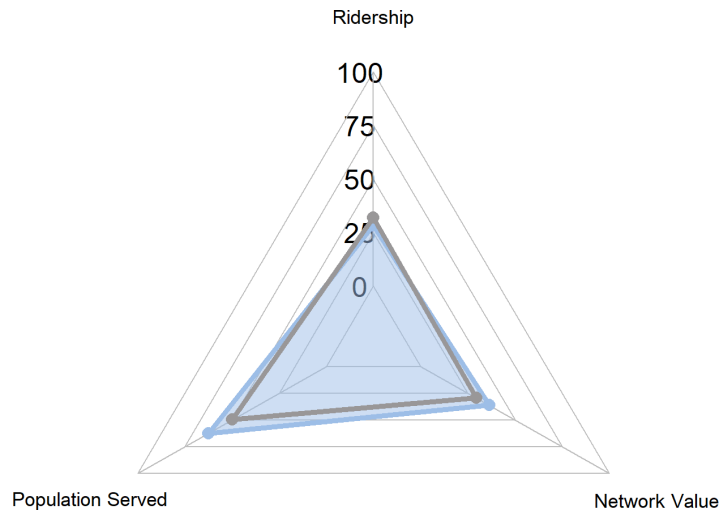
Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	62	36	28	

Operating Statistics

	Annual Operating Costs	$5,216,867
	Peak Vehicles	10
	Vehicle Type(s)	40 Foot

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

	Service Area Population		145,161
	People of Color Population	Service Area	49,587
		% Riders Surveyed	82%
	Low Income Household	Service Area	36,620
		% Riders Surveyed	60%

Facilities/Amenities

	Bus Stops	156
	% Stops With Shelters	41%
	% Stops With Benches	40%
	% Stops With Real-Time Signs	4%

metrobus

Ridership

Annual Ridership

Route	Annual Ridership
16E	50,000
16C	320,264
16A	533,065
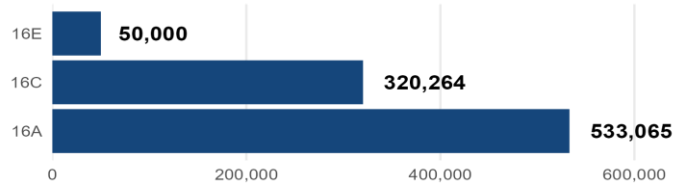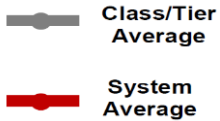
Top Transfer Locations

Pentagon, Pentagon City, Metro Center

Average Daily Ridership
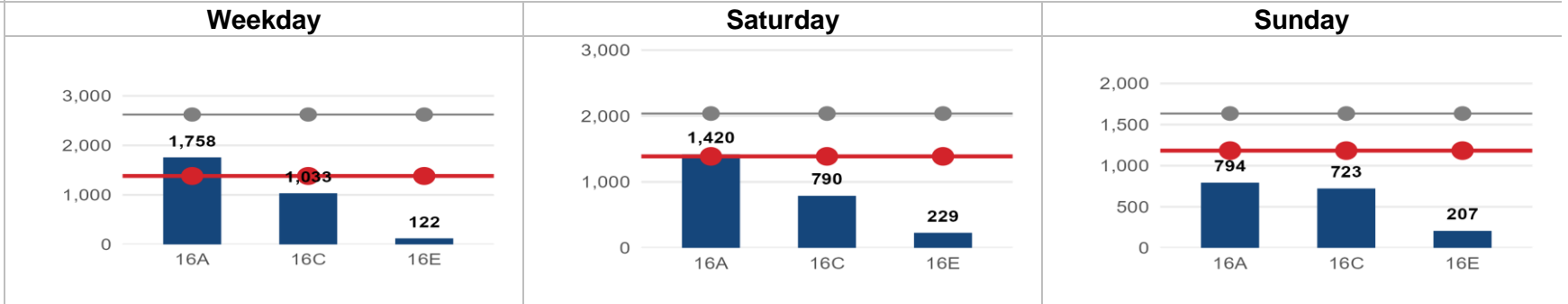
- Class/Tier Average
- System Average

Weekday

Route	Value
16A	1,758
16C	1,033
16E	122

Saturday

Route	Value
16A	1,420
16C	790
16E	229

Sunday

Route	Value
16A	794
16C	723
16E	207

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	25	
AM Peak	17	12
Midday	11	11
PM Peak	13	17
Early Night	8	10
Late Night	3	7
Saturday	10	10
Sunday	10	10
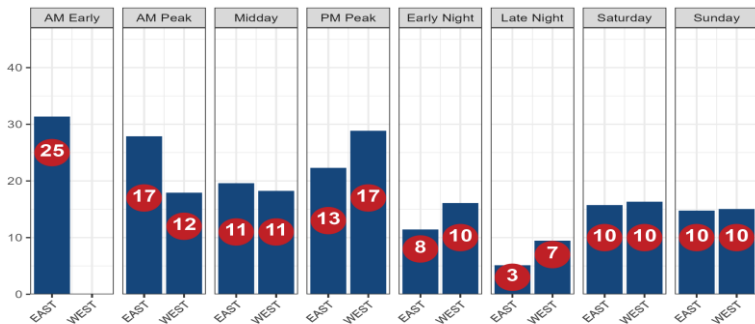
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.37	0.37
	Off-Peak Maximum Target: 1.0	0.26	0.25
	Saturday Maximum Target: 1.0	0.24	0.25
	Sunday Maximum Target: 1.0	0.24	0.25

metrobus

Span and Frequency
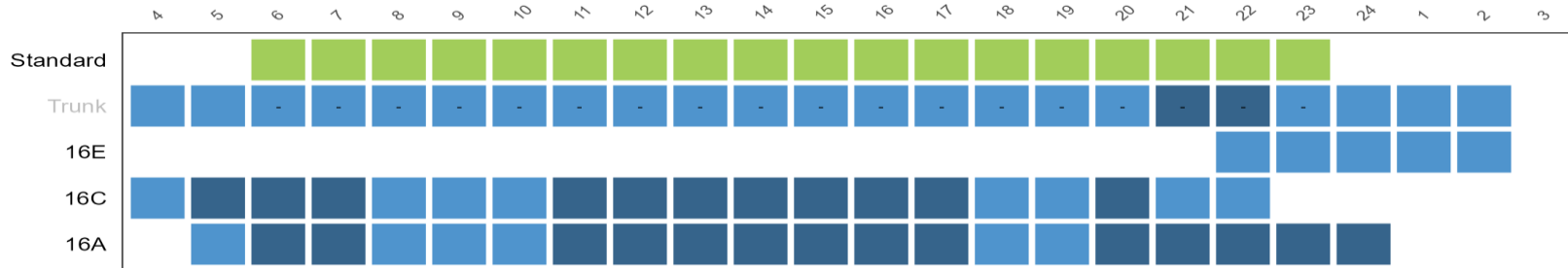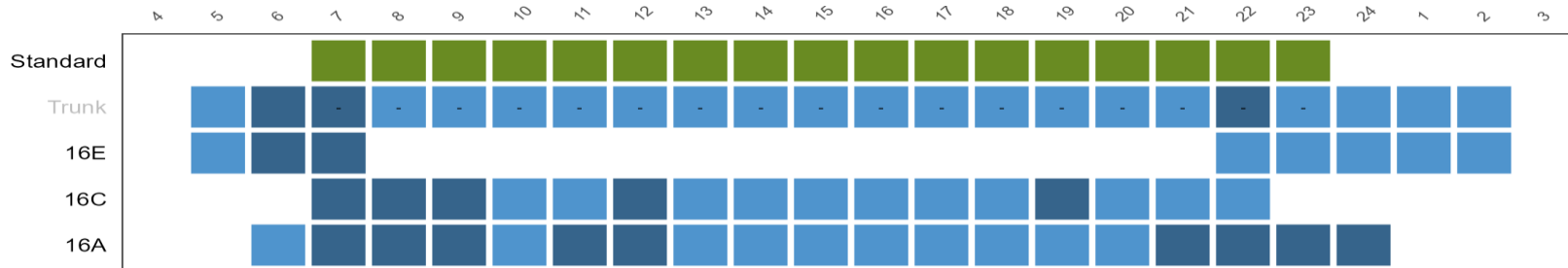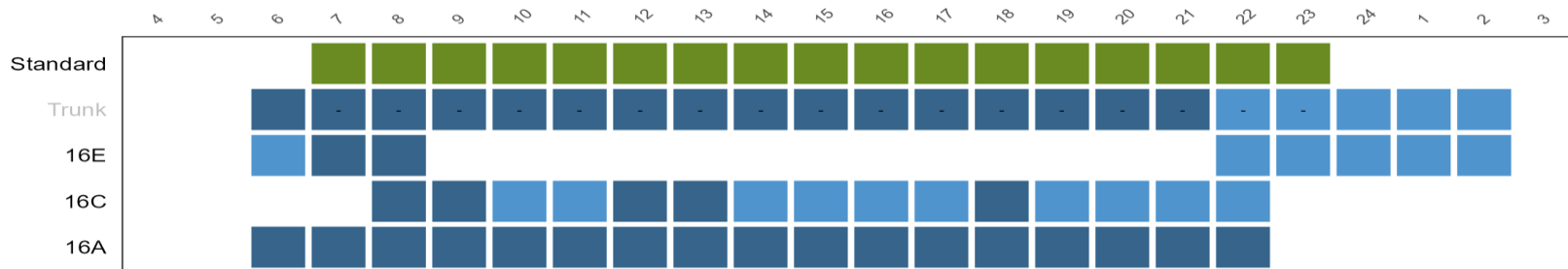
D Columbia Pike

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:33 AM - 2:46 AM	-	A	5:06 AM - 2:46 AM	-	A	6:00 AM - 2:47 AM	-	A
	Frequency of Service | varies	Peak: 23.4 / Off-Peak: 23.5	Peak: 16.6 / Off-Peak: 20	D	31.0	22.5	E	41.6	25.9	E
Productivity	**Passengers per Revenue Hour** | 30	21.8	24.4	E	17.8	21.6	E	17.3	20.0	E
	Passengers per Revenue Mile | 4	2.0	3.2	E	1.7	2.7	E	1.6	2.4	E
Reliability	**On-Time Performance** | 79%	85%	74%	A	86%	72%	A	82%	76%	B
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.37	Off-Peak: 0.29 Peak: 0.38	A	0.25	0.29	A	0.25	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$5.48	$ 5.47	B	$6.72	$ 6.24	E	$6.88	$ 6.78	E
	Cost Recovery | 25%	22%	21%	D	18%	18%	E	17%	17%	E

metrobus

Route 16A

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile	4-5	3.8	5.2	E
Route Design Circuity	1.75	1.22	1.29	A

		Weekday			Saturday			Sunday		
**Measure	Standard**		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	25.5	24.4	D	20.5	21.6	E	24.9	20.0	D
	Passengers per Revenue Mile | 4	2.3	3.2	E	1.8	2.7	E	2.0	2.4	E
	Unique Segment Ridership | 10%	6%	22%	D	36%	34%	A	39%	34%	A
Reliability	On-Time Performance | 79%	88%	74%	A	89%	72%	A	82%	76%	B
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.46	Off-Peak: 0.29 Peak: 0.38	A	0.3	0.29	A	0.36	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$4.68	$ 5.47	A	$5.82	$ 6.24	C	$4.79	$ 6.78	A
	Cost Recovery | 25%	26%	21%	B	21%	18%	D	25%	17%	B

metrobus

Route 16C

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile** | 4-5	3.5	5.2	E
Route Design **Circuity** | 1.75	1.26	1.29	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour** | 30	20.7	24.4	E	17.0	21.6	E	16.3	20.0	E
	Passengers per Revenue Mile | 4	2.2	3.2	E	1.9	2.7	E	1.9	2.4	E
	Unique Segment Ridership | 10%	0%	22%	E	0%	34%	E	0%	34%	E
Reliability	**On-Time Performance** | 79%	84%	74%	A	86%	72%	A	89%	76%	A
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.29	Off-Peak: 0.29 Peak: 0.38	A	0.22	0.29	A	0.23	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$5.78	$ 5.47	C	$7.02	$ 6.24	E	$7.30	$ 6.78	E
	Cost Recovery | 25%	21%	21%	D	17%	18%	E	16%	17%	E

metrobus

Route 16E

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	3.3	5.2	E
Route Design — **Circuity |** 1.75	1.7	1.29	B

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	8.3	24.4	E	10.6	21.6	E	8.9	20.0	E
	Passengers per Revenue Mile | 4	0.7	3.2	E	0.9	2.7	E	0.7	2.4	E
	Unique Segment Ridership | 10%	4%	22%	E	8%	34%	C	7%	34%	D
Reliability	**On-Time Performance |** 79%	77%	74%	C	79%	72%	C	68%	76%	E
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.13	Off-Peak: 0.29	A	0.17	0.29	A	0.14	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$14.41	$ 5.47	E	$11.21	$ 6.24	E	$13.38	$ 6.78	E
	Cost Recovery | 25%	8%	21%	E	10%	18%	E	8%	17%	E
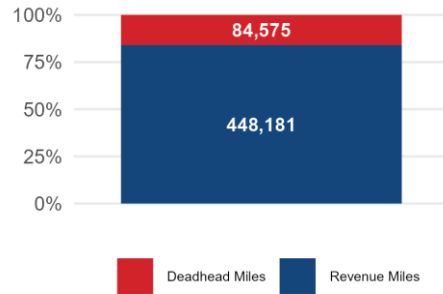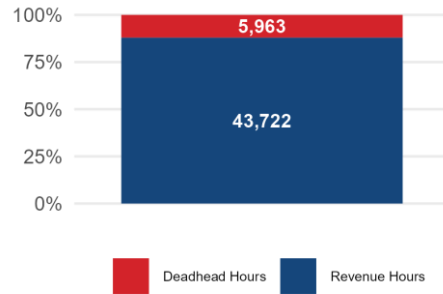
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 84,575
Revenue Miles: 448,181

Hours Allocation

Deadhead Hours: 5,963
Revenue Hours: 43,722

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
16A	26.60	1,904	1,894 (99.5%)
16C	15.60	1,982	1,969 (99.3%)
16E	28.20	551	545 (98.9%)

Service Change Summary

Route 16A - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;
Route 16C - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;
Route 16E - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;

Passenger Miles per Revenue Mile

Weekday
16A: 8.8; 16C: 6.1; 16E: 2.5

Saturday
16A: 6.7; 16C: 4.5; 16E: 3.3

Sunday
16A: 7.9; 16C: 4.5; 16E: 2.7

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Columbia Pike-Farragut Square Line

Regional Transit
Ⓜ Metrorail

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

Service Classification

Commuter

Activity Tier

1
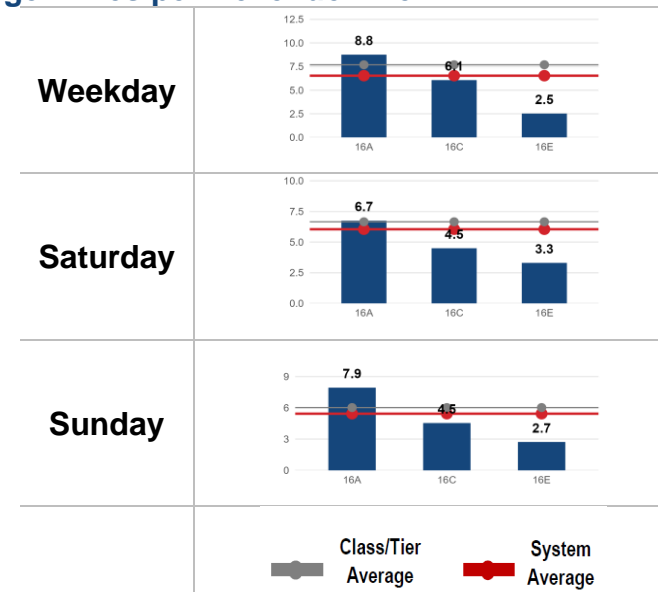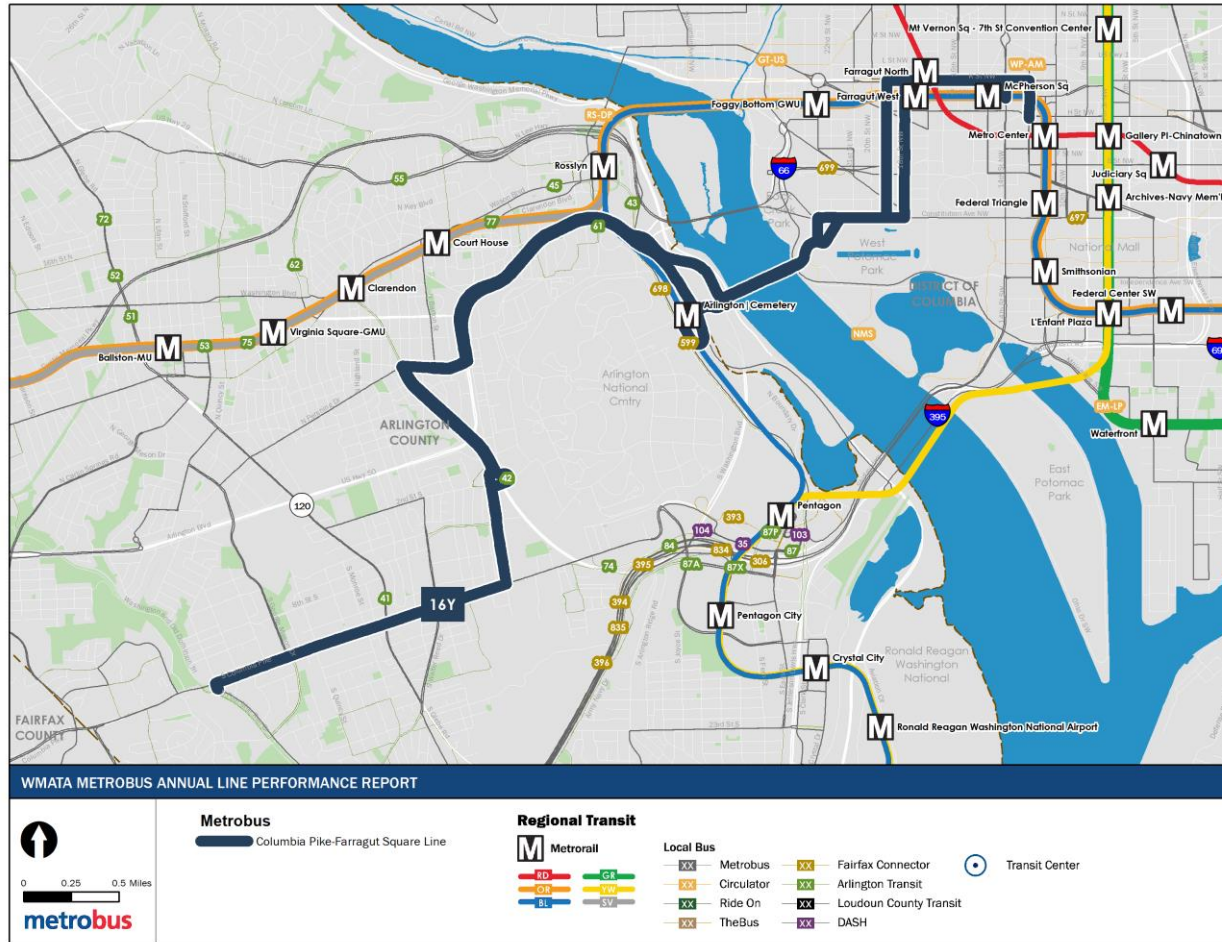
Overall Grade

Line	C

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

Line Benefit Score

40
Out of 100
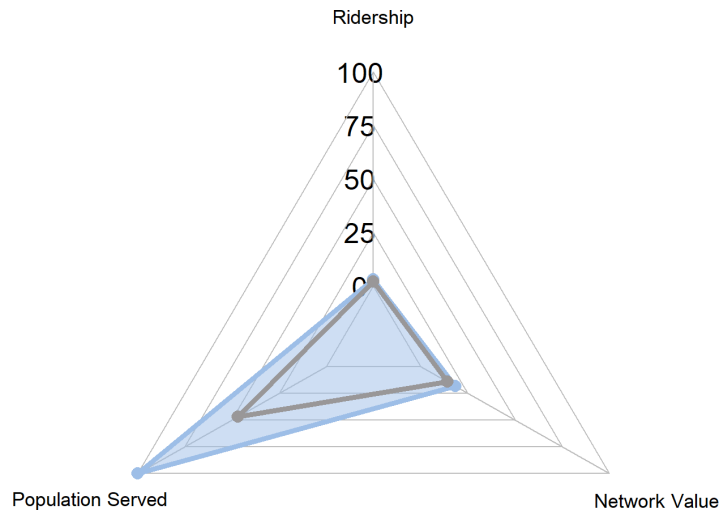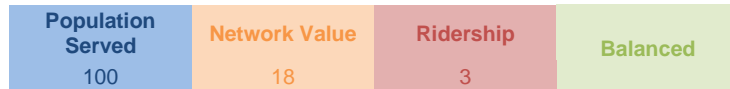
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	100	18	3	

Operating Statistics

Annual Operating Costs	
Peak Vehicles	5
Vehicle Type(s)	40 Foot

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

	Service Area Population		33,058
	People of Color Population	Service Area	9,875
		% Riders Surveyed	46%
	Low Income Household	Service Area	5,994
		% Riders Surveyed	12%

Facilities/Amenities

	Bus Stops	44
	% Stops With Shelters	52%
	% Stops With Benches	52%
	% Stops With Real-Time Signs	5%

metrobus

Ridership

Annual Ridership

16Y — 53,147
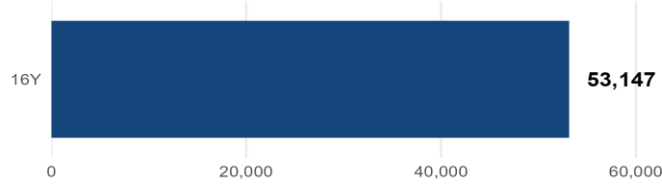
Top Transfer Locations

Farragut North, Farragut West, McPherson Square
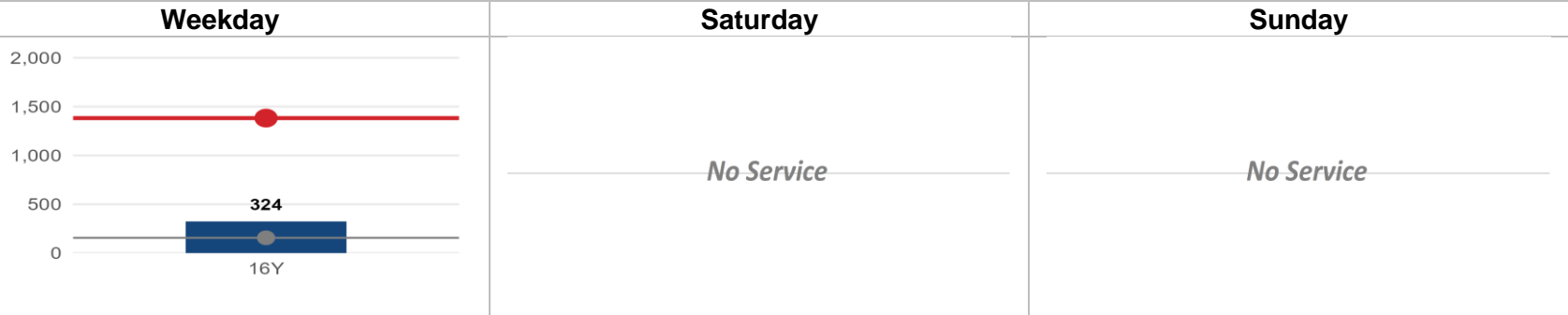
	Weekday	Saturday	Sunday
Average Daily Ridership		*No Service*	*No Service*

- Class/Tier Average
- System Average

Weekday chart: 324 (16Y)

Average Trip Ridership and Maximum Load by Time Period

AM Peak: EAST 13, WEST 3
PM Peak: EAST 4, WEST 14
Early Night: WEST 5
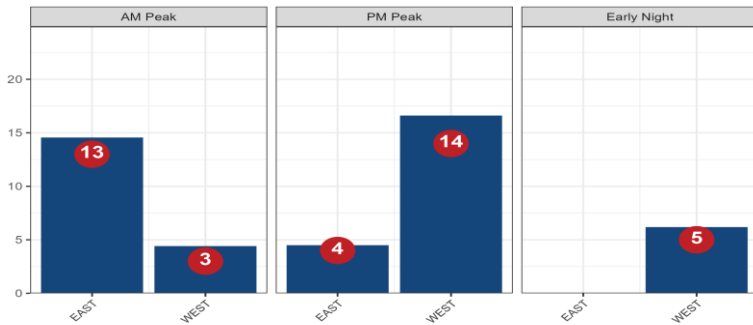
Vehicle Load Factor

	Direction:	**WEST**	**EAST**
Weekday	**Peak** Maximum Target: 1	0.24	0.25
	Off-Peak Maximum Target: 1.0	0.13	
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

C Columbia Pike-Farragut Square

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	6:00 AM - 9:33 AM; 4:00 PM - 7:45 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 41.5 / Off-Peak: NA	Peak: 36.9 / Off-Peak: 59.5	-	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | N/A	13.2	12.6	E	-	-	-	-	-	-
Passengers per Revenue Mile | 1.5	1.4	1.1	C	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	70%	78%	D	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.25	Off-Peak: 0.12 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$9.01	$14.23	D	-	-	-	-	-	-
Cost Recovery | 25%	17%	17%	E	-	-	-	-	-	-

Route 16Y

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | N/A	2.7	2.2	-
Route Design — Circuity | N/A	1.34	1.27	-

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity									
Passengers per Revenue Hour | N/A	13.2	12.6	E	-	-	-	-	-	-
Passengers per Revenue Mile | 1.5	1.4	1.1	C	-	-	-	-	-	-
Unique Segment Ridership | 15%	17%	34%	B	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	70%	78%	D	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.25	Off-Peak: 0.12 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$9.01	$14.23	D	-	-	-	-	-	-
Cost Recovery | 25%	17%	17%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

No Service

Hours Allocation

No Service

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
16Y	16.50	609	556 (91.3%)

Service Change Summary

Route 16Y - Dec 2021:
Weekday: 16Y - Weekday service restored to pre-pandemic in Sept 21; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — 16Y — 7

Saturday — *No Service*

Sunday — *No Service*

Class/Tier Average — System Average

metrobus

LINE: 549 - Congress Heights-Georgetown   ROUTE(S): D51

About the Line

Service Classification

Gap

Activity Tier

2

Overall Grade

Line	-

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

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Congress Heights-Georgetown Line

Regional Transit
- Metrorail
  - RD
  - OR
  - BL
  - GR
  - YW
  - SV
- Local Bus
  - XX Metrobus
  - XX Circulator
  - XX Ride On
  - XX TheBus
  - XX Fairfax Connector
  - XX Arlington Transit
  - XX Loudoun County Transit
  - XX DASH
- Transit Center

metrobus

Line Benefit Score

18
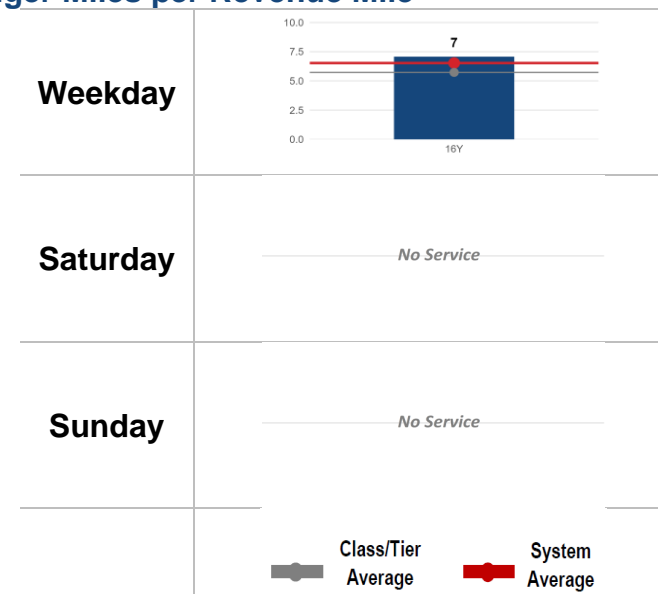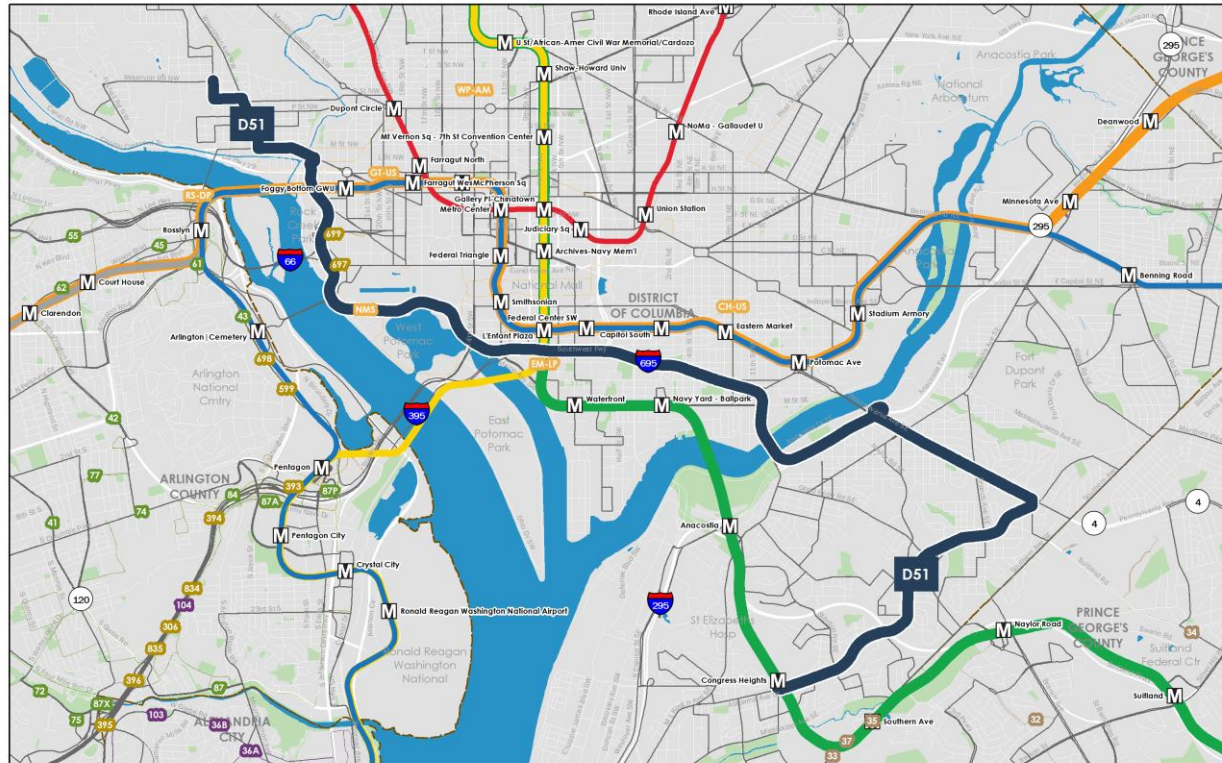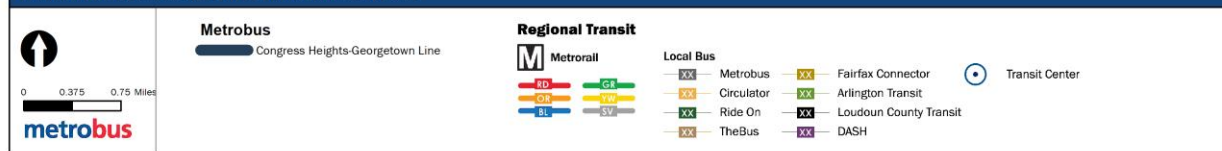
Out of 100
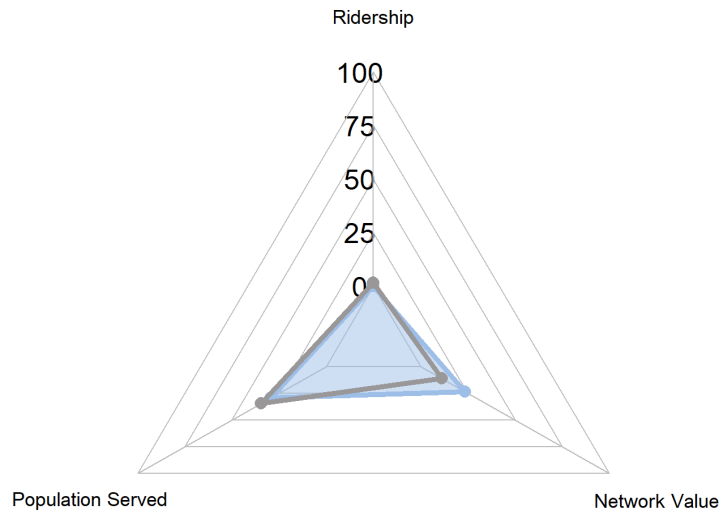
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	29	23	0	

Operating Statistics

	Annual Operating Costs	$20,372
	Peak Vehicles	
	Vehicle Type(s)	

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

	Service Area Population		30,075
	People of Color Population	Service Area	23,829
		% Riders Surveyed	
	Low Income Household	Service Area	12,525
		% Riders Surveyed	

Facilities/Amenities

	Bus Stops	33
	% Stops With Shelters	33%
	% Stops With Benches	30%
	% Stops With Real-Time Signs	6%

Ridership

Annual Ridership	D51 — 1,469
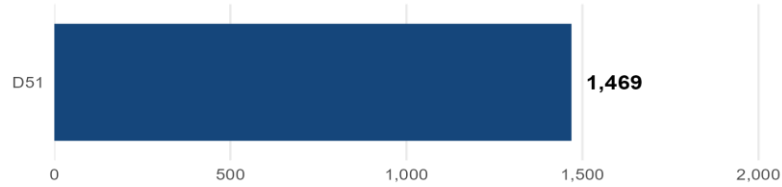
Top Transfer Locations	NA

	Weekday	**Saturday**	**Sunday**
Average Daily Ridership — Class/Tier Average, System Average	8	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Peak — WEST — 7
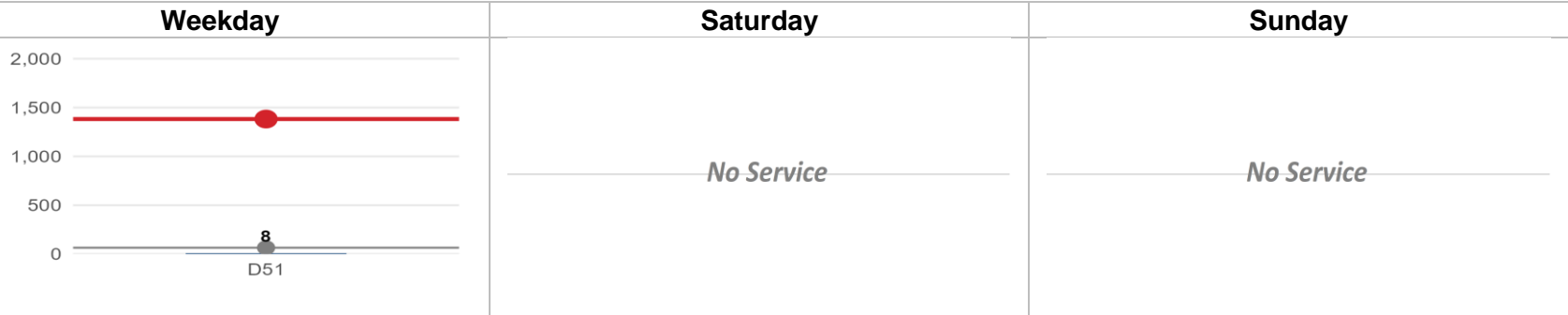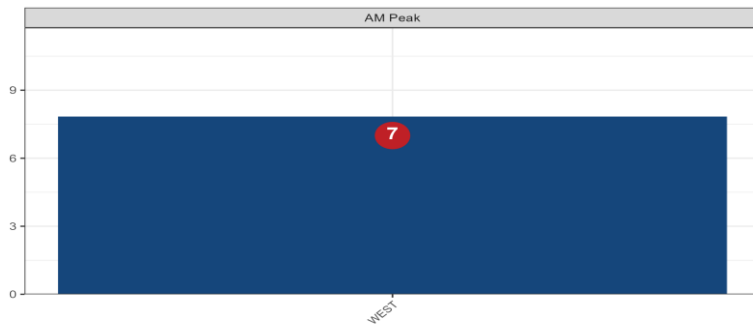
Vehicle Load Factor

		Direction:	**WEST**	
Weekday	**Peak** Maximum Target: NA			
	Off-Peak Maximum Target: NA		0.19	
	Saturday Maximum Target: NA			
	Sunday Maximum Target: NA			

Span and Frequency

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

Weekday (by Hour)

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

Standard	
Trunk	
D51	

Saturday (by Hour)

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

No Service

Sunday (by Hour)

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

No Service
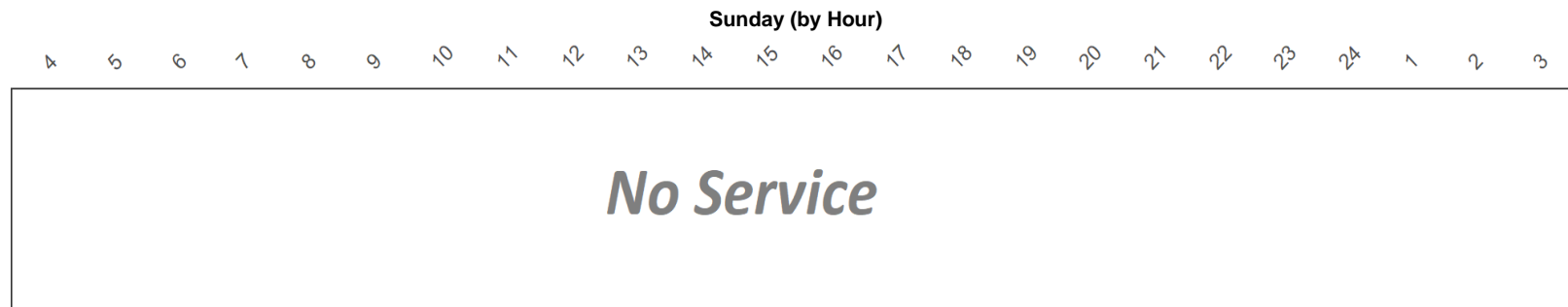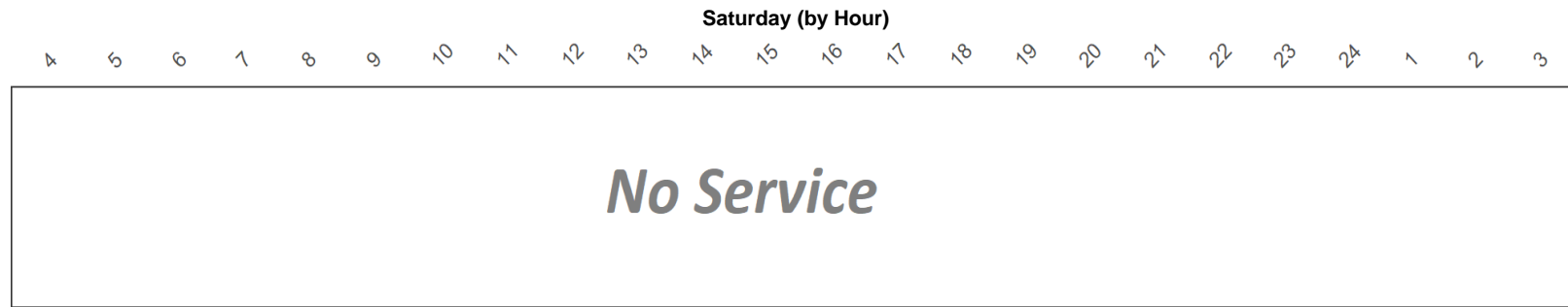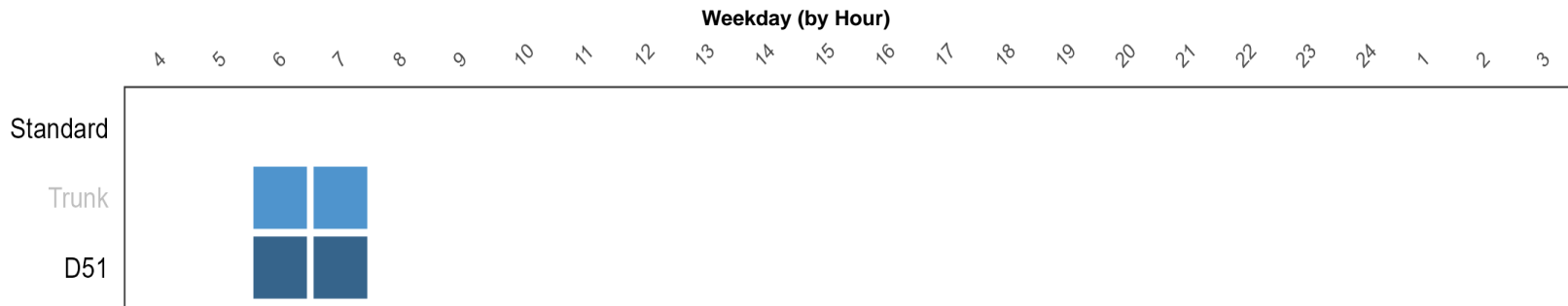
Congress Heights-Georgetown

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service |** varies	6:38 AM - 7:30 AM	-	-	-	-	-	-	-	-
Frequency of Service | varies	Peak: NA / Off-Peak: NA	Peak: 4.1 / Off-Peak: NA	-	-	-	-	-	-	-
Productivity — **Passengers per Revenue Hour |**	9	54.1	-	-	-	-	-	-	-
Passengers per Revenue Mile |	0.7	5.6	-	-	-	-	-	-	-
Reliability — **On-Time Performance |**	37%	56%	-	-	-	-	-	-	-
Crowding |	0%	1%	-	-	-	-	-	-	-
Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness — **Operating Cost per Passenger Trip |**	$13.25	$ 3.67	-	-	-	-	-	-	-
Cost Recovery |	11%	73%	-	-	-	-	-	-	-

metrobus

Route D51

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile |	3.1	5.5	-
Route Design — Circuity |	1.31	1.3	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour |	9	54.1	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	0.7	5.6	-	-	-	-	-	-	-
	Unique Segment Ridership |	69%	11%	-	-	-	-	-	-	-
Reliability	On-Time Performance |	37%	56%	-	-	-	-	-	-	-
	Crowding |	0%	1%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip |	$13.25	$ 3.67	-	-	-	-	-	-	-
	Cost Recovery |	11%	94%	-	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 2,266
- Revenue Miles: 2,289

Hours Allocation

- Deadhead Hours: 118
- Revenue Hours: 171

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D51	10.70	15	15 (100.0%)

Service Change Summary

Route D51 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday	6 (D51)
Saturday	No Service
Sunday	No Service

- Class/Tier Average
- System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Connecticut Avenue Line

Regional Transit

Ⓜ Metrorail

Local Bus

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

⊙ Transit Center

0   0.35   0.7 Miles

metrobus

Service Classification

Framework

Activity Tier

1

Overall Grade

Line   C

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

Line Benefit Score

36

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	45	36	27	

Operating Statistics

Annual Operating Costs	$3,147,286
Peak Vehicles	10
Vehicle Type(s)	40 Foot

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

Service Area Population		46,641
People of Color Population	Service Area	9,122
	% Riders Surveyed	50%
Low Income Household	Service Area	4,664
	% Riders Surveyed	21%

Facilities/Amenities

Bus Stops	75
% Stops With Shelters	67%
% Stops With Benches	63%
% Stops With Real-Time Signs	4%

metrobus

Ridership
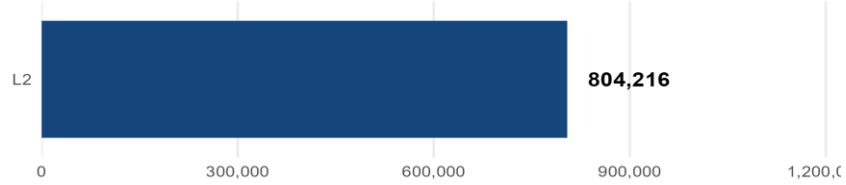
Annual Ridership	L2 — **804,216** (bar chart, x-axis 0 to 1,200,000)
Top Transfer Locations	**Van Ness-UDC, Farragut West, Farragut North**

Average Daily Ridership

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

Weekday	Saturday	Sunday
L2 — **2,805**	L2 — **1,942**	L2 — **1,541**

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	5	7
AM Peak	9	17
Midday	13	15
PM Peak	17	14
Early Night	12	8
Late Night	6	4
Saturday	12	12
Sunday	11	11
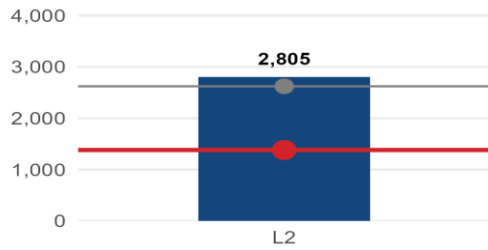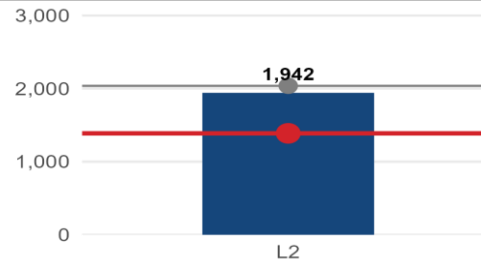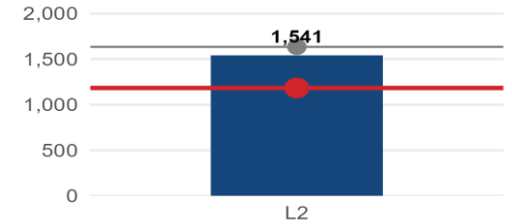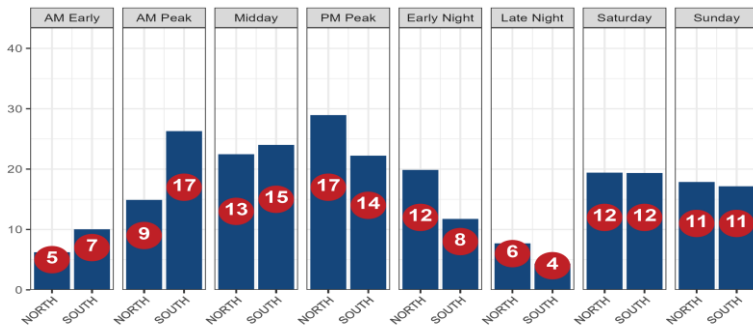
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.35	0.38
	Off-Peak Maximum Target: 1.0	0.29	0.28
	Saturday Maximum Target: 1.0	0.29	0.31
	Sunday Maximum Target: 1.0	0.28	0.29

metrobus

Span and Frequency
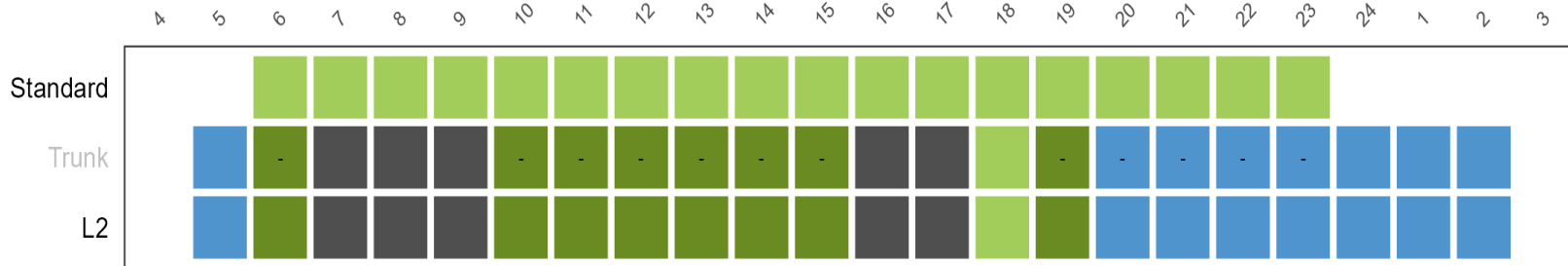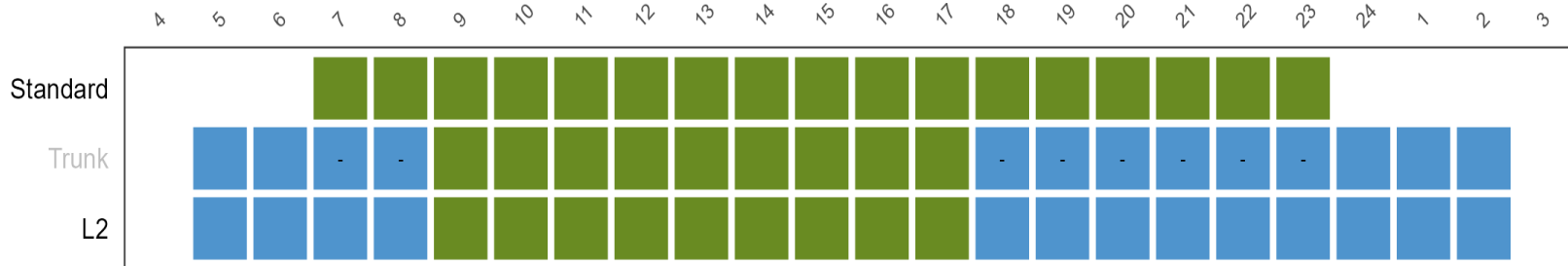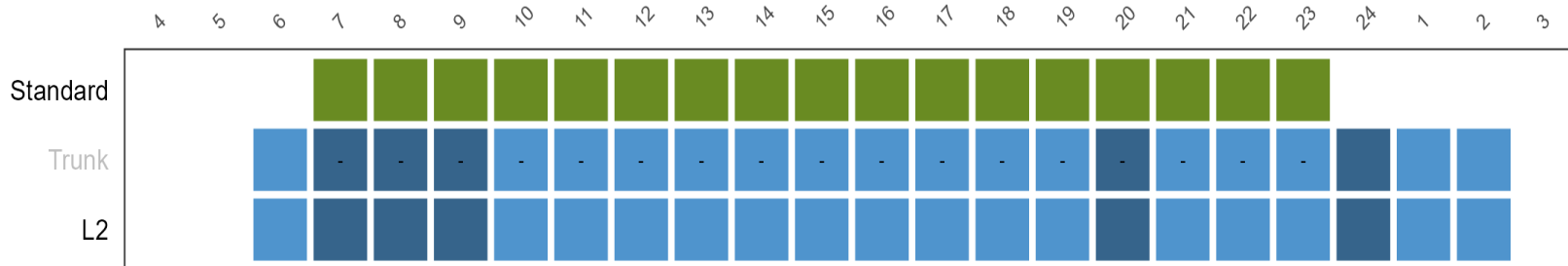
C Connecticut Avenue

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	5:42 AM - 2:30 AM	-	A	6:00 AM - 2:28 AM	-	A
	Frequency of Service | varies	Peak: 12.5 / Off-Peak: 17.7	Peak: 16.6 / Off-Peak: 20	B	23.1	22.5	C	27.6	25.9	D
Productivity	**Passengers per Revenue Hour** | 30	26.4	24.4	D	25.4	21.6	D	23.4	20.0	E
	Passengers per Revenue Mile | 4	3.6	3.2	D	3.4	2.7	D	3.0	2.4	E
Reliability	**On-Time Performance** | 79%	76%	74%	C	71%	72%	D	77%	76%	C
	Crowding | 5%	0%	1%	A	2%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.37	Off-Peak: 0.29 Peak: 0.38	A	0.3	0.29	A	0.28	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$4.52	$ 5.47	A	$4.69	$ 6.24	A	$5.11	$ 6.78	B
	Cost Recovery | 25%	27%	21%	B	26%	18%	B	24%	17%	C

metrobus

Route L2

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.9	5.2	E
Route Design — **Circuity |** 1.75	1.09	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	26.4	24.4	D	25.4	21.6	D	23.4	20.0	E
	Passengers per Revenue Mile | 4	3.6	3.2	D	3.4	2.7	D	3.0	2.4	E
	Unique Segment Ridership | 10%	47%	22%	A	57%	34%	A	61%	34%	A
Reliability	**On-Time Performance |** 79%	76%	74%	C	71%	72%	D	77%	76%	C
	Crowding | 5%	0%	1%	A	2%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.37	Off-Peak: 0.29 Peak: 0.38	A	0.3	0.29	A	0.28	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.52	$ 5.47	A	$4.69	$ 6.24	A	$5.11	$ 6.78	B
	Cost Recovery | 25%	27%	21%	B	26%	18%	B	24%	17%	C

Operational Analysis
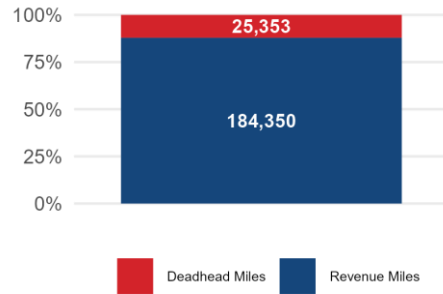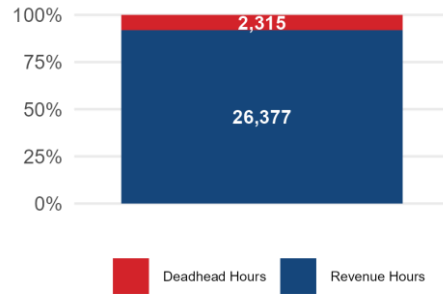
Miles Allocation

Deadhead Miles: 25,353
Revenue Miles: 184,350

Hours Allocation

Deadhead Hours: 2,315
Revenue Hours: 26,377

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
L2	11.00	3,859	3,813 (98.8%)

Service Change Summary

Route L2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — 8 (L2)

Saturday — 7 (L2)

Sunday — 7 (L2)

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Connecticut Avenue-Maryland Line

Regional Transit

Ⓜ Metrorail

Local Bus

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

0   0.5   1 Miles

metrobus

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   **A**

Legend

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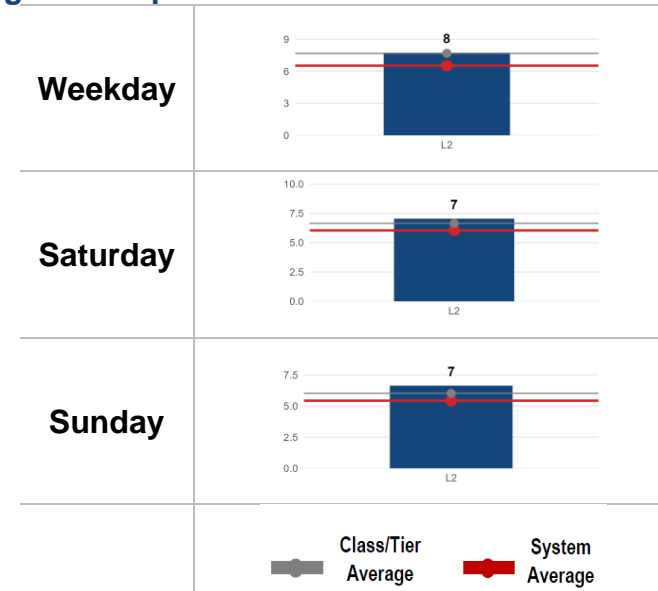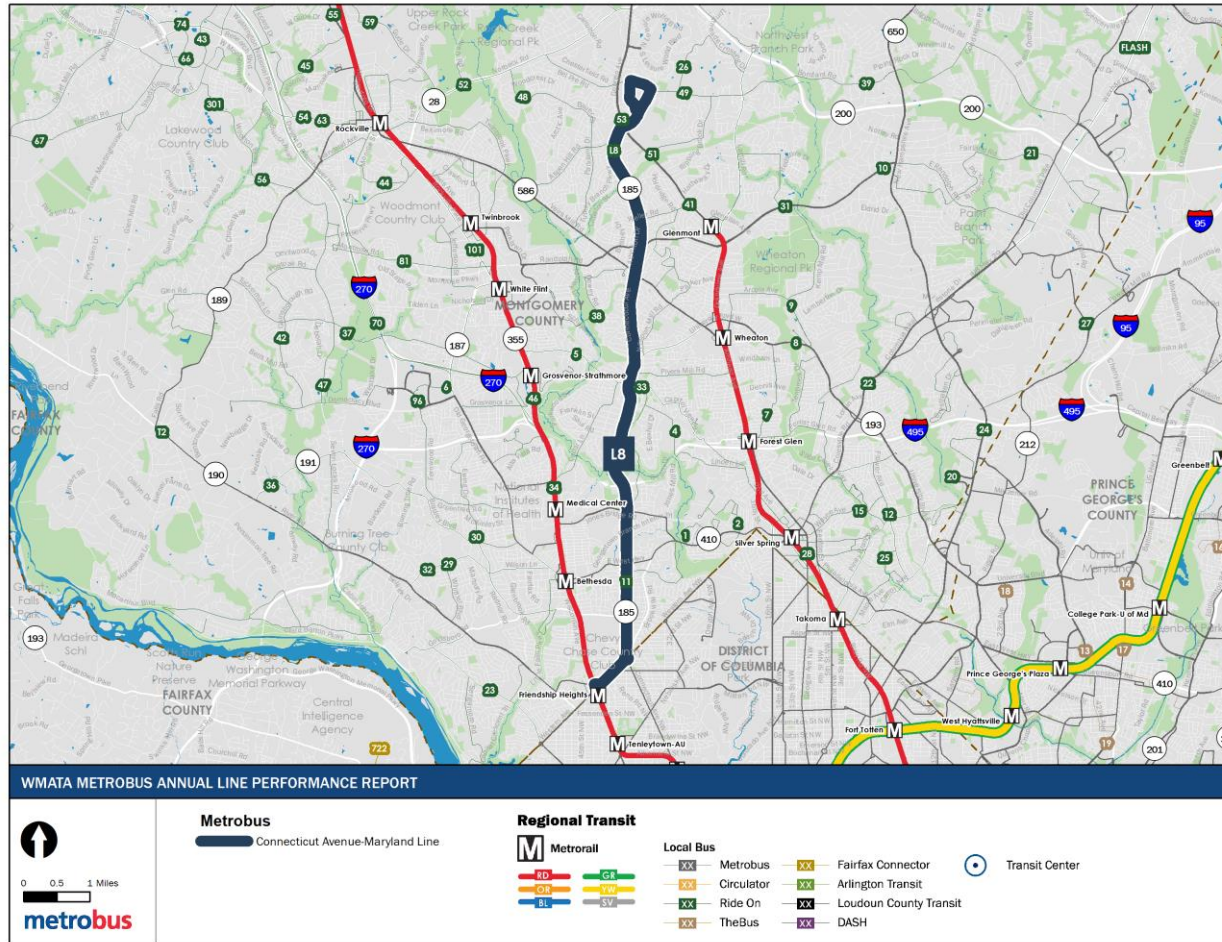
Line Benefit Score

27

Out of 100
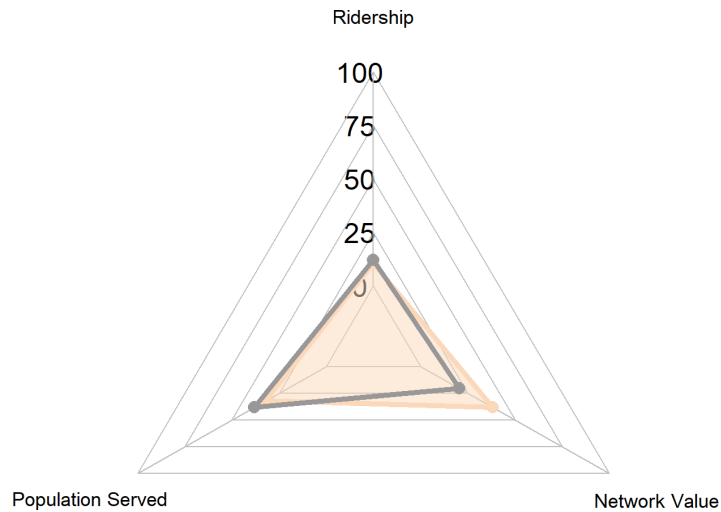
Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
32	38	11	

Line Score:

Operating Statistics

	Annual Operating Costs	$1,789,084
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population		37,921
	People of Color Population	Service Area	9,672
		% Riders Surveyed	78%
	Low Income Household	Service Area	8,414
		% Riders Surveyed	55%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

L8	256,331

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

Top Transfer Locations

Friendship Heights

Average Daily Ridership

- ●— Class/Tier Average
- ●— System Average

Weekday	Saturday	Sunday
L8: 1,099	No Service	No Service

Average Trip Ridership and Maximum Load by Time Period

AM Early — NORTH 3, SOUTH 18
AM Peak — NORTH 6, SOUTH 24
Midday — NORTH 9, SOUTH 11
PM Peak — NORTH 17, SOUTH 8
Early Night — NORTH 10, SOUTH 4
Late Night — NORTH 4, SOUTH —
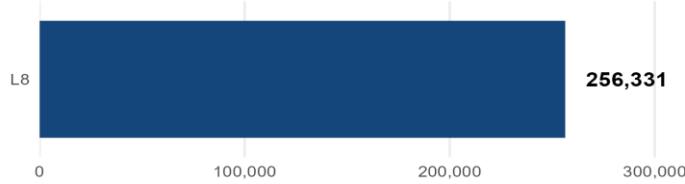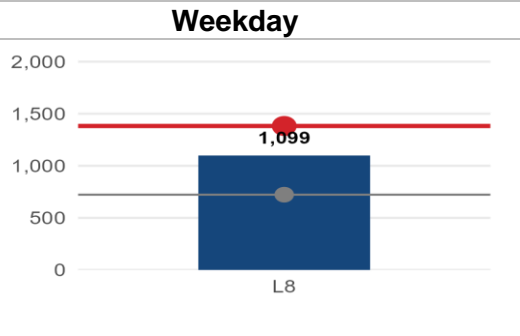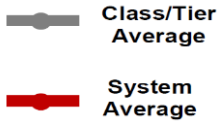
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.29	0.36
	Off-Peak Maximum Target: 1.0	0.22	0.25
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

A Connecticut Avenue-Maryland

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:50 AM - 11:40 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 29.9 / Off-Peak: 30.3	Peak: 29.7 / Off-Peak: 41.4	A	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | 10	18.7	17	A	-	-	-	-	-	-
Passengers per Revenue Mile | 1	1.5	1.4	A	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	78%	82%	C	-	-	-	-	-	-
Crowding | 5%	1%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.33	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$6.37	$ 7.90	A	-	-	-	-	-	-
Cost Recovery | 20%	19%	11%	C	-	-	-	-	-	-

metrobus

Route L8

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	5.3	5	E
Route Design Circuity | N/A	1.2	1.8	-

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity Passengers per Revenue Hour | 10	18.7	17	A	-	-	-	-	-	-
Passengers per Revenue Mile | 1	1.5	1.4	A	-	-	-	-	-	-
Unique Segment Ridership | 10%	100%	47%	A	-	-	-	-	-	-
Reliability On-Time Performance | 79%	78%	82%	C	-	-	-	-	-	-
Crowding | 5%	1%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.33	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness Operating Cost per Passenger Trip | $7	$6.37	$ 7.90	A	-	-	-	-	-	-
Cost Recovery | 20%	19%	10%	C	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 17,716
- Revenue Miles: 182,972

Hours Allocation

- Deadhead Hours: 1,109
- Revenue Hours: 14,994

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
L8	23.50	1,512	1,498 (99.1%)

Service Change Summary

Route L8 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday	7
Saturday	No Service
Sunday	No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	D

Legend

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

Line Benefit Score

18

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	21	29	5	
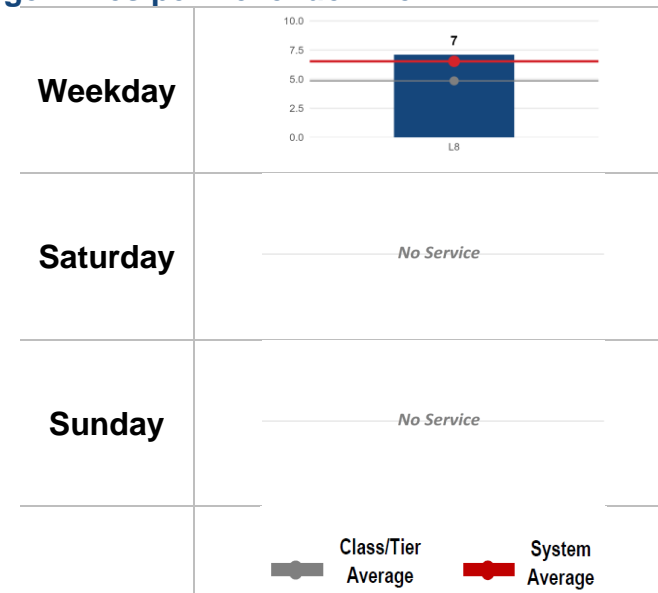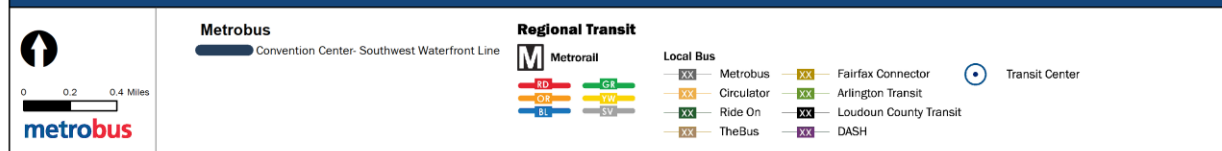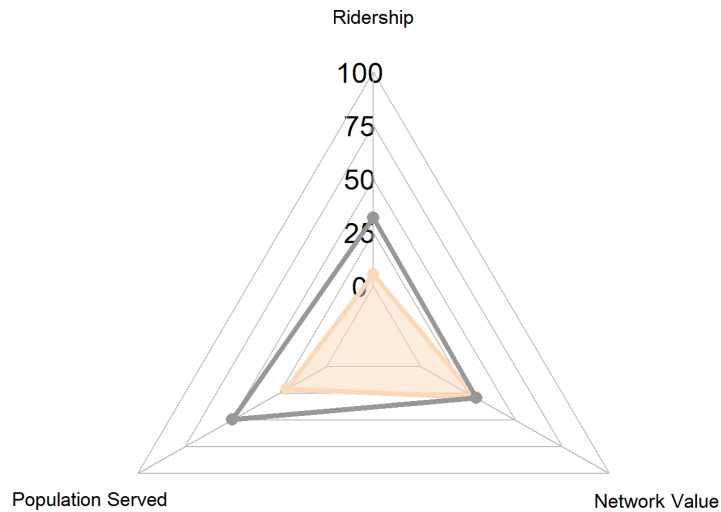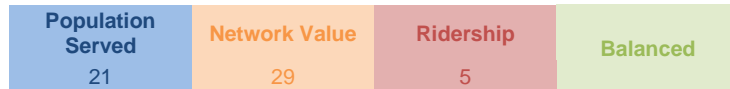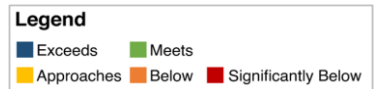
Operating Statistics

	Annual Operating Costs	$1,347,598
	Peak Vehicles	2
	Vehicle Type(s)	30 Foot, 35 Foot

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

	Service Area Population		24,151
	People of Color Population	Service Area	9,093
		% Riders Surveyed	75%
	Low Income Household	Service Area	5,368
		% Riders Surveyed	51%

Facilities/Amenities

	Bus Stops	43
	% Stops With Shelters	35%
	% Stops With Benches	28%
	% Stops With Real-Time Signs	16%

metrobus

Ridership

Annual Ridership

74 — 177,235
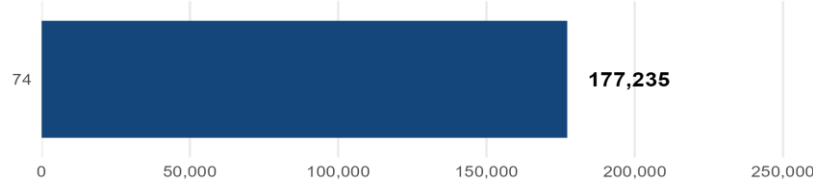
Top Transfer Locations

L'Enfant Plaza, Gallery Place-Chinatown, Waterfront

Average Daily Ridership
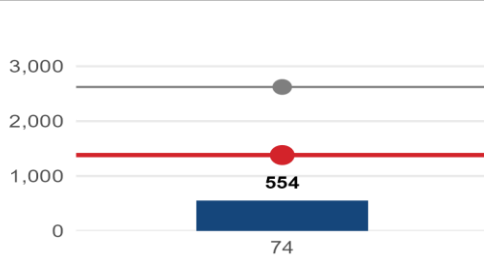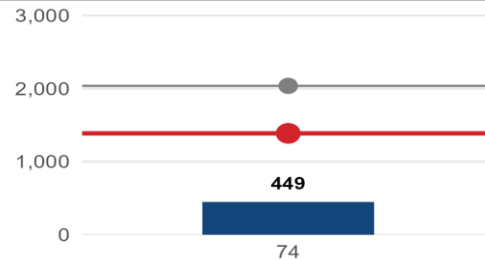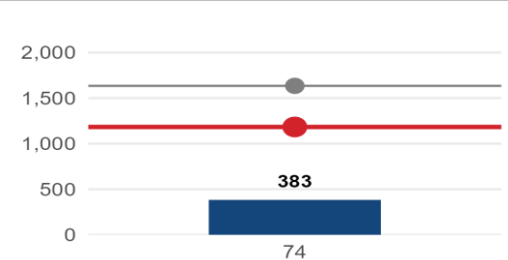
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
554	449	383
74	74	74

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Saturday	Sunday
NORTH 2 / SOUTH 4	NORTH 8 / SOUTH 5	NORTH 5 / SOUTH 6	NORTH 6 / SOUTH 9	NORTH 3 / SOUTH 4	NORTH 5 / SOUTH 6	NORTH 4 / SOUTH 5
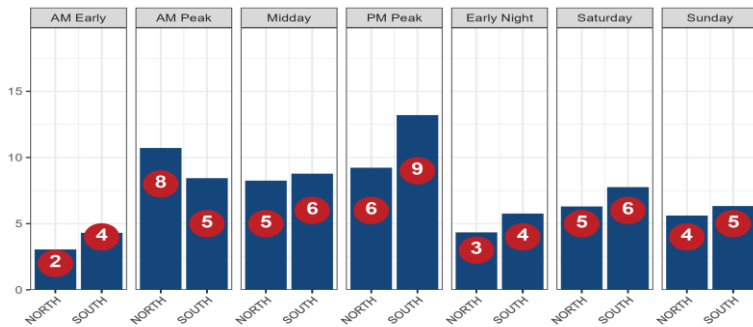
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.18	0.19
	Off-Peak Maximum Target: 1.0	0.12	0.13
	Saturday Maximum Target: 1.0	0.12	0.14
	Sunday Maximum Target: 1.0	0.11	0.12

metrobus

Span and Frequency

Frequency (Minutes)

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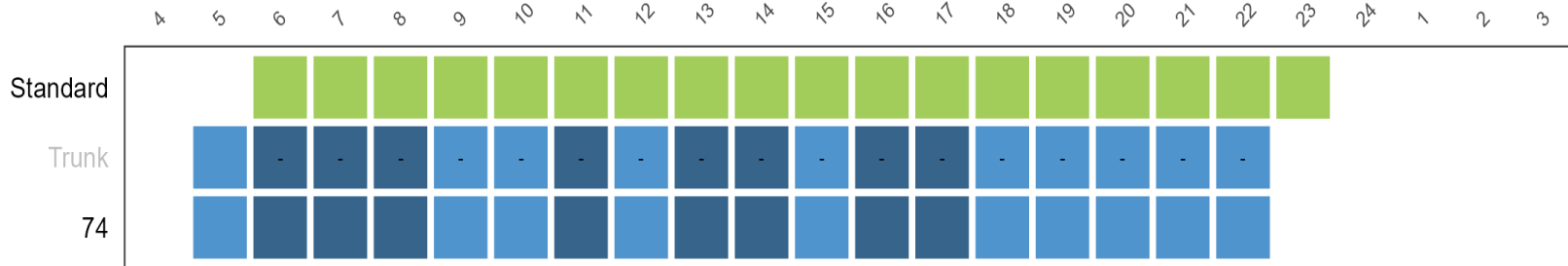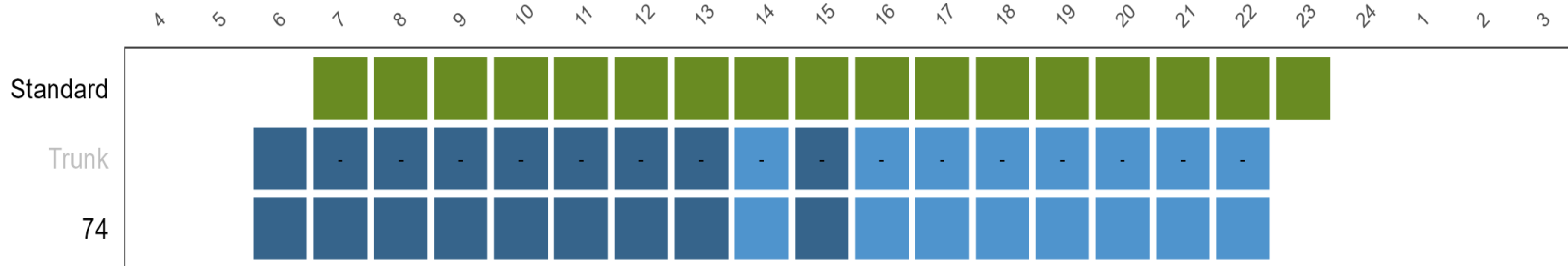
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
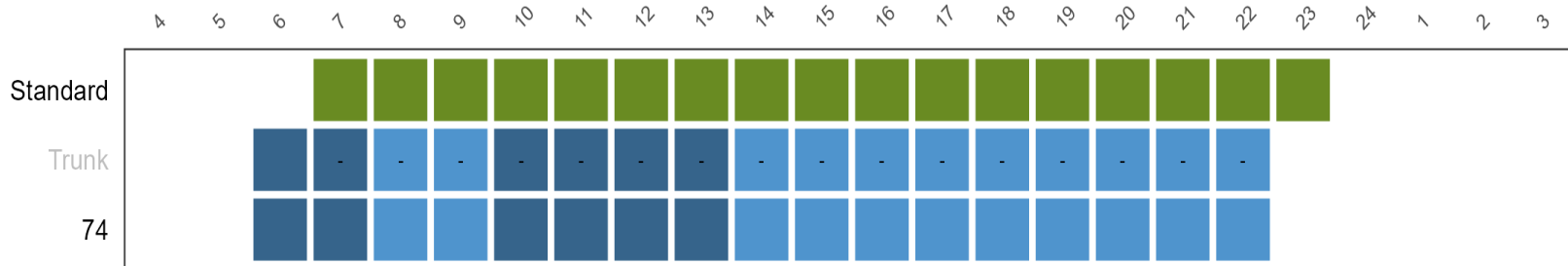
D Convention Center- Southwest Waterfront

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:05 AM - 10:49 PM	-	B	6:35 AM - 10:53 PM	-	C	6:35 AM - 10:45 PM	-	C
	Frequency of Service | varies	Peak: 30.1 / Off-Peak: 30.3	Peak: 16.6 / Off-Peak: 20	E	30.2	22.5	E	30.0	25.9	D
Productivity	**Passengers per Revenue Hour** | 30	17.3	24.4	E	15.0	21.6	E	13.0	20.0	E
	Passengers per Revenue Mile | 4	2.4	3.2	E	2.0	2.7	E	1.7	2.4	E
Reliability	**On-Time Performance** | 79%	82%	74%	B	64%	72%	E	79%	76%	C
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.18	Off-Peak: 0.29 Peak: 0.38	A	0.13	0.29	A	0.11	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$6.90	$ 5.47	E	$7.96	$ 6.24	E	$9.15	$ 6.78	E
	Cost Recovery | 25%	12%	21%	E	11%	18%	E	9%	17%	E

metrobus

Route 74

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.2	5.2	E
Route Design	**Circuity |** 1.75	1.3	1.29	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	17.3	24.4	E	15.0	21.6	E	13.0	20.0	E
	Passengers per Revenue Mile | 4	2.4	3.2	E	2.0	2.7	E	1.7	2.4	E
	Unique Segment Ridership | 10%	64%	22%	A	58%	34%	A	60%	34%	A
Reliability	**On-Time Performance |** 79%	82%	74%	B	64%	72%	E	79%	76%	C
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.18	Off-Peak: 0.29 Peak: 0.38	A	0.13	0.29	A	0.11	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.90	$ 5.47	E	$7.96	$ 6.24	E	$9.15	$ 6.78	E
	Cost Recovery | 25%	12%	21%	E	11%	18%	E	9%	17%	E

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 15,013
- Revenue Miles: 96,353

Hours Allocation

- Deadhead Hours: 1,173
- Revenue Hours: 11,294

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
74	7.30	1,920	1,893 (98.6%)

Service Change Summary

Route 74 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — 74: 3

Saturday — 74: 3

Sunday — 74: 2

- Class/Tier Average
- System Average

LINE: 35 - Crosstown

ROUTE(S): H2, H4

About the Line

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below
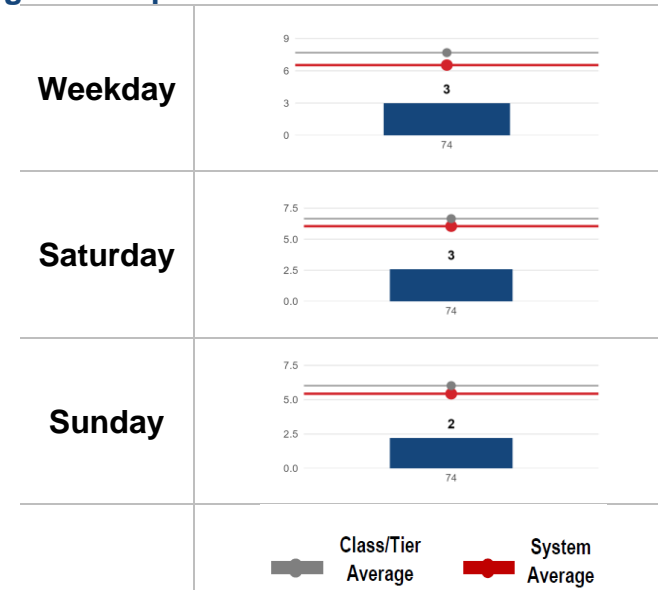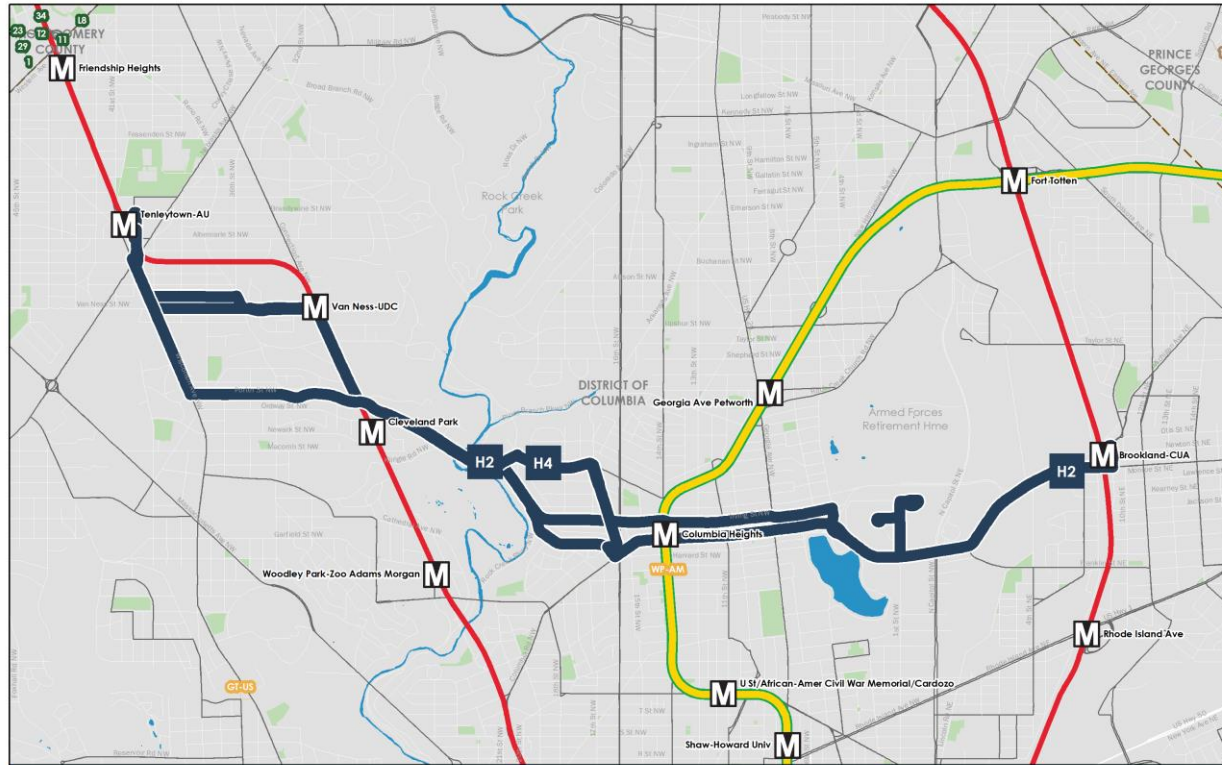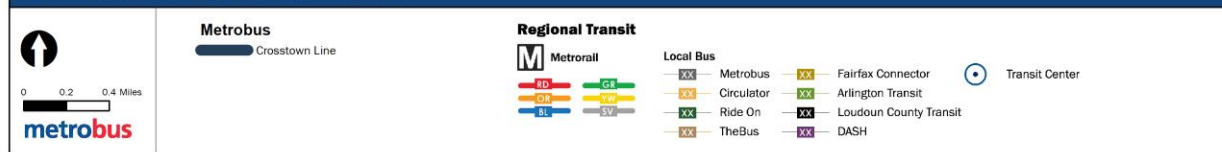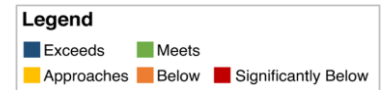
Line Benefit Score

41
Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	55	29	40	
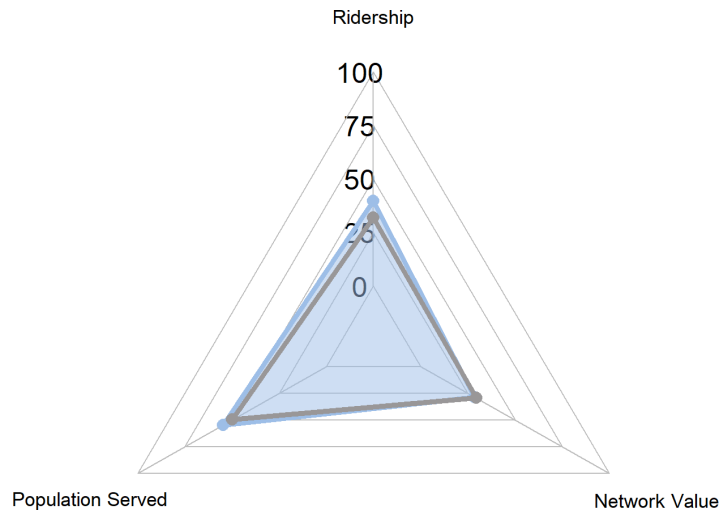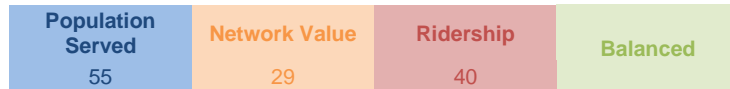
Operating Statistics

	Annual Operating Costs	$5,159,928
	Peak Vehicles	10
	Vehicle Type(s)	40 Foot

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

	Service Area Population		109,584
	People of Color Population	Service Area	37,872
		% Riders Surveyed	65%
	Low Income Household	Service Area	22,246
		% Riders Surveyed	42%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

H4	665,580
H2	550,714

(bar chart axis: 0, 250,000, 500,000, 750,000)
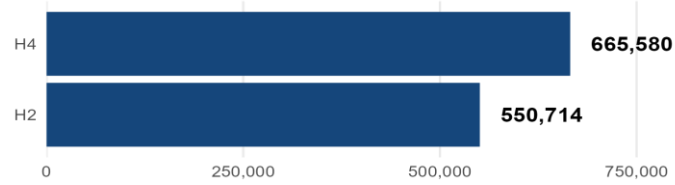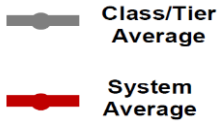
Top Transfer Locations

Columbia Heights, Brookland, Cleveland Park

Average Daily Ridership
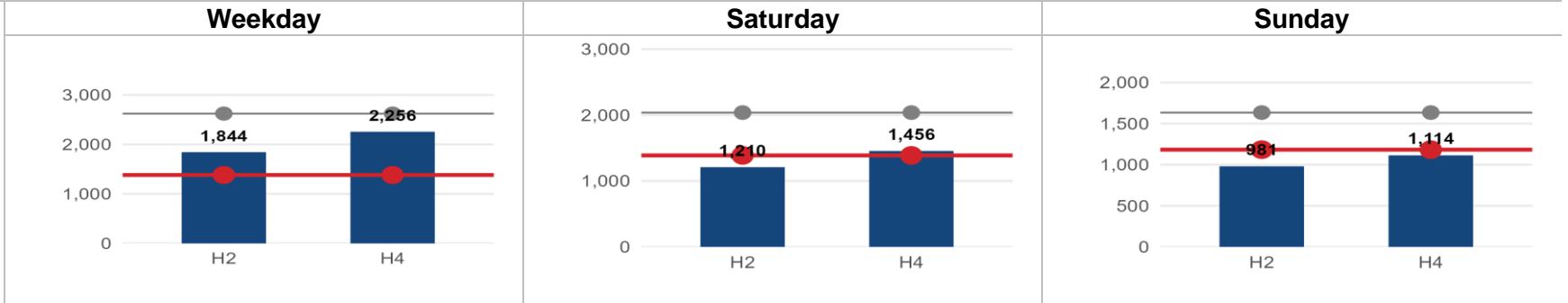
— Class/Tier Average
— System Average

Weekday

H2	1,844
H4	2,256

Saturday

H2	1,210
H4	1,456

Sunday

H2	981
H4	1,114

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	7	19
AM Peak	14	23
Midday	14	15
PM Peak	20	15
Early Night	11	6
Late Night	5	4
Saturday	10	9
Sunday	8	8
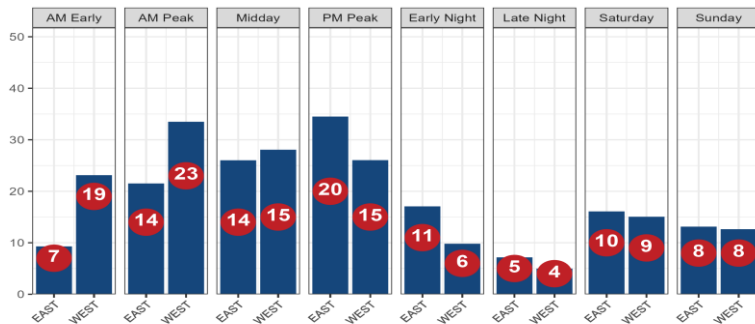
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.44	0.47
	Off-Peak Maximum Target: 1.0	0.29	0.28
	Saturday Maximum Target: 1.0	0.24	0.23
	Sunday Maximum Target: 1.0	0.2	0.2

Span and Frequency
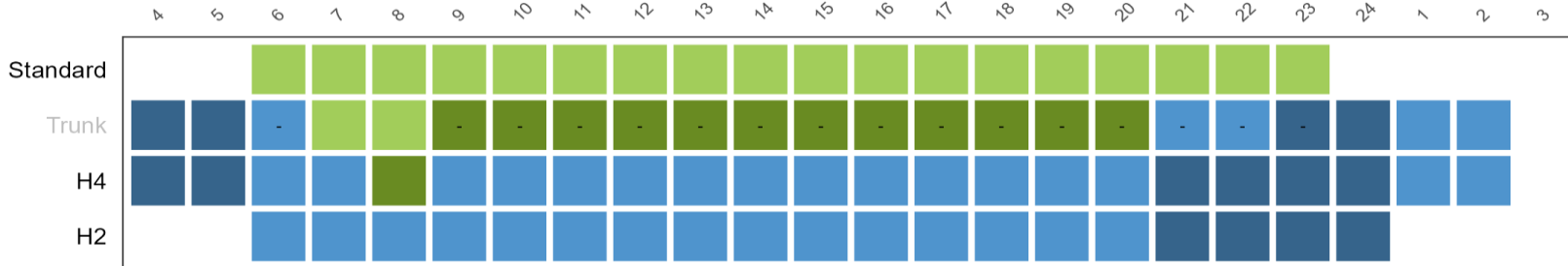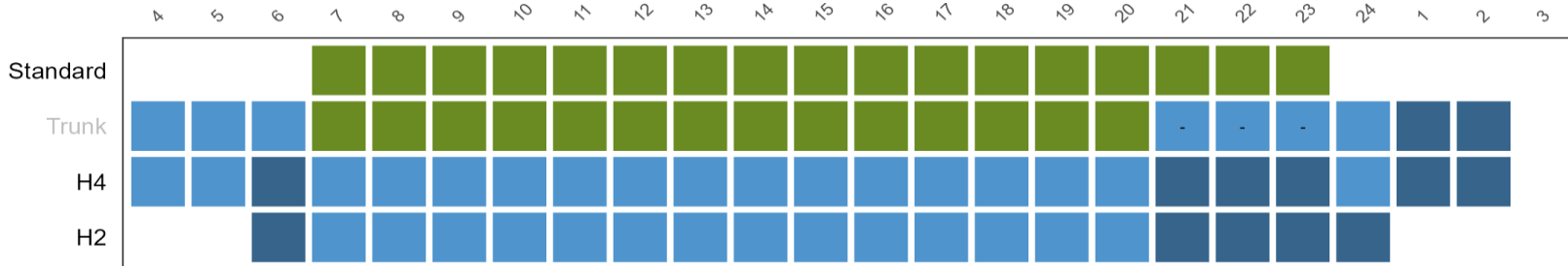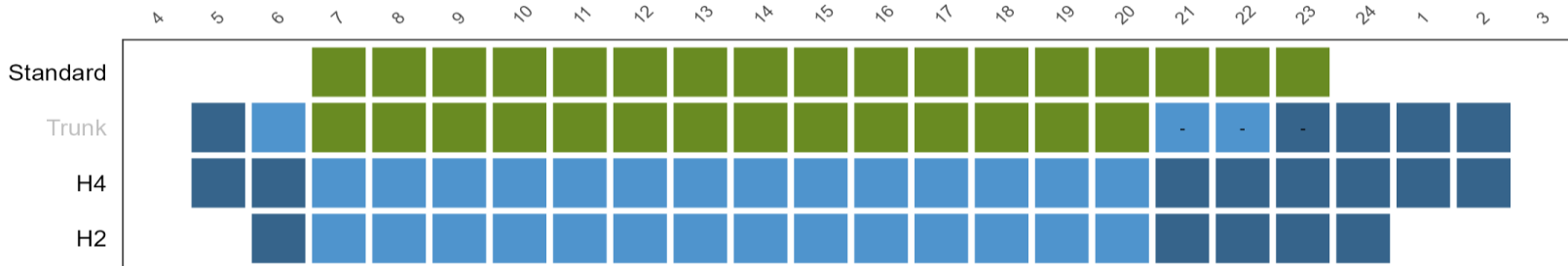
Performance Report Card

C Crosstown

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:50 AM - 2:26 AM	-	A	4:50 AM - 2:37 AM	-	A	5:00 AM - 2:35 AM	-	A
	Frequency of Service | varies	Peak: 16.6 / Off-Peak: 16.3	Peak: 16.6 / Off-Peak: 20	C	18.5	22.5	B	18.9	25.9	B
Productivity	**Passengers per Revenue Hour** | 30	26.4	24.4	D	19.1	21.6	E	17.0	20.0	E
	Passengers per Revenue Mile | 4	3.4	3.2	D	2.2	2.7	E	1.8	2.4	E
Reliability	**On-Time Performance** | 79%	71%	74%	D	72%	72%	D	76%	76%	C
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.45	Off-Peak: 0.29 Peak: 0.38	A	0.24	0.29	A	0.2	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$4.52	$ 5.47	A	$6.24	$ 6.24	D	$7.01	$ 6.78	E
	Cost Recovery | 25%	24%	21%	C	17%	18%	E	15%	17%	E

Route H2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.7	5.2	E
Route Design	**Circuity |** 1.75	1.24	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	25.5	24.4	D	18.5	21.6	E	16.8	20.0	E
	Passengers per Revenue Mile | 4	3.3	3.2	D	2.2	2.7	E	1.8	2.4	E
	Unique Segment Ridership | 10%	5%	22%	D	5%	34%	D	5%	34%	E
Reliability	**On-Time Performance |** 79%	72%	74%	D	75%	72%	C	80%	76%	B
	Crowding | 5%	0%	1%	A	1%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.42	Off-Peak: 0.29 Peak: 0.38	A	0.23	0.29	A	0.2	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.67	$ 5.47	A	$6.43	$ 6.24	D	$7.12	$ 6.78	E
	Cost Recovery | 25%	22%	21%	D	16%	18%	E	15%	17%	E

Route H4

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	5.7	5.2	E
Route Design — **Circuity |** 1.75	1.28	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	27.2	24.4	C	19.6	21.6	E	17.2	20.0	E
	Passengers per Revenue Mile | 4	3.4	3.2	D	2.2	2.7	E	1.8	2.4	E
	Unique Segment Ridership | 10%	1%	22%	E	20%	34%	A	20%	34%	A
Reliability	**On-Time Performance |** 79%	71%	74%	D	70%	72%	D	73%	76%	D
	Crowding | 5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.48	Off-Peak: 0.29 Peak: 0.38	A	0.24	0.29	A	0.2	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.39	$ 5.47	A	$6.08	$ 6.24	D	$6.93	$ 6.78	E
	Cost Recovery | 25%	25%	21%	B	18%	18%	D	16%	17%	E
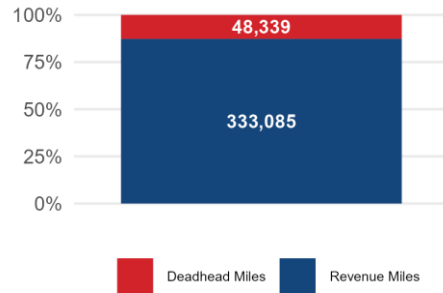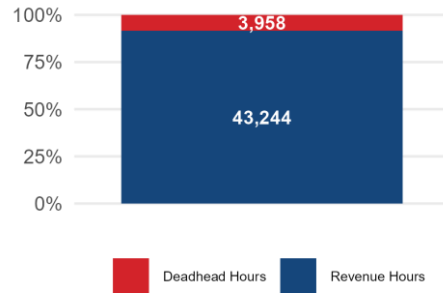
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 48,339
- Revenue Miles: 333,085

Hours Allocation

- Deadhead Hours: 3,958
- Revenue Hours: 43,244

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H2	14.30	2,486	2,453 (98.7%)
H4	14.50	2,867	2,841 (99.1%)

Service Change Summary

Route H2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route H4 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- H2: 7.51
- H4: 8.10

Saturday
- H2: 4.53
- H4: 5.12

Sunday
- H2: 4.45
- H4: 4.52

- Class/Tier Average
- System Average

LINE: 129 - DC-Dulles   ROUTE(S): 5A

About the Line

Service Classification

Commuter

Activity Tier

1

Overall Grade

Line   **D**

Legend		
Exceeds		Meets
Approaches	Below	Significantly Below

Line Benefit Score

24
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
Line Score:			
31	38	3	
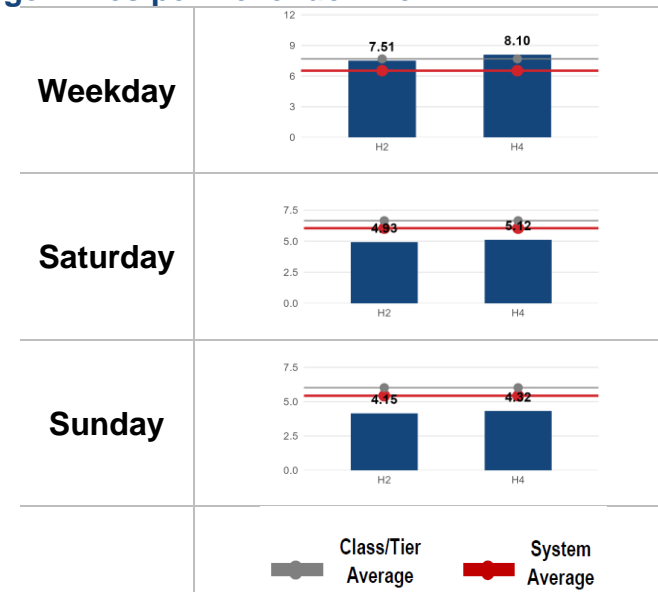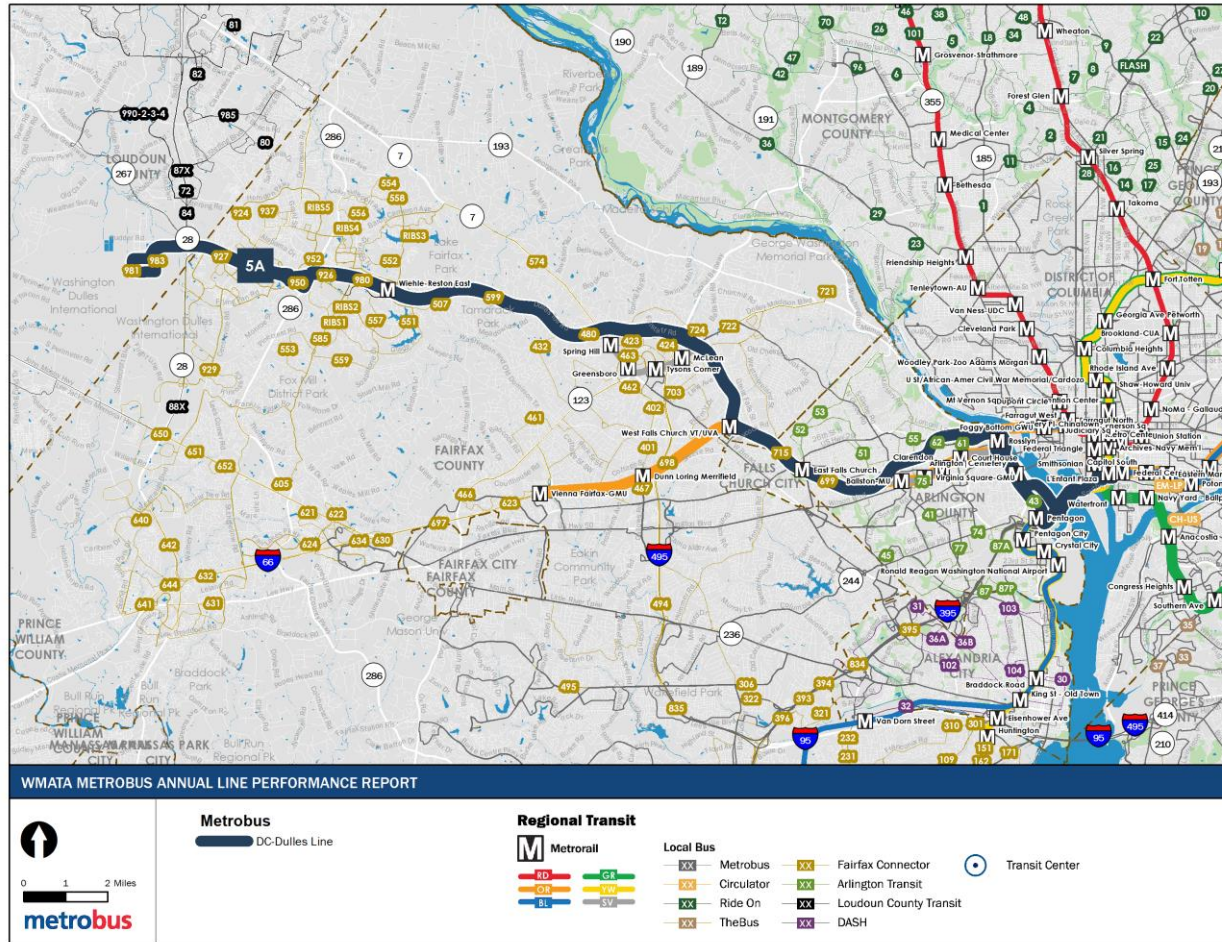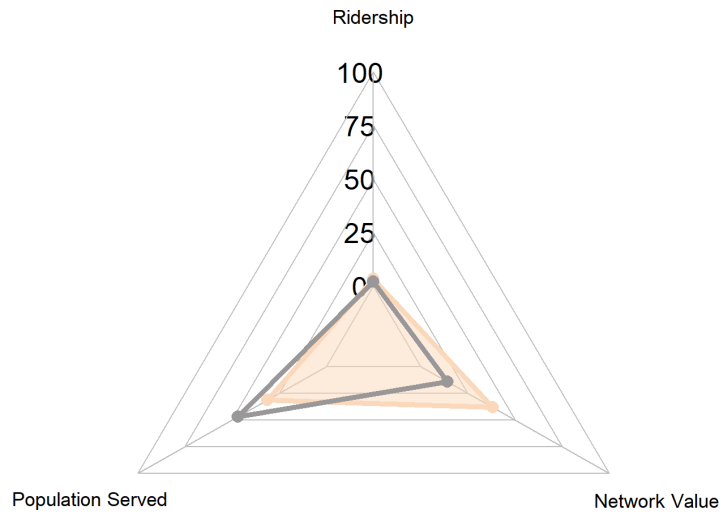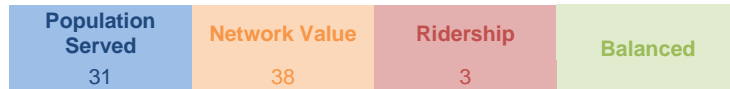
Operating Statistics

Annual Operating Costs		$1,672,019
Peak Vehicles		3
Vehicle Type(s)		40 Foot

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

Service Area Population			4,944
People of Color Population	Service Area		1,539
	% Riders Surveyed		68%
Low Income Household	*Service Area*		555
	% Riders Surveyed		18%

Facilities/Amenities

Bus Stops		7
% Stops With Shelters		0%
% Stops With Benches		0%
% Stops With Real-Time Signs		14%

metrobus

Ridership

Annual Ridership

5A — 111,663

| | 0 | 40,000 | 80,000 | 120,000 | 160,000 |
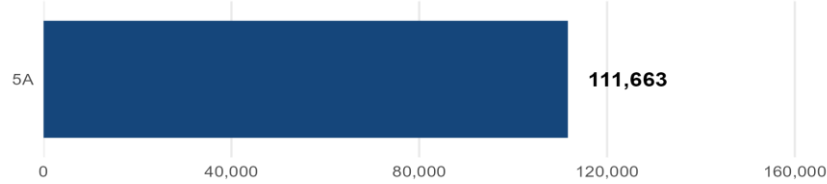
Top Transfer Locations

Rosslyn, Rosslyn East, L'Enfant Plaza

Average Daily Ridership
- Class/Tier Average
- System Average
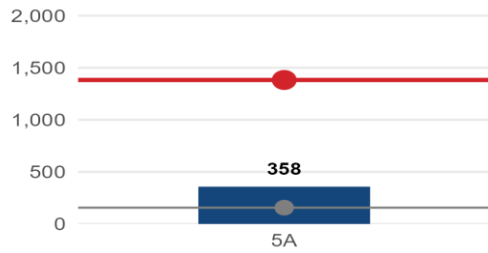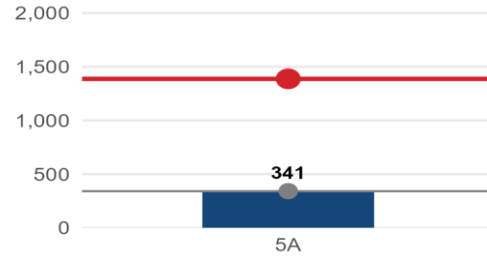
Weekday	Saturday	Sunday
358	341	344

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
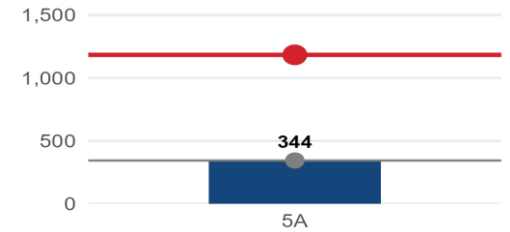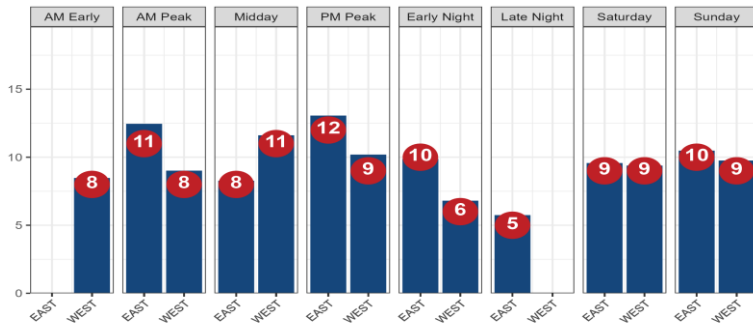
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.29	0.21
	Off-Peak Maximum Target: 1.0	0.2	0.22
	Saturday Maximum Target: 1.0	0.22	0.22
	Sunday Maximum Target: 1.0	0.25	0.23

Span and Frequency

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

Weekday (by Hour)

Standard

Trunk

5A
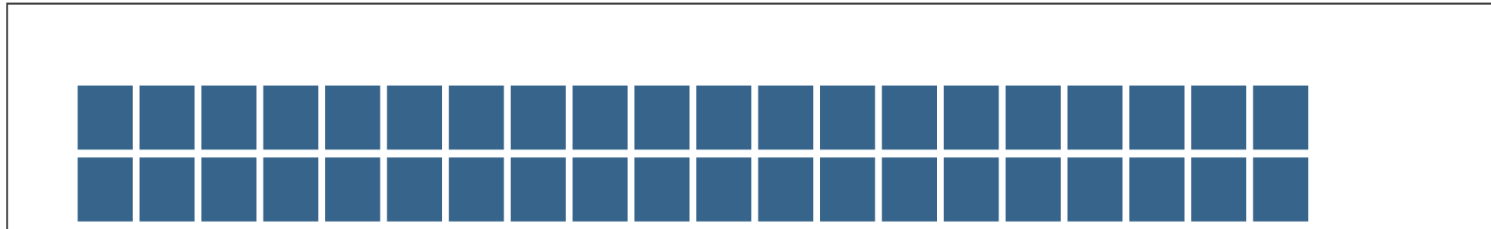
Saturday (by Hour)
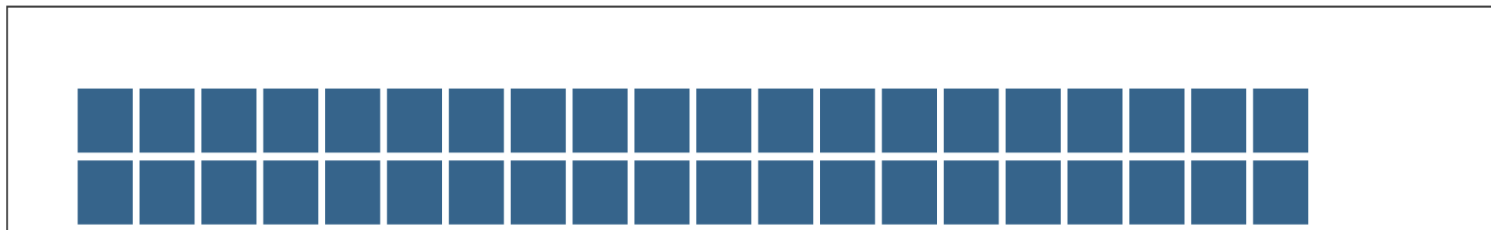
Standard

Trunk

5A

Sunday (by Hour)

Standard

Trunk

5A

metrobus
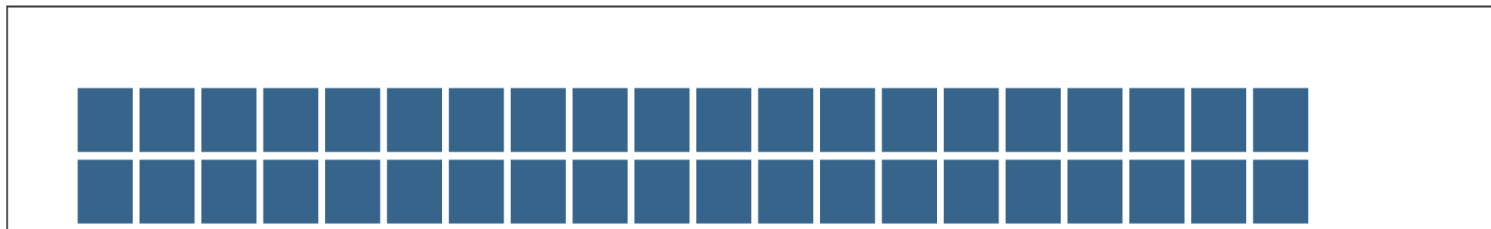
D DC-Dulles

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:30 AM - 12:17 AM	-	A	5:30 AM - 12:18 AM	-	-	5:30 AM - 12:10 AM	-	-
Frequency of Service | varies	Peak: 61.4 / Off-Peak: 59.5	Peak: 36.9 / Off-Peak: 59.5	-	60.1	60.1	-	63.0	63.0	-
Productivity									
Passengers per Revenue Hour | N/A	9.2	12.6	E	10.0	10.0	E	10.1	10.1	E
Passengers per Revenue Mile | 1.5	0.3	1.1	E	0.3	0.3	E	0.3	0.3	E
Reliability									
On-Time Performance | 79%	82%	78%	B	86%	86%	A	87%	87%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.25	Off-Peak: 0.12 Peak: 0.2	A	0.22	0.22	A	0.24	0.24	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$13.01	$14.23	E	$11.98	$11.98	E	$11.77	$11.77	E
Cost Recovery | 25%	38%	17%	A	42%	42%	A	42%	42%	A

metrobus

Route 5A

Measure | Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | N/A	0.2	2.2	-
Route Design Circuity | N/A	1.11	1.27	-

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | N/A	9.2	12.6	E	10.0	10.0	E	10.1	10.1	E
	Passengers per Revenue Mile | 1.5	0.3	1.1	E	0.3	0.3	E	0.3	0.3	E
	Unique Segment Ridership | 15%	100%	34%	A	100%	100%	A	100%	100%	A
Reliability	On-Time Performance | 79%	82%	78%	B	86%	86%	A	87%	87%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.25	Off-Peak: 0.12 Peak: 0.2	A	0.22	0.22	A	0.24	0.24	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$13.01	$14.23	E	$11.98	$11.98	E	$11.77	$11.77	E
	Cost Recovery | 25%	38%	17%	A	42%	42%	A	42%	42%	A

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 23,196
- Revenue Miles: 392,022

Hours Allocation

- Deadhead Hours: 1,856
- Revenue Hours: 14,013

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
5A	58.90	1,072	1,060 (98.9%)

Service Change Summary

Route 5A - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday:
No Change;

Passenger Miles per Revenue Mile

Weekday — 5A: 8

Saturday — 5A: 8

Sunday — 5A: 8

- Class/Tier Average
- System Average

About the Line

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	B

Legend: Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

27
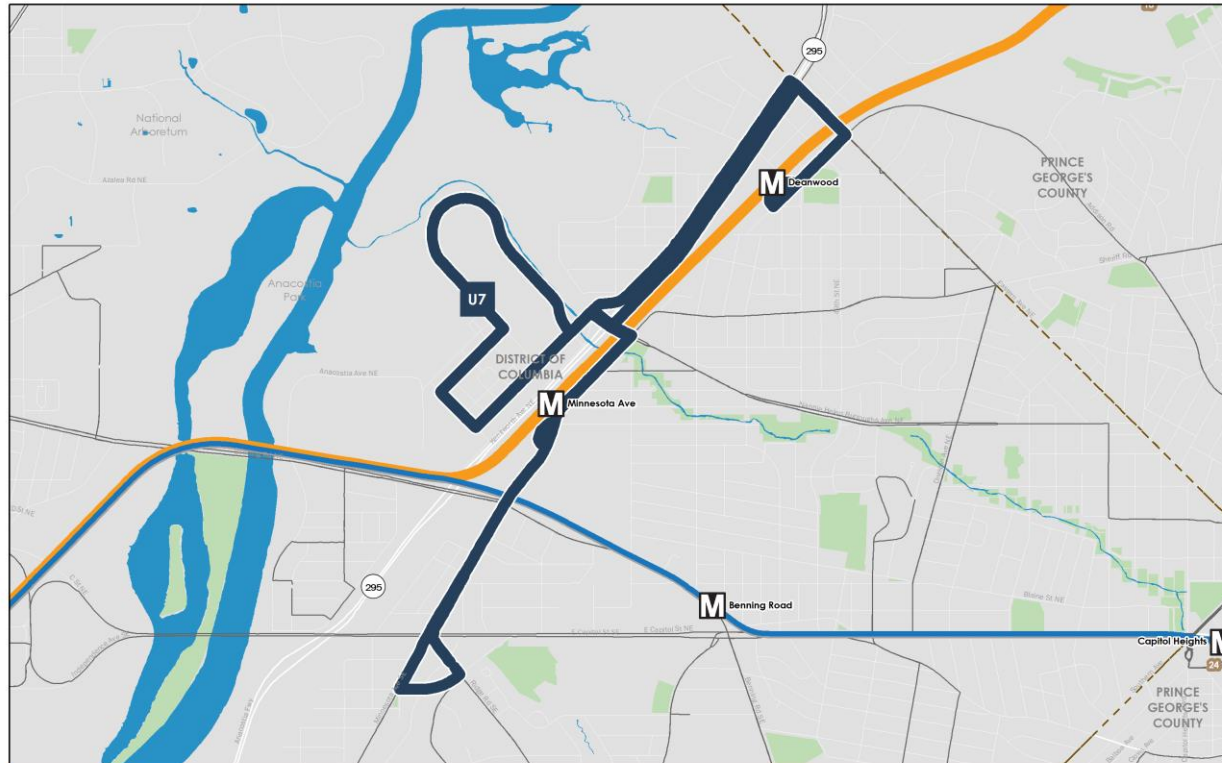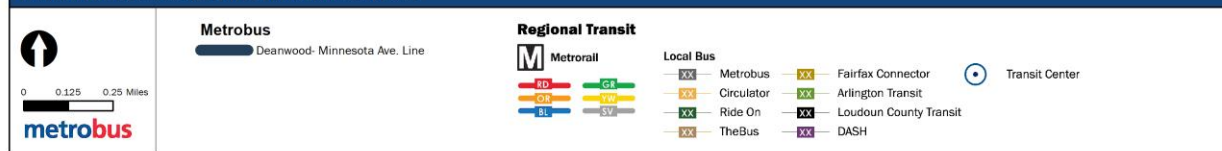
Out of 100

Ridership

Population Served
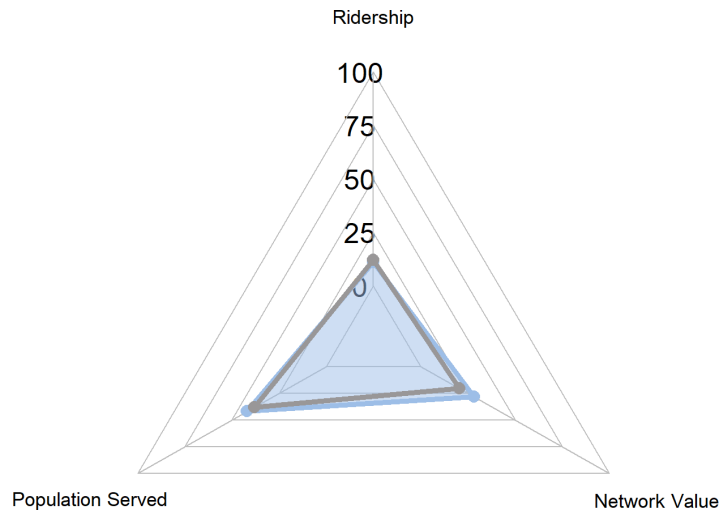
Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	42	28	11	

Operating Statistics

Annual Operating Costs	$2,155,289
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

Service Area Population		18,027
People of Color Population	*Service Area*	16,916
	% Riders Surveyed	100%
Low Income Household	*Service Area*	9,798
	% Riders Surveyed	82%

Facilities/Amenities

Bus Stops	49
% Stops With Shelters	12%
% Stops With Benches	10%
% Stops With Real-Time Signs	4%

metrobus

Ridership

Annual Ridership

U7 — 339,654
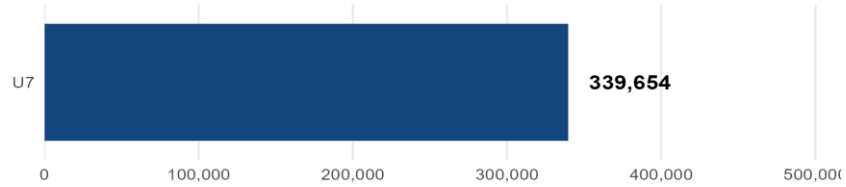
Top Transfer Locations

Minnesota Avenue, Deanwood

Average Daily Ridership
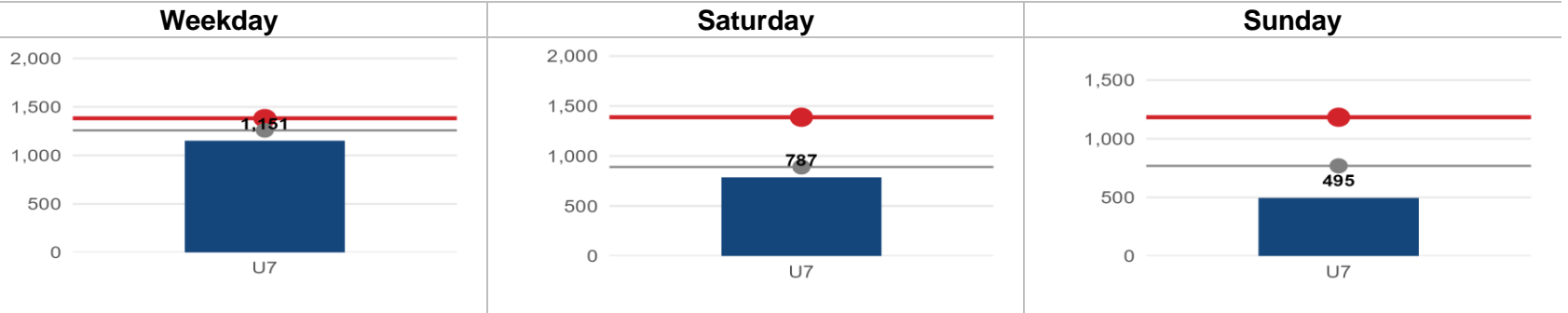
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
1,151	787	495

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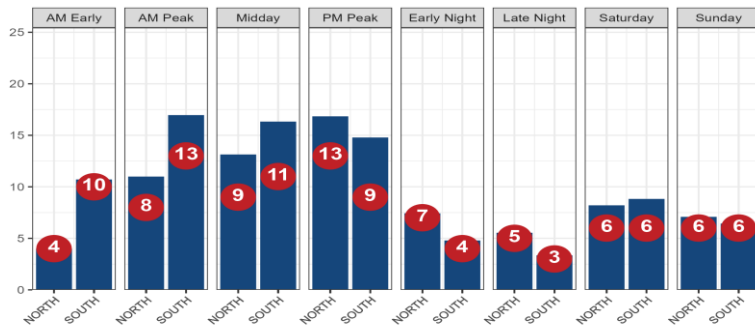
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.27	0.26
	Off-Peak Maximum Target: 1.0	0.19	0.19
	Saturday Maximum Target: 1.0	0.16	0.15
	Sunday Maximum Target: 1.0	0.15	0.14

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

B Deanwood- Minnesota Ave.

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service | varies	5:00 AM - 12:18 AM	-	A	5:00 AM - 12:18 AM	-	A	5:00 AM - 12:19 AM	-	A
	Frequency of Service | varies	Peak: 26.3 / Off-Peak: 24.0	Peak: 26.3 / Off-Peak: 36.7	B	24.5	39.6	A	30.0	40.8	A
Productivity	Passengers per Revenue Hour | 15	22.1	25.1	A	16.1	24.3	B	14.2	22.5	C
	Passengers per Revenue Mile | 2	2.6	2.9	A	1.8	2.6	C	1.7	2.3	D
Reliability	On-Time Performance | 79%	86%	82%	A	84%	82%	B	89%	81%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.26	Off-Peak: 0.23 Peak: 0.29	A	0.15	0.22	A	0.15	0.2	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$5.39	$ 5.84	B	$7.39	$ 6.11	E	$8.43	$ 6.59	E
	Cost Recovery | 20%	9%	13%	E	7%	12%	E	6%	11%	E

metrobus

Route U7

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	2.56	2.5	-

	Measure | Standard	Weekday			Saturday			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	25.1	A	16.1	24.3	B	14.2	22.5	C
	Passengers per Revenue Mile | 2	2.6	2.9	A	1.8	2.6	C	1.7	2.3	D
	Unique Segment Ridership | 10%	81%	29%	A	76%	43%	A	92%	52%	A
Reliability	**On-Time Performance |** 79%	86%	82%	A	84%	82%	B	89%	81%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.26	Off-Peak: 0.25 Peak: 0.32	A	0.15	0.24	A	0.15	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.39	$ 5.84	B	$7.39	$ 6.11	E	$8.43	$ 6.59	E
	Cost Recovery | 20%	9%	13%	E	7%	12%	E	6%	11%	E

metrobus

Operational Analysis

Miles Allocation

16,993
152,335

- Deadhead Miles
- Revenue Miles

Hours Allocation

1,371
18,063

- Deadhead Hours
- Revenue Hours
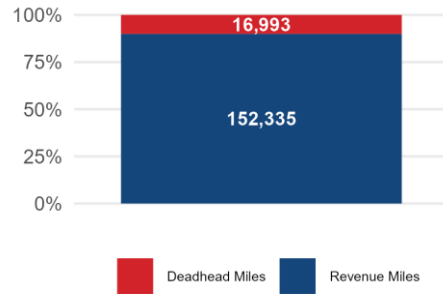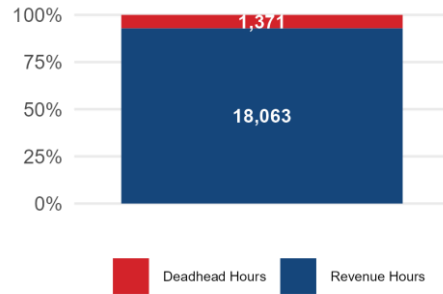
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U7	9.50	2,778	2,759 (99.3%)

Service Change Summary

Route U7 - Dec 2021:
Weekday: Relocate to bay N @ Minnesota Ave Sta.;
Saturday: Relocate to bay N @ Minnesota Ave Sta.;
Sunday: Relocate to bay N @ Minnesota Ave Sta.;

Passenger Miles per Revenue Mile
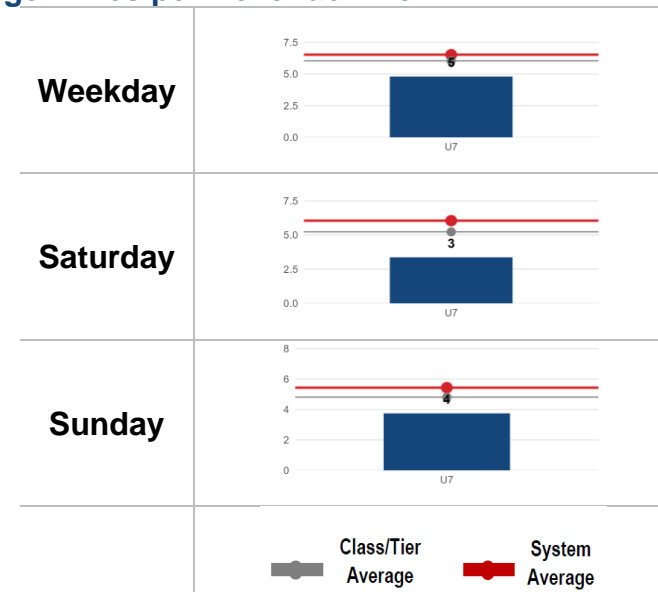
Weekday

Saturday

Sunday

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Deanwood-Alabama Avenue Line

Regional Transit

Ⓜ Metrorail

Local Bus

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

⦿ Transit Center

0   0.35   0.7 Miles

metrobus

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	A

Legend

■ Exceeds	■ Meets
■ Approaches	■ Below	■ Significantly Below

Line Benefit Score

41

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	48	18	59	
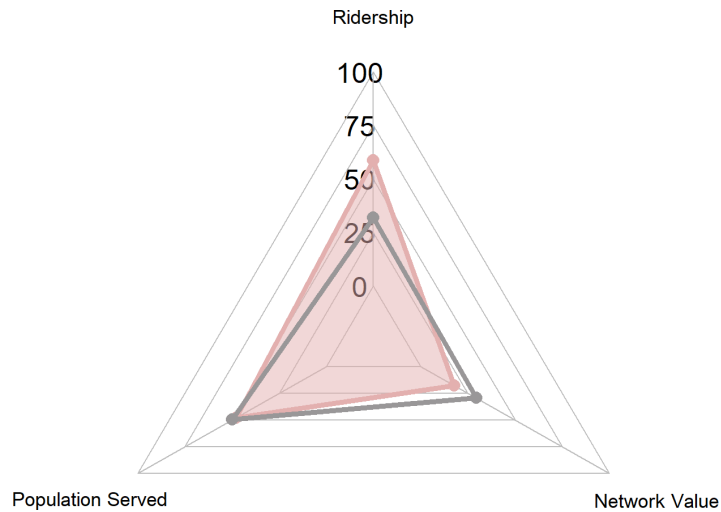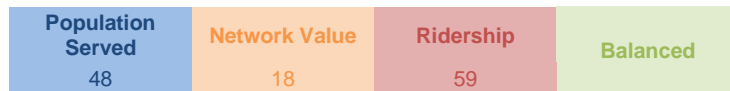
Operating Statistics

Annual Operating Costs	$5,882,677
Peak Vehicles	18
Vehicle Type(s)	40 Foot, 60 Foot

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

Service Area Population		54,599
People of Color Population	*Service Area*	50,626
	% Riders Surveyed	98%
Low Income Household	*Service Area*	25,879
	% Riders Surveyed	80%

Facilities/Amenities

Bus Stops	137
% Stops With Shelters	18%
% Stops With Benches	18%
% Stops With Real-Time Signs	5%

metrobus

Ridership

Annual Ridership

W4 — 1,824,047

(axis: 0 — 1,000,000 — 2,000,000)
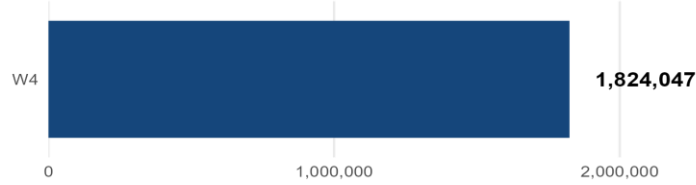
Top Transfer Locations

Benning Road, Congress Heights, Anacostia

Average Daily Ridership
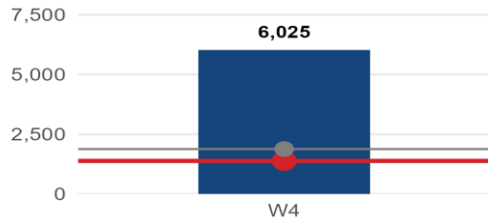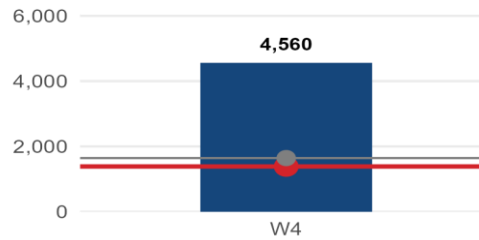
- ●— Class/Tier Average
- ●— System Average

Weekday	Saturday	Sunday
6,025	4,560	3,920

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
NORTH	12	19	20	21	16	9	16	14
SOUTH	13	20	20	19	13	7	15	13
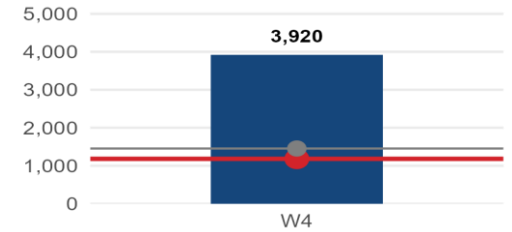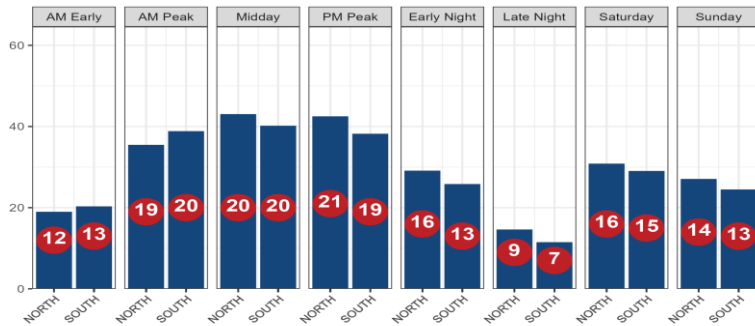
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.47	0.44
	Off-Peak Maximum Target: 1.0	0.4	0.37
	Saturday Maximum Target: 1.0	0.4	0.37
	Sunday Maximum Target: 1.0	0.35	0.31

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

A Deanwood-Alabama Avenue

Measure	Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	4:30 AM - 2:42 AM	-	A	6:00 AM - 2:41 AM	-	A	6:00 AM - 2:39 AM	-	A
Frequency of Service | varies	Peak: 12.1 / Off-Peak: 11.9	Peak: 20.8 / Off-Peak: 24.1	A	14.5	27.3	A	14.5	26.9	A
Productivity — **Passengers per Revenue Hour** | 20	30.4	20.3	A	27.7	20.2	A	26.7	18.1	A
Passengers per Revenue Mile | 2	3.3	2.0	A	2.7	1.9	A	2.3	1.6	A
Reliability — **On-Time Performance** | 79%	75%	78%	C	75%	77%	C	74%	78%	C
Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.46	Off-Peak: 0.3 Peak: 0.36	A	0.38	0.29	A	0.33	0.25	A
Cost Effectiveness — **Operating Cost per Passenger Trip** | $5	$3.92	$ 6.80	A	$4.31	$ 6.78	A	$4.47	$ 7.75	A
Cost Recovery | 20%	10%	18%	E	9%	16%	E	9%	14%	E

metrobus

Route W4

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	4.7	4.7	A
Route Design — Circuity | 1.75	2.92	1.46	E

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	30.4	20.3	A	27.7	20.2	A	26.7	18.1	A
	Passengers per Revenue Mile | 2	3.3	2.0	A	2.7	1.9	A	2.3	1.6	A
	Unique Segment Ridership | 10%	29%	20%	A	48%	36%	A	54%	39%	A
Reliability	On-Time Performance | 79%	75%	78%	C	75%	77%	C	74%	78%	C
	Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.46	Off-Peak: 0.3 Peak: 0.36	A	0.38	0.31	A	0.33	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$3.92	$6.80	A	$4.31	$6.78	A	$4.47	$7.75	A
	Cost Recovery | 20%	10%	18%	E	9%	17%	E	9%	15%	E
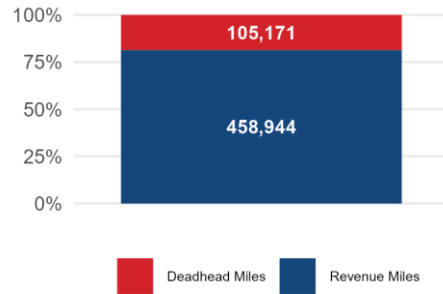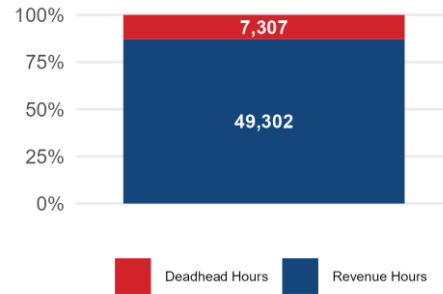
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 105,171
- Revenue Miles: 458,944

Hours Allocation

- Deadhead Hours: 7,307
- Revenue Hours: 49,302

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W4	29.50	5,298	5,213 (98.4%)

Service Change Summary

Route W4 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — 9 (W4)

Saturday — 8 (W4)

Sunday — 7 (W4)

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
District Heights-Seat Pleasant Line

Regional Transit

Ⓜ Metrorail

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

RD OR BL GR YW SV

0   0.35   0.7 Miles

metrobus

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   **B**

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

metrobus   FY 2022 ANNUAL LINE PERFORMANCE REPORT

365

Line Benefit Score

23

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	36	24	8	
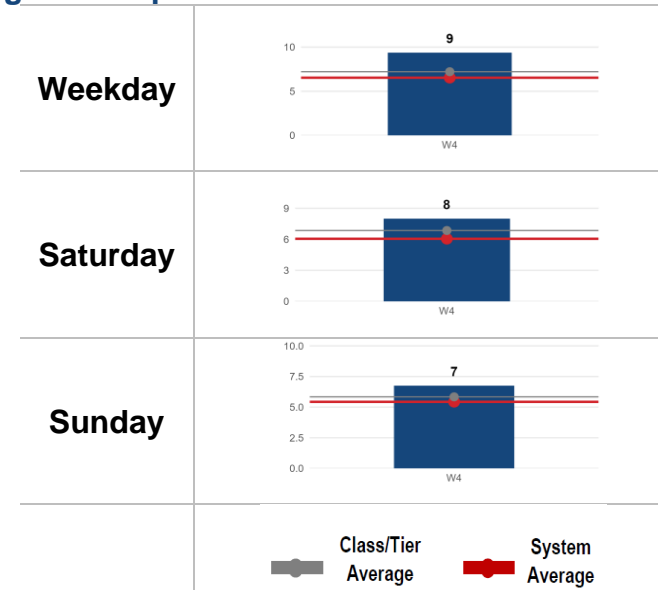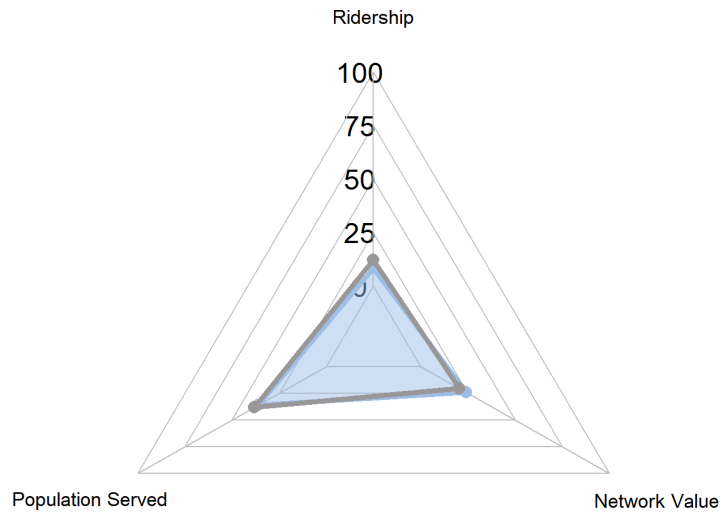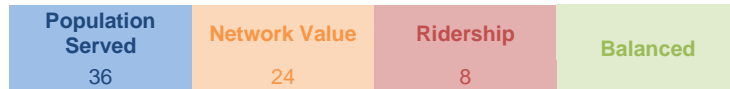
Operating Statistics

	Annual Operating Costs	$1,811,731
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population		29,211
	People of Color Population	Service Area	26,232
		% Riders Surveyed	97%
	Low Income Household	Service Area	9,513
		% Riders Surveyed	72%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

V14 — 250,739

(bar chart axis: 0 | 100,000 | 200,000 | 300,000)
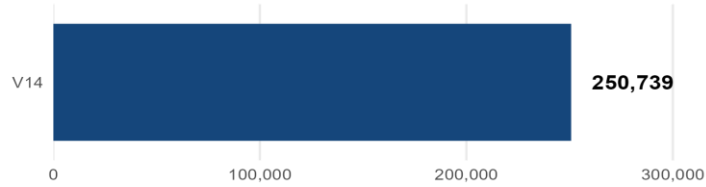
Top Transfer Locations

Addison Road, Deanwood

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
V14: 851	V14: 448	V14: 375

Average Trip Ridership and Maximum Load by Time Period

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

Vehicle Load Factor

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

Span and Frequency

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: 24.4 / Off-Peak: 54.7	Peak: 29.7 / Off-Peak: 41.4	A	60.0	46.6	B	60.0	48.8	B
Productivity Passengers per Revenue Hour | 10	17.5	17	A	15.7	19	A	13.9	19	A
Passengers per Revenue Mile | 1	1.2	1.4	A	1.3	1.5	A	1.1	1.5	A
Reliability On-Time Performance | 79%	81%	82%	B	71%	79%	D	83%	82%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.22	Off-Peak: 0.19 Peak: 0.24	A	0.23	0.22	A	0.2	0.2	A
Cost Effectiveness Operating Cost per Passenger Trip | $7	$6.82	$7.90	A	$7.60	$6.88	B	$8.57	$6.81	D
Cost Recovery | 20%	9%	11%	E	8%	9%	E	7%	9%	E

metrobus

Route V14

Measure | Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	6	5	E
Route Design Circuity | N/A	1.99	1.8	-

	Measure | Standard	Weekday			Saturday			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	17.5	17	A	15.7	19	A	13.9	19	A
	Passengers per Revenue Mile | 1	1.2	1.4	A	1.3	1.5	A	1.1	1.5	A
	Unique Segment Ridership | 10%	64%	47%	A	63%	59%	A	72%	61%	A
Reliability	On-Time Performance | 79%	81%	82%	B	71%	79%	D	83%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.22	Off-Peak: 0.19 Peak: 0.24	A	0.23	0.22	A	0.2	0.21	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$6.82	$ 7.90	A	$7.60	$ 6.88	B	$8.57	$ 6.81	D
	Cost Recovery | 20%	9%	10%	E	8%	9%	E	7%	9%	E

Operational Analysis
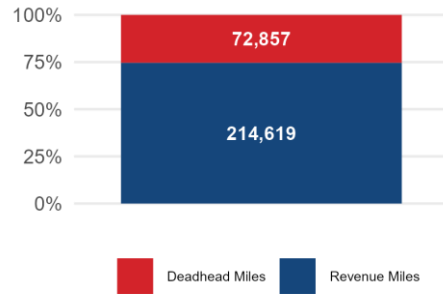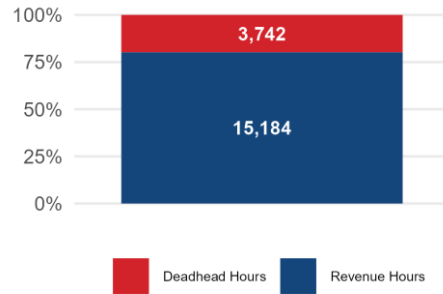
Miles Allocation

- Deadhead Miles: 72,857
- Revenue Miles: 214,619

Hours Allocation

- Deadhead Hours: 3,742
- Revenue Hours: 15,184

Service Delivery (Monthly)

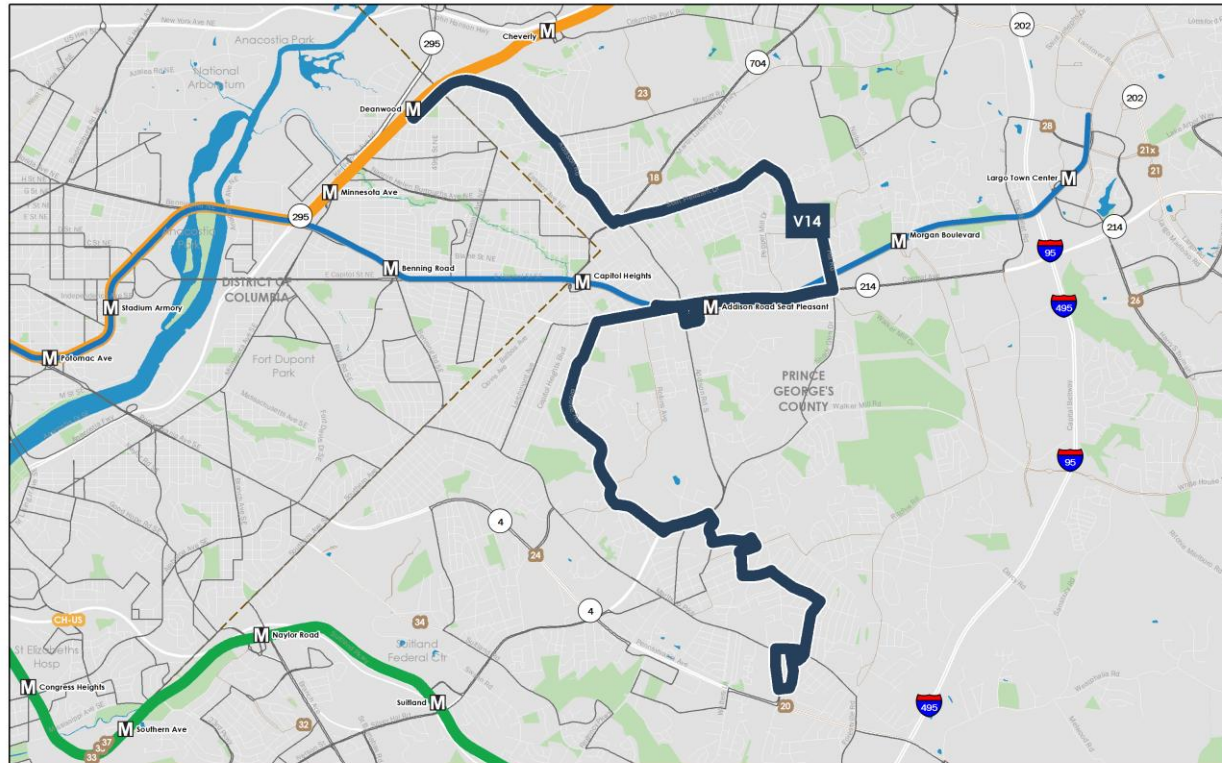| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V14	24.50	1,521	1,504 (98.9%)

Service Change Summary

Route V14 - Dec 2021:
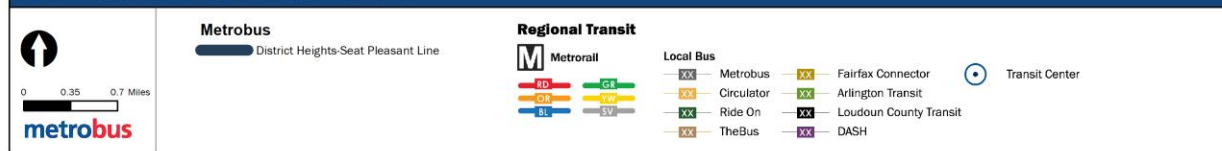Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — V14: 5

Saturday — V14: 6

Sunday — V14: 5

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
District Heights-Suitland Line

Regional Transit

Metrorail

Local Bus

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

GR
YW
SV

⦿ Transit Center

0   0.25   0.5 Miles

metrobus

Service Classification

Framework

Activity Tier

3

Overall Grade

Line | **B**

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

metrobus

Line Benefit Score

17

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
19	22	11	

Line Score:

Operating Statistics
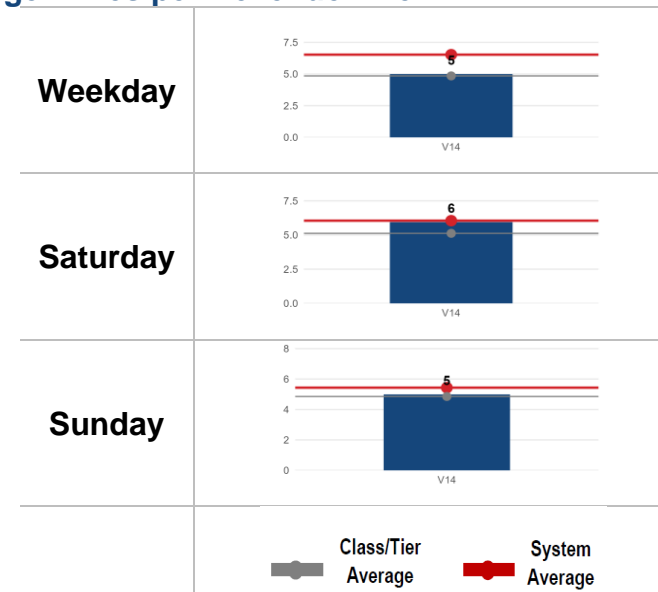
Annual Operating Costs	$2,004,431
Peak Vehicles	5
Vehicle Type(s)	40 Foot

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

Service Area Population		20,090
People of Color Population	Service Area	18,101
	% Riders Surveyed	86%
Low Income Household	Service Area	6,361
	% Riders Surveyed	55%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

V12 — 292,553
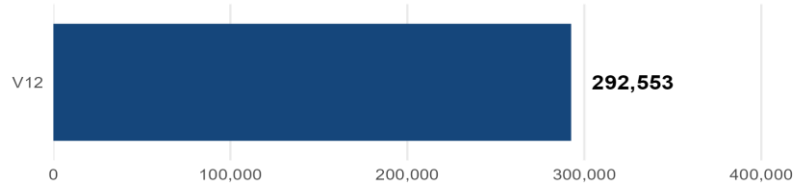
Top Transfer Locations

Suitland, Addison Road
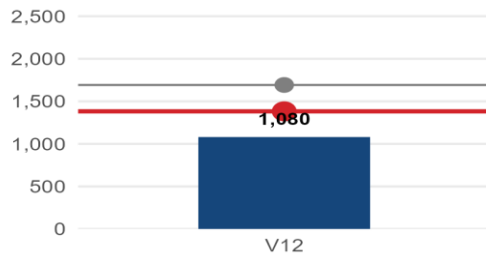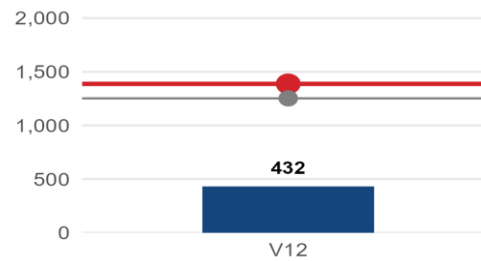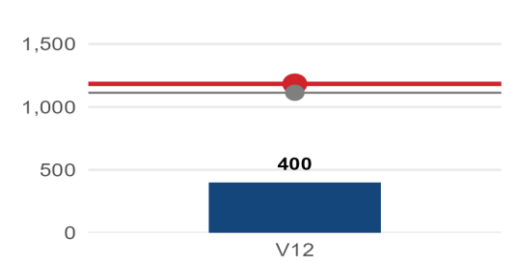
Average Daily Ridership

Legend:
- — Class/Tier Average
- — System Average

Weekday	Saturday	Sunday
V12 — 1,080	V12 — 432	V12 — 400

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	10	13
AM Peak	11	14
Midday	8	11
PM Peak	14	11
Early Night	9	8
Late Night	8	6
Saturday	8	10
Sunday	8	9
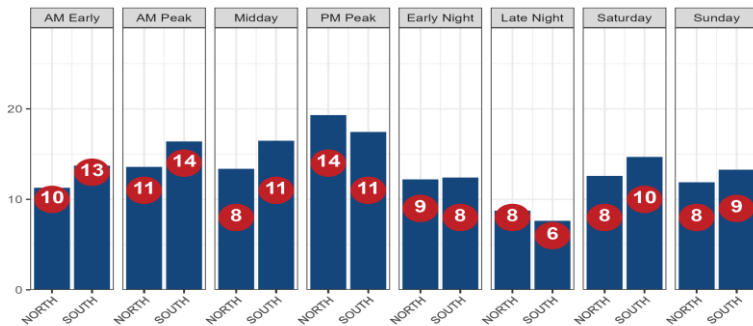
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.31	0.31
	Off-Peak Maximum Target: 1.0	0.22	0.25
	Saturday Maximum Target: 1.0	0.21	0.26
	Sunday Maximum Target: 1.0	0.2	0.24

metrobus

Span and Frequency

FY 2022 ANNUAL LINE PERFORMANCE REPORT
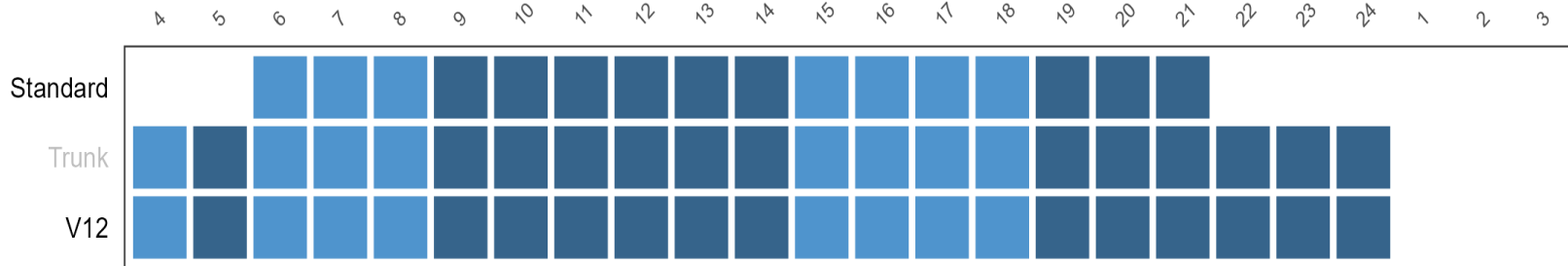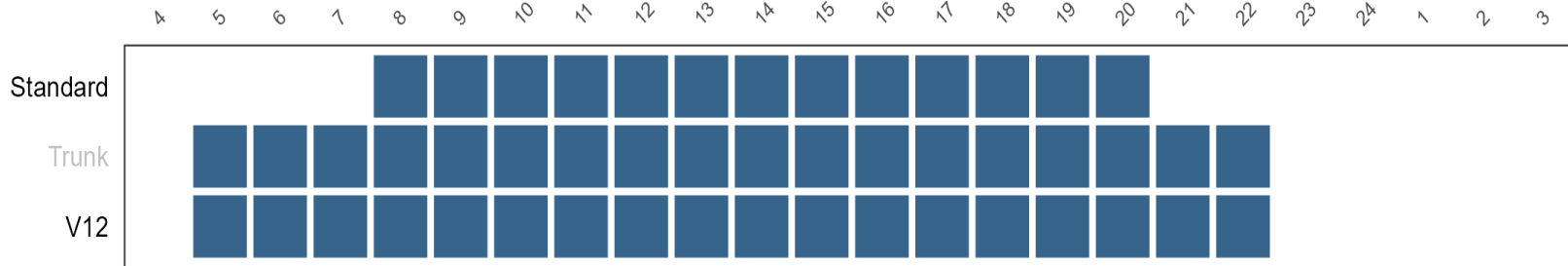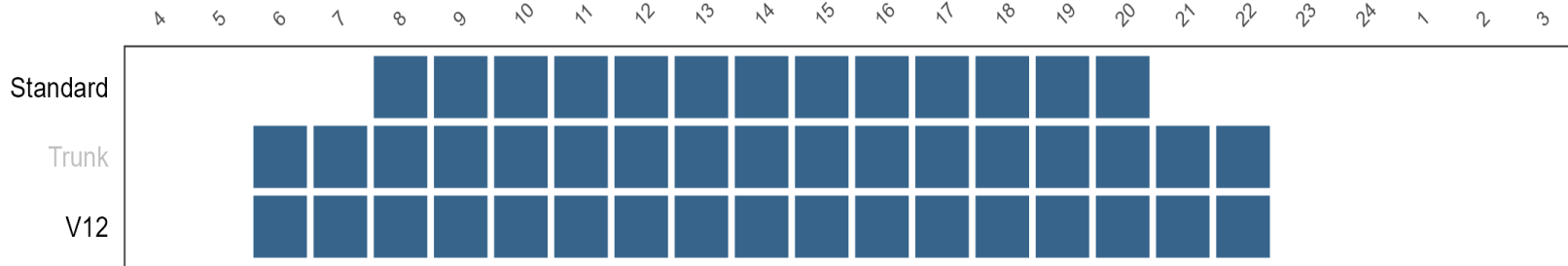
B District Heights-Suitland

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: 25.9 / Off-Peak: 38.5	Peak: 22.8 / Off-Peak: 34.7	B	60.1	41.6	C	60.9	39.8	C
Productivity	**Passengers per Revenue Hour** | 15	19.8	20.5	A	17.9	17.8	A	16.7	17.0	A
	Passengers per Revenue Mile | 1	1.6	1.7	A	1.5	1.5	A	1.4	1.4	A
Reliability	**On-Time Performance** | 79%	86%	79%	A	85%	77%	A	86%	80%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.31	Off-Peak: 0.27 Peak: 0.35	A	0.23	0.26	A	0.21	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$6.01	$ 6.46	A	$6.66	$ 7.22	A	$7.13	$ 7.50	B
	Cost Recovery | 20%	9%	13%	E	8%	11%	E	7%	11%	E

metrobus

Route V12

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.9	4.7	E
Route Design	**Circuity |** 1.75	2.01	2.2	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	19.8	20.5	A	17.9	17.8	A	16.7	17.0	A
	Passengers per Revenue Mile | 1	1.6	1.7	A	1.5	1.5	A	1.4	1.4	A
	Unique Segment Ridership | 10%	60%	40%	A	57%	56%	A	63%	59%	A
Reliability	**On-Time Performance |** 79%	86%	79%	A	85%	77%	A	86%	80%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.31	Off-Peak: 0.29 Peak: 0.35	A	0.23	0.26	A	0.21	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.01	$ 6.46	A	$6.66	$ 7.22	A	$7.13	$ 7.50	B
	Cost Recovery | 20%	9%	14%	E	8%	11%	E	7%	10%	E

Operational Analysis
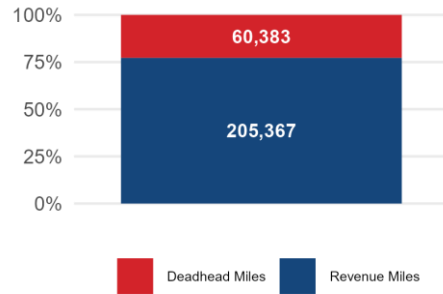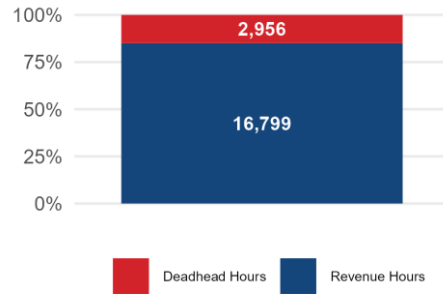
Miles Allocation

Deadhead Miles: 60,383
Revenue Miles: 205,367

Hours Allocation

Deadhead Hours: 2,956
Revenue Hours: 16,799

Service Delivery (Monthly)

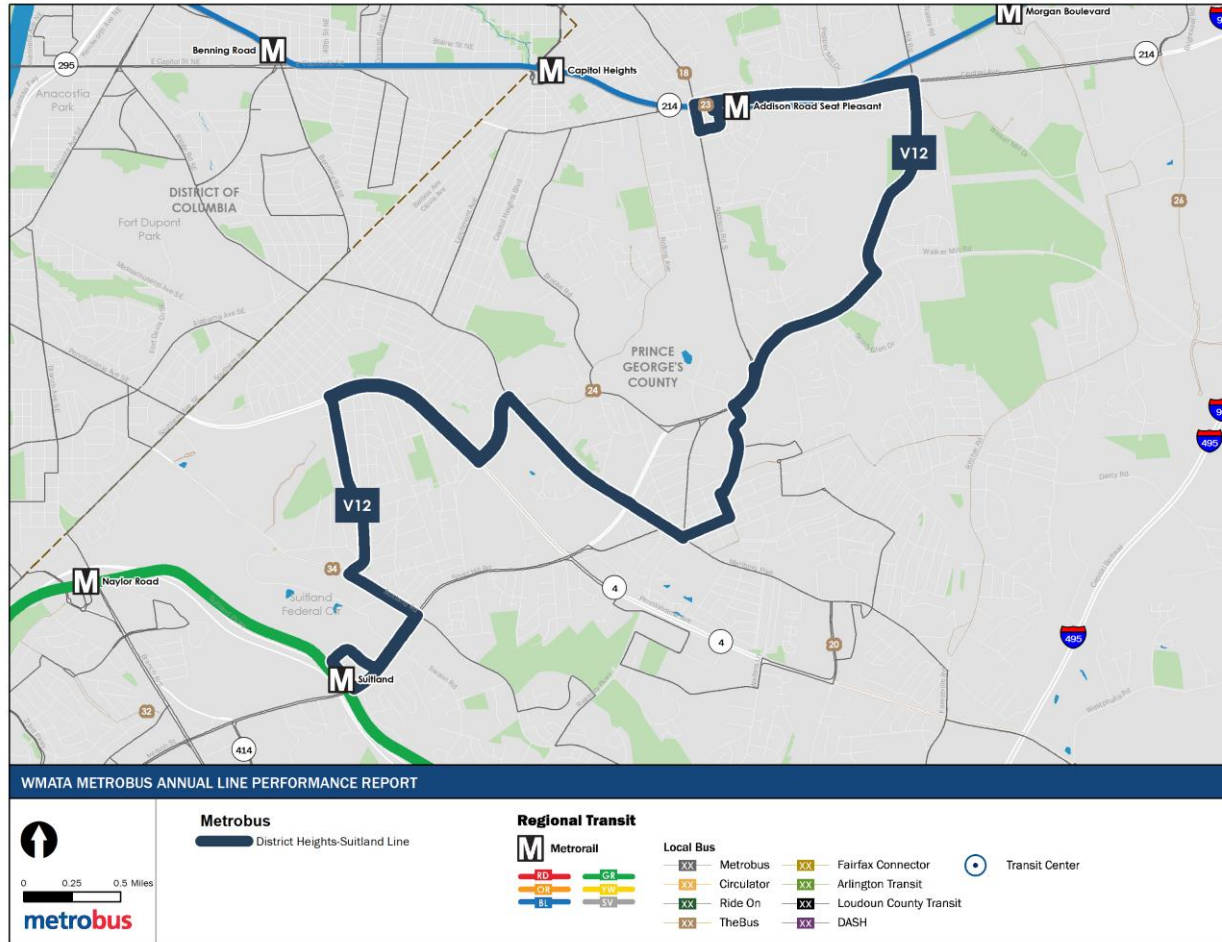| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
V12	17.70	1,816	1,806 (99.4%)

Service Change Summary

Route V12 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — V12
Saturday — V12
Sunday — V12

Class/Tier Average
System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— East Capitol Street-Cardozo Line

0   0.425   0.85 Miles

metrobus

Regional Transit

M **Metrorail**

RD   GR
OR   YW
BL   SV

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

Service Classification

Framework

Activity Tier

1

Overall Grade

Line   C

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

metrobus

Line Benefit Score

54
Out of 100

Ridership / Network Value / Population Served radar chart

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	100	28	34	

Operating Statistics
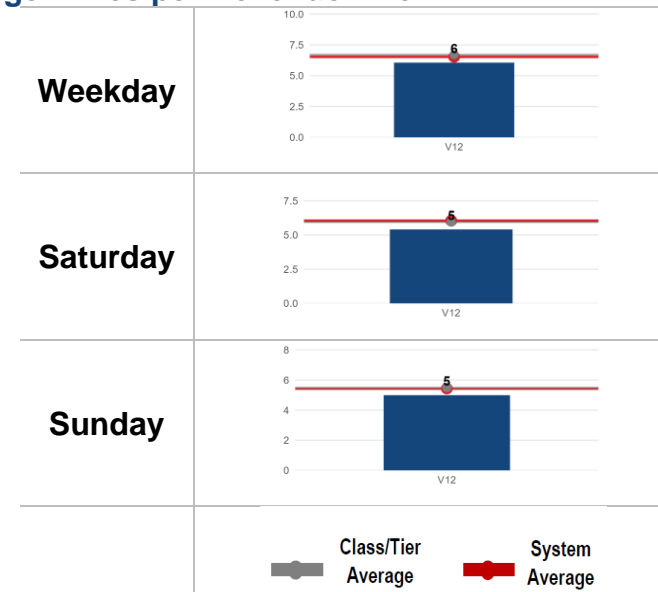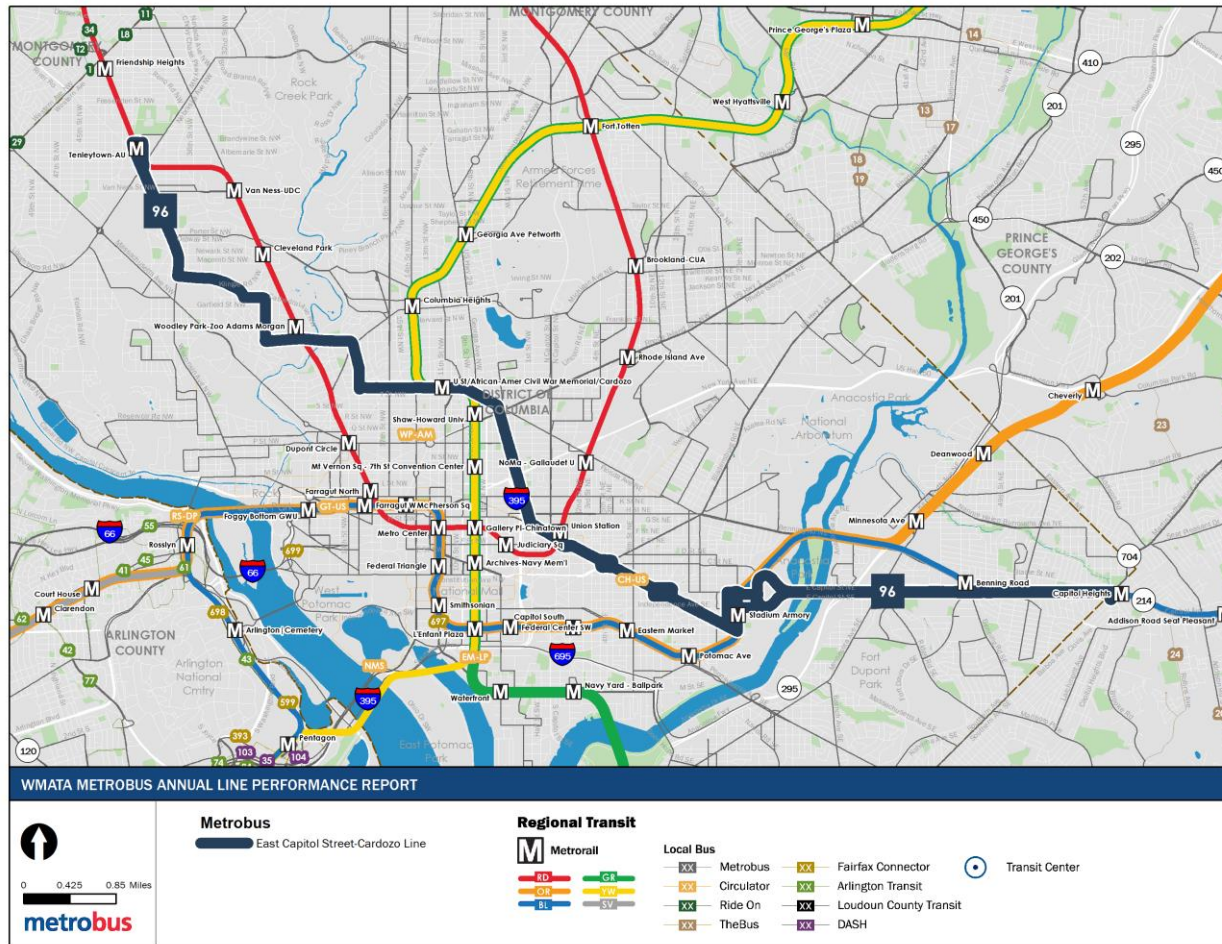
Annual Operating Costs	$5,434,201
Peak Vehicles	12
Vehicle Type(s)	40 Foot

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

Service Area Population			103,226
People of Color Population	Service Area	39,289
	% Riders Surveyed	68%
Low Income Household	Service Area	16,737
	% Riders Surveyed	47%

Facilities/Amenities

Bus Stops	136
% Stops With Shelters	29%
% Stops With Benches	23%
% Stops With Real-Time Signs	7%

Ridership

Annual Ridership	96 ▮ 999,113 (bar chart, axis 0 – 1,000,000)
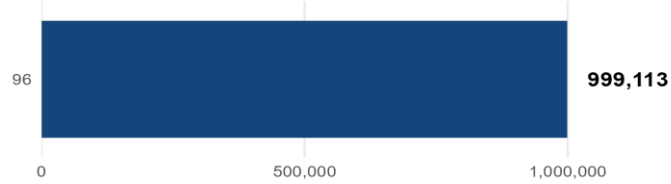
Top Transfer Locations

U Street-Cardozo, Union Station, Woodley Park-Zoo

Average Daily Ridership
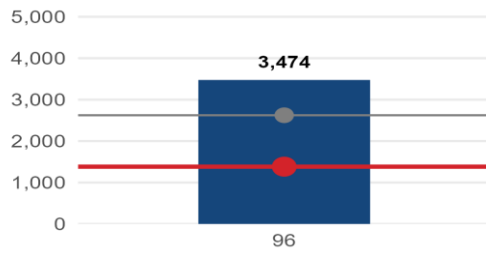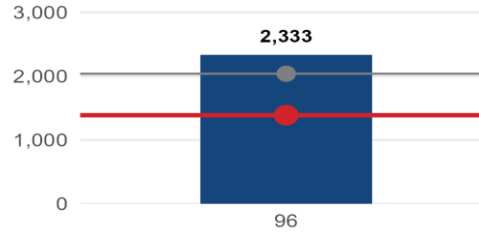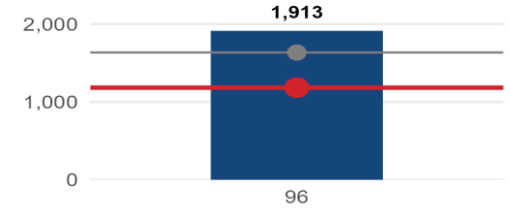
— Class/Tier Average

— System Average

Weekday	Saturday	Sunday
3,474	2,333	1,913
96	96	96

Average Trip Ridership and Maximum Load by Time Period

Time periods: AM Early, AM Peak, Midday, PM Peak, Early Night, Late Night, Saturday, Sunday

Period	EAST	WEST
AM Early	7	11
AM Peak	18	21
Midday	15	18
PM Peak	22	22
Early Night	12	11
Late Night	8	5
Saturday	14	16
Sunday	12	13
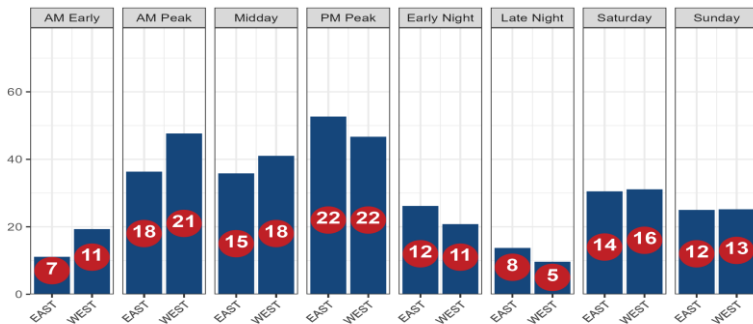
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.51	0.54
	Off-Peak Maximum Target: 1.0	0.32	0.36
	Saturday Maximum Target: 1.0	0.37	0.4
	Sunday Maximum Target: 1.0	0.31	0.33

metrobus

Span and Frequency

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

Weekday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard																								
Trunk			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
96					-	-																		

Saturday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard																								
Trunk				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
96																								

Sunday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard																								
Trunk				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
96																								
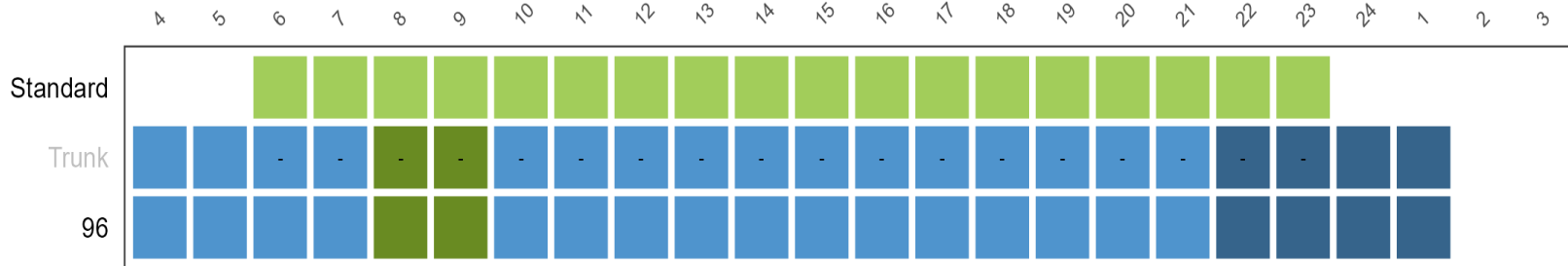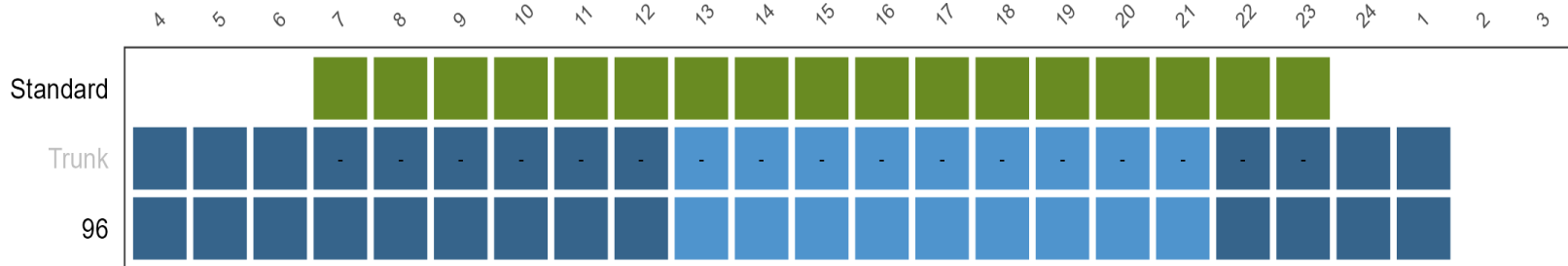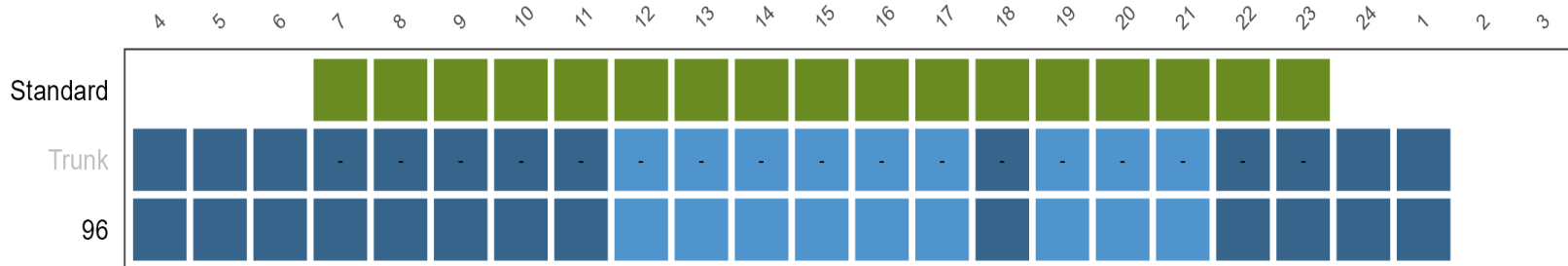
C East Capitol Street-Cardozo

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:20 AM - 1:08 AM	-	A	4:55 AM - 1:14 AM	-	A	4:55 AM - 1:05 AM	-	A
	Frequency of Service | varies	Peak: 22.6 / Off-Peak: 23.6	Peak: 16.6 / Off-Peak: 20	D	30.8	22.5	E	30.6	25.9	E
Productivity	**Passengers per Revenue Hour** | 30	25.1	24.4	D	23.2	21.6	E	20.1	20.0	E
	Passengers per Revenue Mile | 4	2.8	3.2	E	2.4	2.7	E	2.0	2.4	E
Reliability	**On-Time Performance** | 79%	65%	74%	E	57%	72%	E	63%	76%	E
	Crowding | 5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.52	Off-Peak: 0.29 Peak: 0.38	A	0.38	0.29	A	0.32	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$4.75	$ 5.47	A	$5.14	$ 6.24	B	$5.93	$ 6.78	C
	Cost Recovery | 25%	20%	21%	D	19%	18%	D	16%	17%	E

metrobus

Route 96

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	5.2	5.2	E
Route Design — **Circuity |** 1.75	1.16	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	25.1	24.4	D	23.2	21.6	E	20.1	20.0	E
	Passengers per Revenue Mile | 4	2.8	3.2	E	2.4	2.7	E	2.0	2.4	E
	Unique Segment Ridership | 10%	39%	22%	A	34%	34%	A	38%	34%	A
Reliability	**On-Time Performance |** 79%	65%	74%	E	57%	72%	E	63%	76%	E
	Crowding | 5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.34 Peak: 0.52	Off-Peak: 0.29 Peak: 0.38	A	0.38	0.29	A	0.32	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.75	$ 5.47	A	$5.14	$ 6.24	B	$5.93	$ 6.78	C
	Cost Recovery | 25%	20%	21%	D	19%	18%	D	16%	17%	E

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 328,880
- Revenue Miles: 420,309

Hours Allocation

- Deadhead Hours: 14,678
- Revenue Hours: 45,543
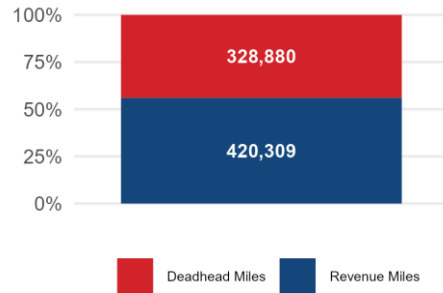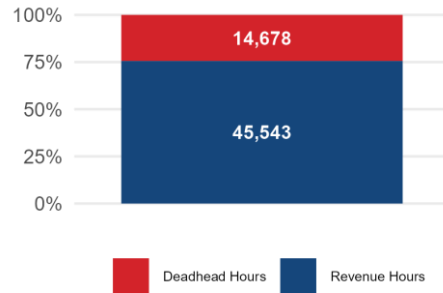
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
96	26.70	2,751	2,702 (98.2%)

Service Change Summary

Route 96 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday	9
Saturday	8
Sunday	7

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

3

Overall Grade

Line	A

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below
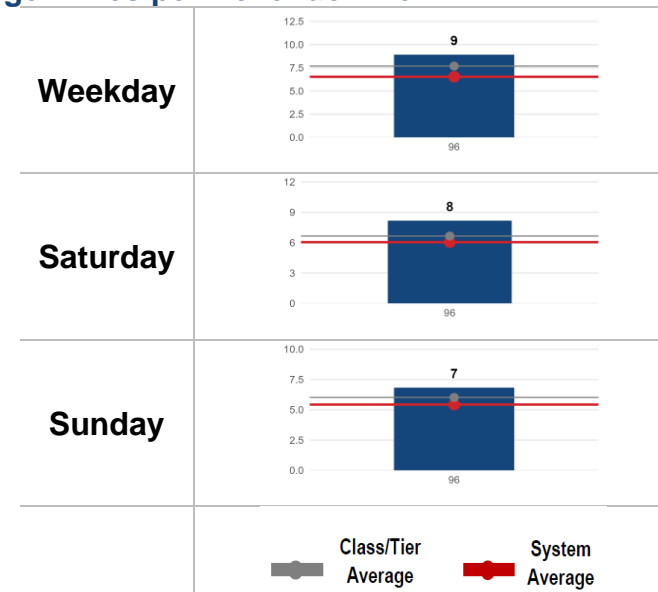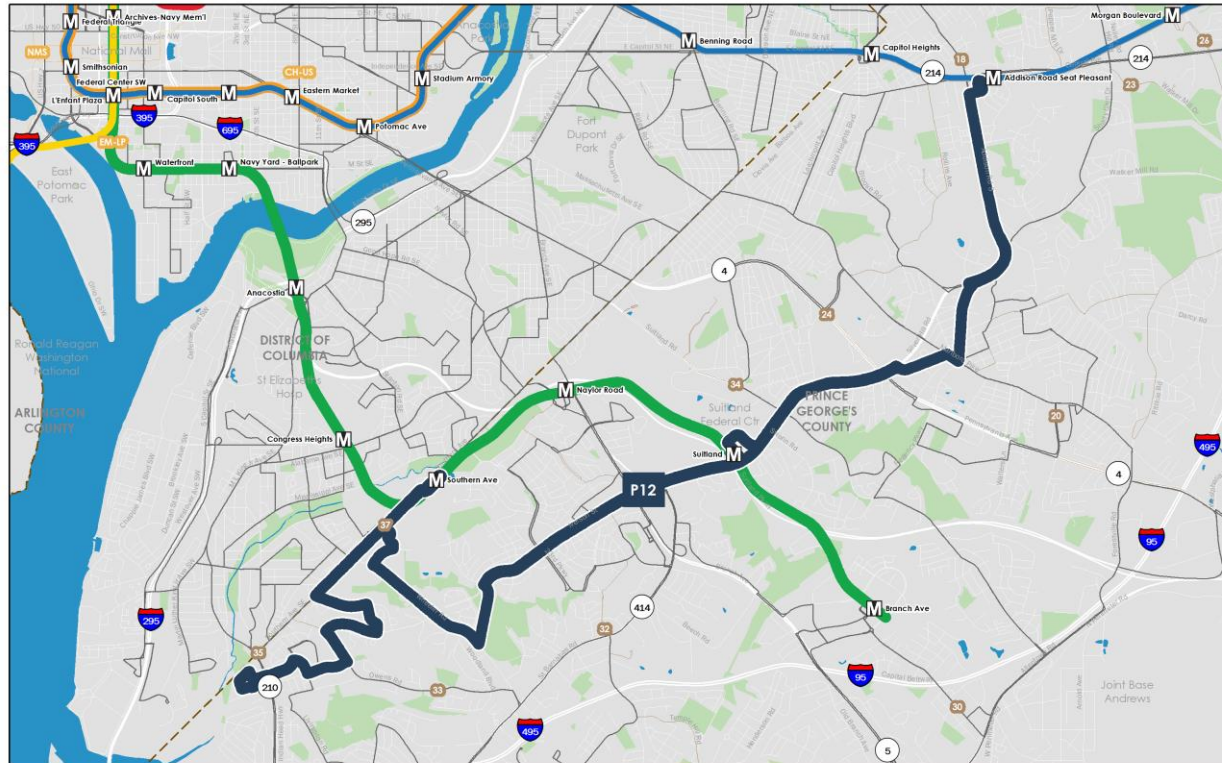
metrobus
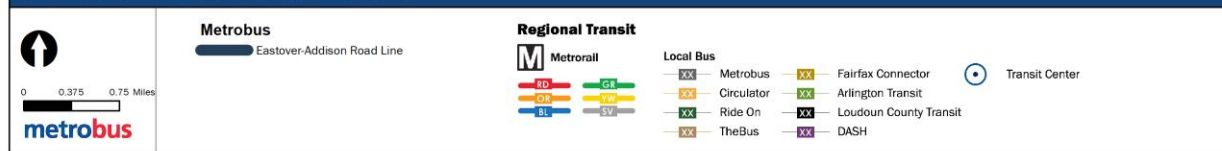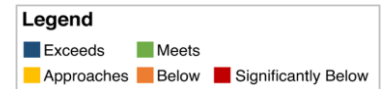
Line Benefit Score

<div>

38

Out of 100

</div>

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	36	23	56	
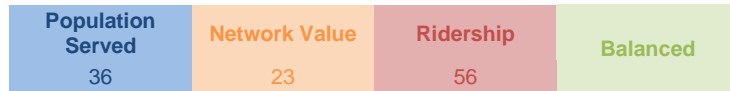
Operating Statistics

Annual Operating Costs	$5,359,117
Peak Vehicles	17
Vehicle Type(s)	40 Foot

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

Service Area Population		36,499
People of Color Population	Service Area	32,358
	% Riders Surveyed	99%
Low Income Household	Service Area	12,497
	% Riders Surveyed	71%

Facilities/Amenities

Bus Stops	156
% Stops With Shelters	8%
% Stops With Benches	10%
% Stops With Real-Time Signs	3%

metrobus

Ridership

Annual Ridership

P12   **1,721,220**

| | 0 | 500,000 | 1,000,000 | 1,500,000 | 2,000,000 | 2,500,000 |
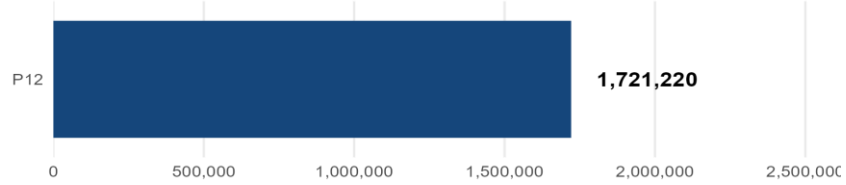
Top Transfer Locations

Southern Avenue, Suitland, Addison Road

Average Daily Ridership
- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
5,718 (P12)	4,284 (P12)	3,641 (P12)

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST 16 / WEST 11	EAST 21 / WEST 16	EAST 17 / WEST 16	EAST 18 / WEST 21	EAST 12 / WEST 14	EAST 6 / WEST 7	EAST 13 / WEST 13	EAST 12 / WEST 12
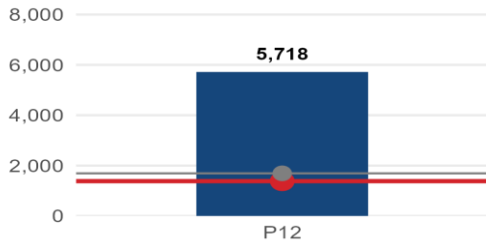
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.47	0.49
	Off-Peak Maximum Target: 1.0	0.35	0.35
	Saturday Maximum Target: 1.0	0.32	0.33
	Sunday Maximum Target: 1.0	0.29	0.29

metrobus

Span and Frequency

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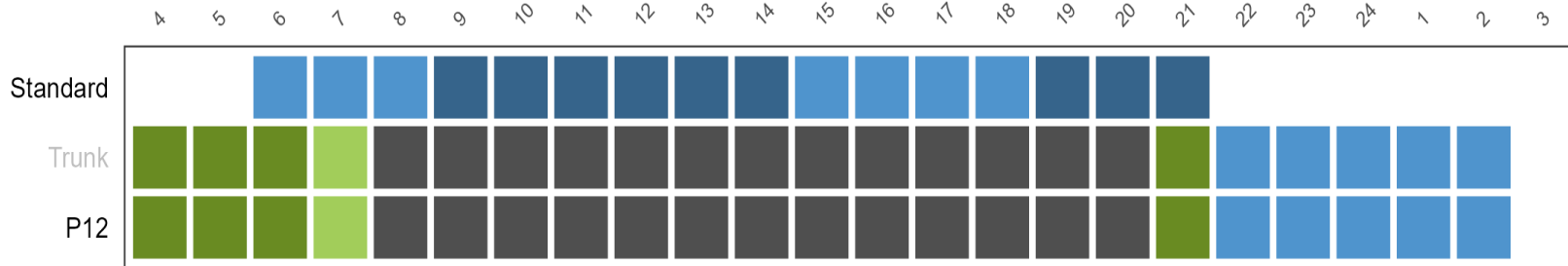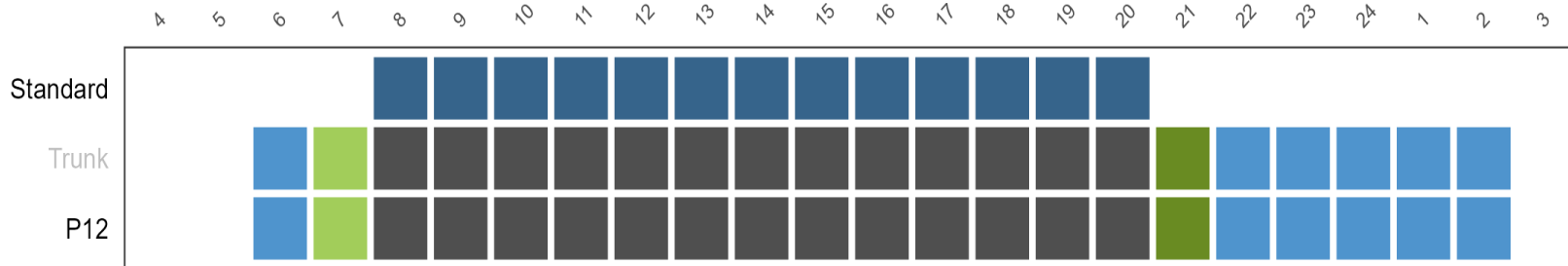
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
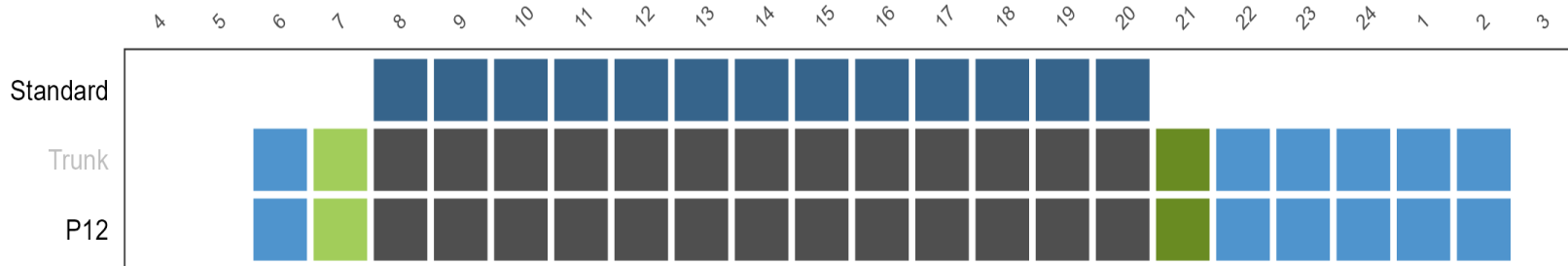
A Eastover-Addison Road

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: 13.3 / Off-Peak: 12.0	Peak: 22.8 / Off-Peak: 34.7	A	14.4	41.6	A	14.4	39.8	A
Productivity	**Passengers per Revenue Hour | 15**	27.4	20.5	A	24.0	17.8	A	20.6	17.0	A
	Passengers per Revenue Mile | 1	2.4	1.7	A	2.0	1.5	A	1.7	1.4	A
Reliability	**On-Time Performance | 79%**	79%	79%	C	78%	77%	C	80%	80%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	1%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.48	Off-Peak: 0.27 Peak: 0.35	A	0.33	0.26	A	0.29	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$4.36	$ 6.46	A	$4.97	$ 7.22	A	$5.80	$ 7.50	A
	Cost Recovery | 20%	7%	13%	E	6%	11%	E	5%	11%	E

Route P12

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	5.7	4.7	E
Route Design — **Circuity |** 1.75	1.66	2.2	B

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	27.4	20.5	A	24.0	17.8	A	20.6	17.0	A
	Passengers per Revenue Mile | 1	2.4	1.7	A	2.0	1.5	A	1.7	1.4	A
	Unique Segment Ridership | 10%	46%	40%	A	54%	56%	A	54%	59%	A
Reliability	**On-Time Performance |** 79%	79%	79%	C	78%	77%	C	80%	80%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	1%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.48	Off-Peak: 0.29 Peak: 0.35	A	0.33	0.26	A	0.29	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.36	$ 6.46	A	$4.97	$ 7.22	A	$5.80	$ 7.50	A
	Cost Recovery | 20%	7%	14%	E	6%	11%	E	5%	10%	E

Operational Analysis
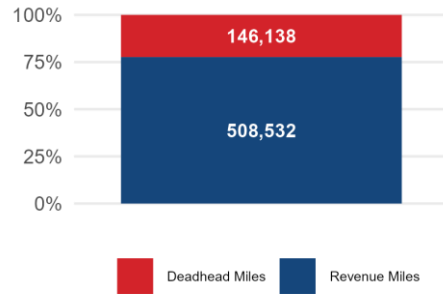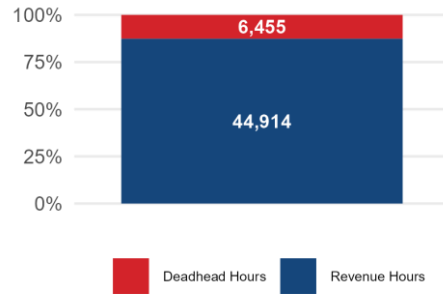
Miles Allocation

Deadhead Miles: 146,138
Revenue Miles: 508,532

Hours Allocation

Deadhead Hours: 6,455
Revenue Hours: 44,914

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P12	28.10	5,208	5,122 (98.3%)

Service Change Summary

Route P12 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday: 9
Saturday: 7
Sunday: 7

Class/Tier Average
System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification
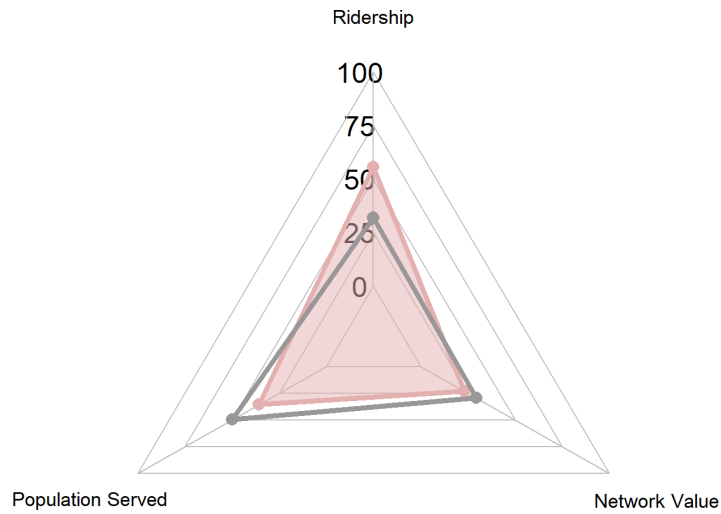
Framework

Activity Tier

2

Overall Grade

Line   D

Legend: Exceeds | Meets | Approaches | Below | Significantly Below

Line Benefit Score

21

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	29	28	5	

Operating Statistics

Annual Operating Costs		$1,629,144
Peak Vehicles		4
Vehicle Type(s)		40 Foot

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

Service Area Population			31,281
People of Color Population	Service Area		12,830
	% Riders Surveyed		84%
Low Income Household	Service Area		5,406
	% Riders Surveyed		60%

Facilities/Amenities

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

Ridership

Annual Ridership

1C	145,474

0   50,000   100,000   150,000   200,000
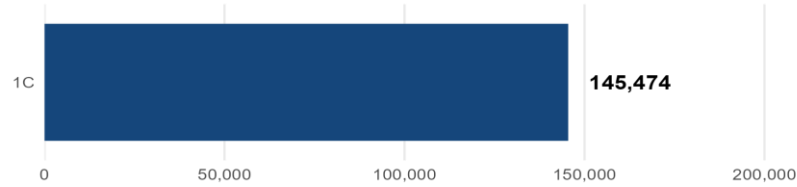
Top Transfer Locations

Dunn Loring, Vienna

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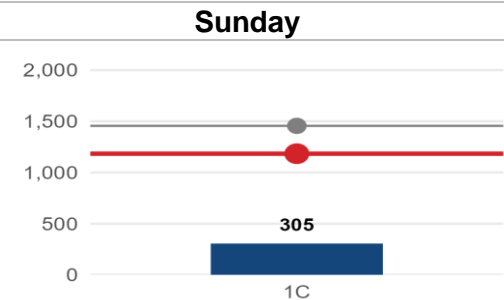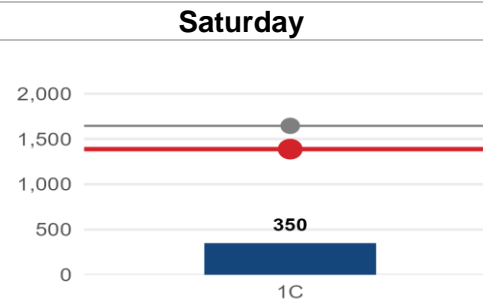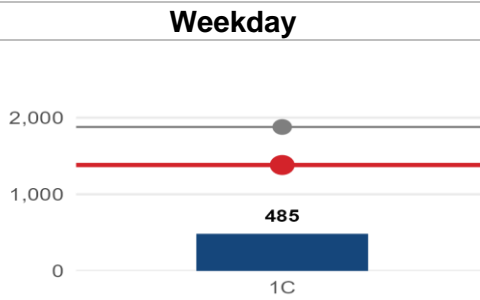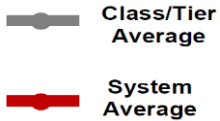
Class/Tier Average (gray)
System Average (red)

Weekday	Saturday	Sunday
485	350	305
1C	1C	1C

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST 3	EAST 5 / WEST 9	EAST 7 / WEST 8	EAST 8 / WEST 7	EAST 7 / WEST 5	EAST 3 / WEST 3	EAST 8 / WEST 8	EAST 7 / WEST 7
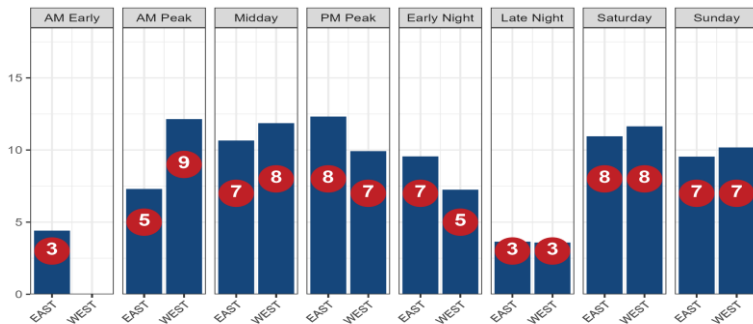
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.17	0.19
	Off-Peak Maximum Target: 1.0	0.15	0.17
	Saturday Maximum Target: 1.0	0.19	0.21
	Sunday Maximum Target: 1.0	0.17	0.19

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus
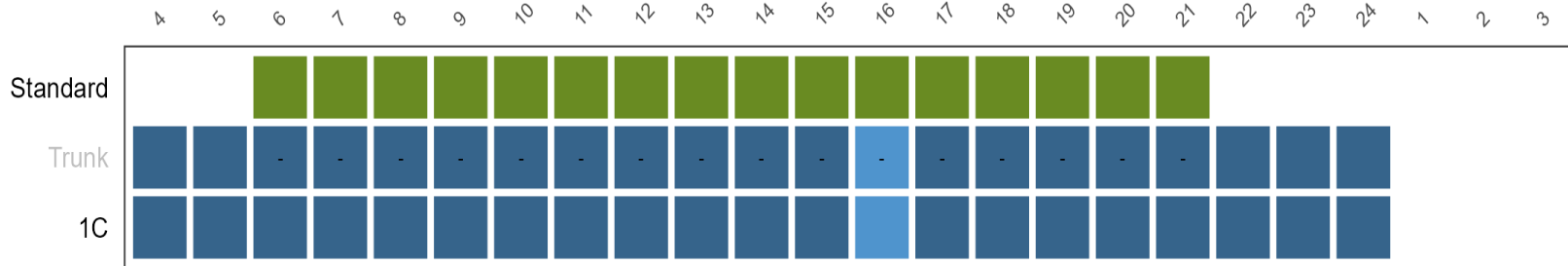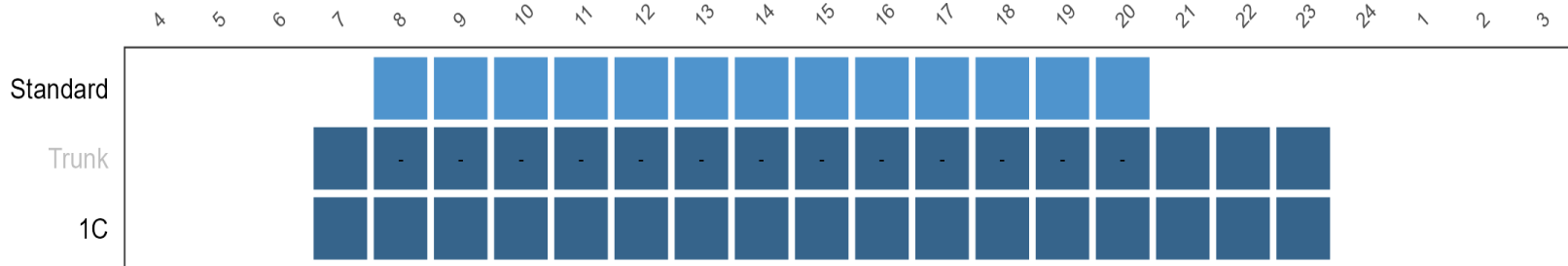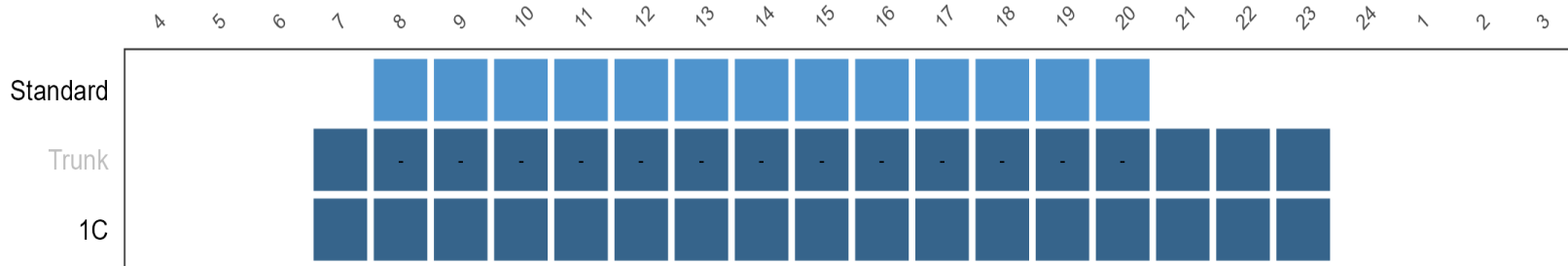
D Fair Oaks-Fairfax Blvd.

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	4:04 AM - 12:20 AM	-	A	7:20 AM - 11:05 PM	-	A	7:20 AM - 11:09 PM	-	A
Frequency of Service | varies	Peak: 32.5 / Off-Peak: 55.0	Peak: 20.8 / Off-Peak: 24.1	E	60.0	27.3	E	60.2	26.9	E
Productivity — Passengers per Revenue Hour | 20	8.6	20.3	E	10.7	20.2	E	9.3	18.1	E
Passengers per Revenue Mile | 2	0.7	2.0	E	0.8	1.9	E	0.7	1.6	E
Reliability — On-Time Performance | 79%	85%	78%	A	86%	77%	A	81%	78%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.18	Off-Peak: 0.3 Peak: 0.36	A	0.2	0.29	A	0.18	0.25	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$13.92	$ 6.80	E	$11.17	$ 6.78	E	$12.81	$ 7.75	E
Cost Recovery | 20%	9%	18%	E	12%	16%	E	10%	14%	E

metrobus

Route 1C

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	2.8	4.7	E
Route Design — **Circuity |** 1.75	1.9	1.46	C

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	8.6	20.3	E	10.7	20.2	E	9.3	18.1	E
	Passengers per Revenue Mile | 2	0.7	2.0	E	0.8	1.9	E	0.7	1.6	E
	Unique Segment Ridership | 10%	70%	20%	A	74%	36%	A	73%	39%	A
Reliability	**On-Time Performance |** 79%	85%	78%	A	86%	77%	A	81%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.18	Off-Peak: 0.3 Peak: 0.36	A	0.2	0.31	A	0.18	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$13.92	$ 6.80	E	$11.17	$ 6.78	E	$12.81	$ 7.75	E
	Cost Recovery | 20%	9%	18%	E	12%	17%	E	10%	15%	E

Operational Analysis
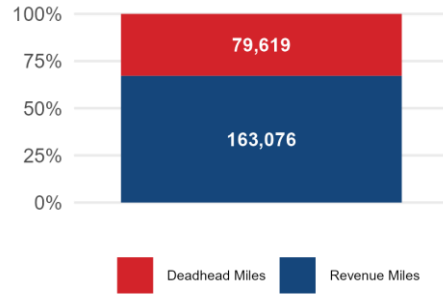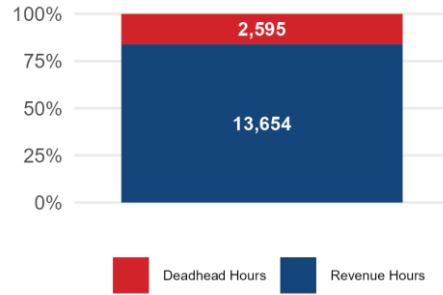
Miles Allocation

- Deadhead Miles: 79,619
- Revenue Miles: 163,076

Hours Allocation

- Deadhead Hours: 2,595
- Revenue Hours: 13,654

Service Delivery (Monthly)

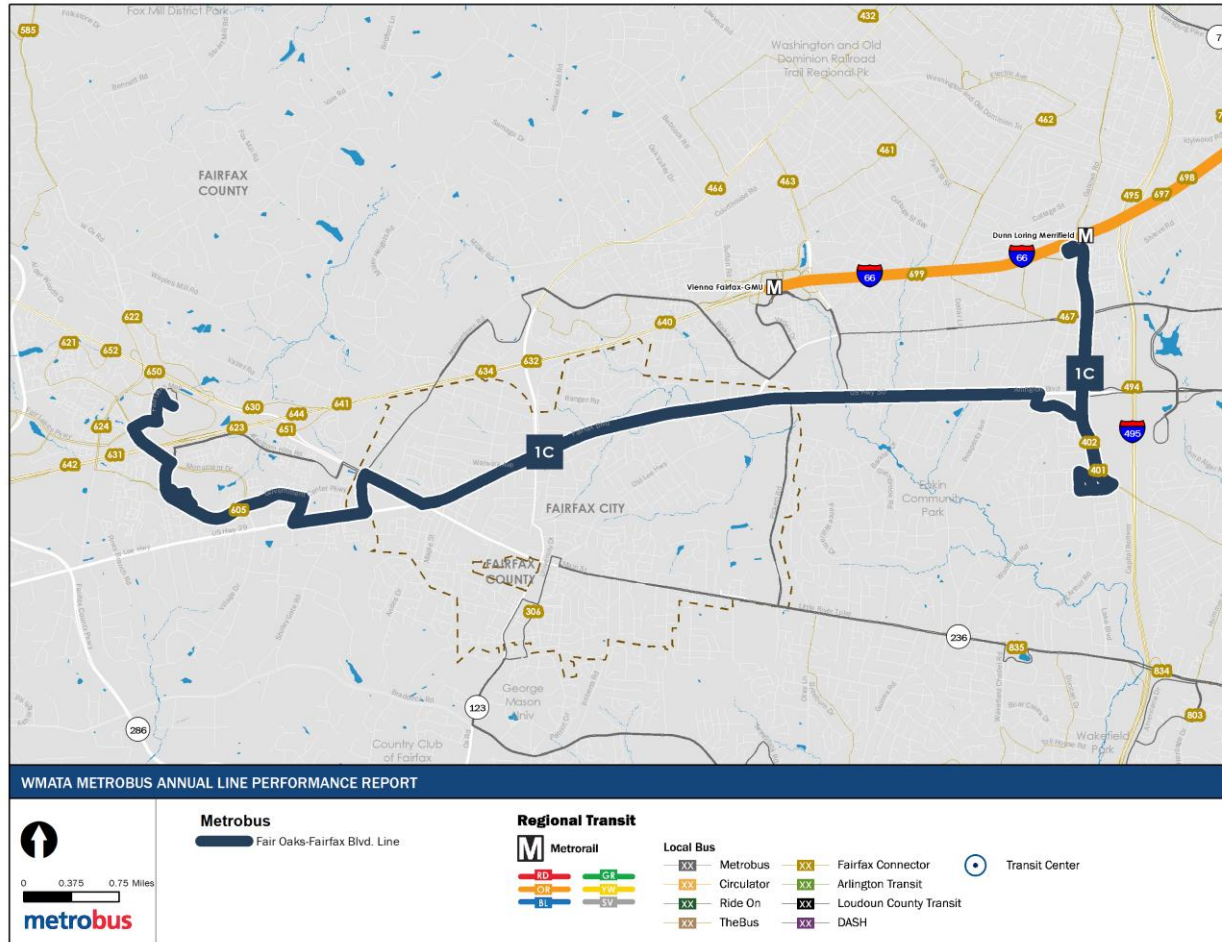| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
1C	34.40	1,413	1,406 (99.5%)

Service Change Summary

Route 1C - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

- Class/Tier Average
- System Average

metrobus

About the Line

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	C

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

Line Benefit Score

18

Out of 100

Ridership

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	20	30	3	
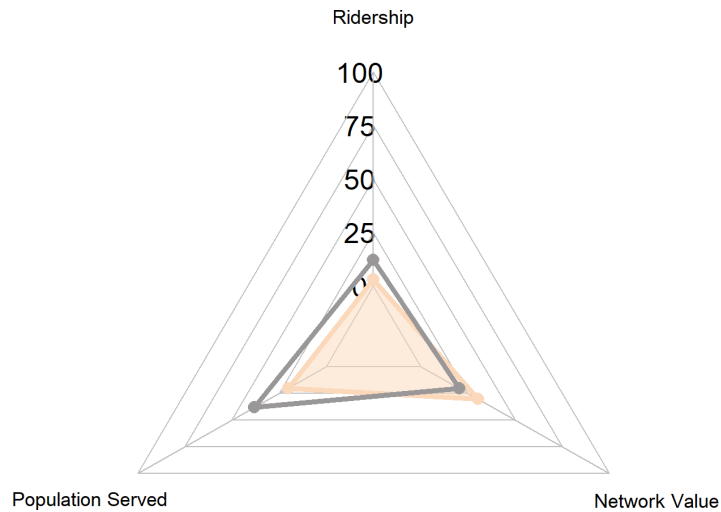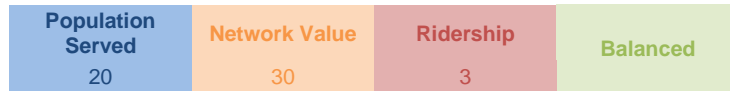
Operating Statistics

Annual Operating Costs	$1,499,958
Peak Vehicles	6
Vehicle Type(s)	40 Foot

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

Service Area Population			38,694
People of Color Population	Service Area		15,730
	% Riders Surveyed		31%
Low Income Household	Service Area		5,578
	% Riders Surveyed		49%

Facilities/Amenities

Bus Stops		89
% Stops With Shelters		10%
% Stops With Benches		12%
% Stops With Real-Time Signs		0%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Ridership
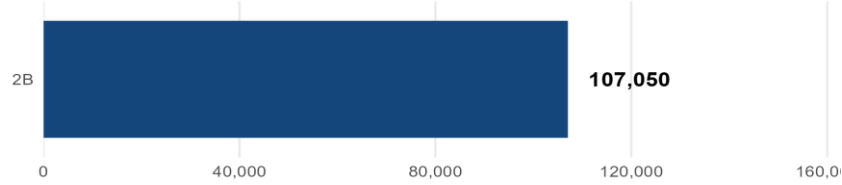
Annual Ridership	2B — **107,050** (bar chart, scale 0 to 160,000)
Top Transfer Locations	Vienna, Dunn Loring
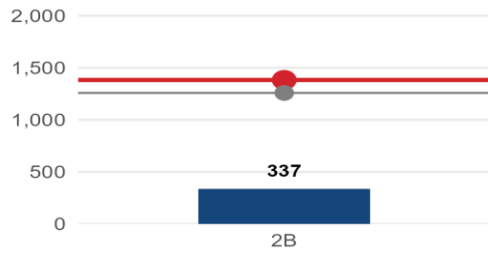
Average Daily Ridership

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

Weekday	Saturday	Sunday
337 (2B)	287 (2B)	245 (2B)

Average Trip Ridership and Maximum Load by Time Period

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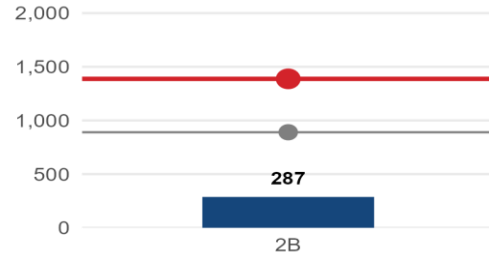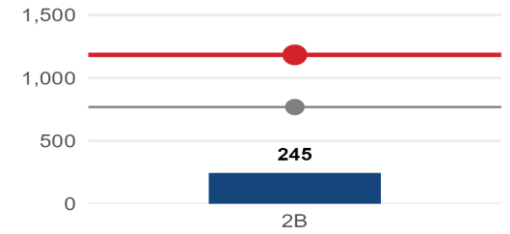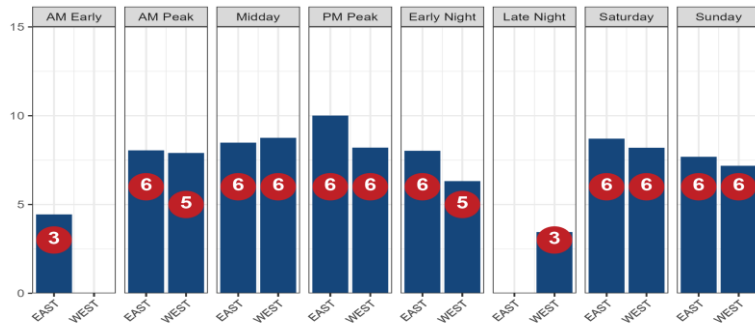
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.15	0.13
	Off-Peak Maximum Target: 1.0	0.14	0.14
	Saturday Maximum Target: 1.0	0.16	0.15
	Sunday Maximum Target: 1.0	0.15	0.14

Span and Frequency

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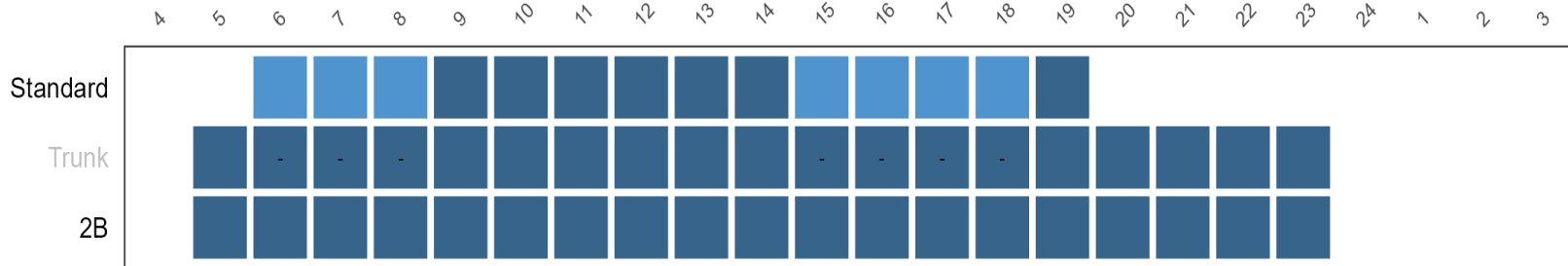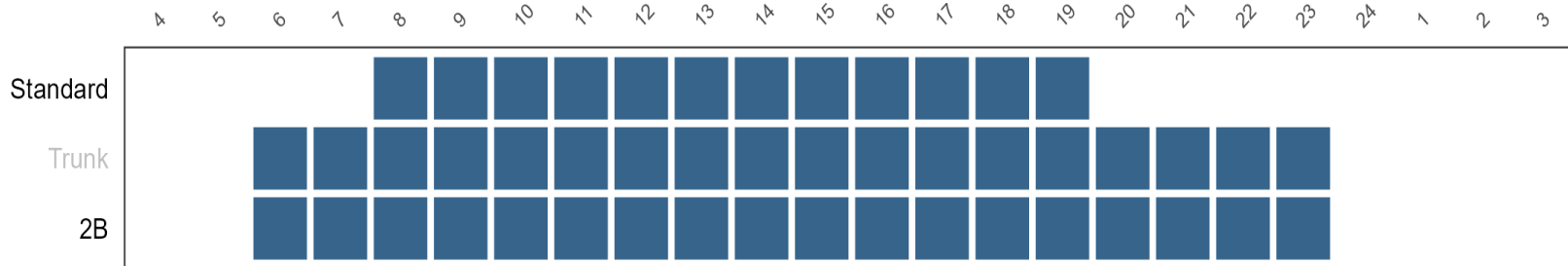
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
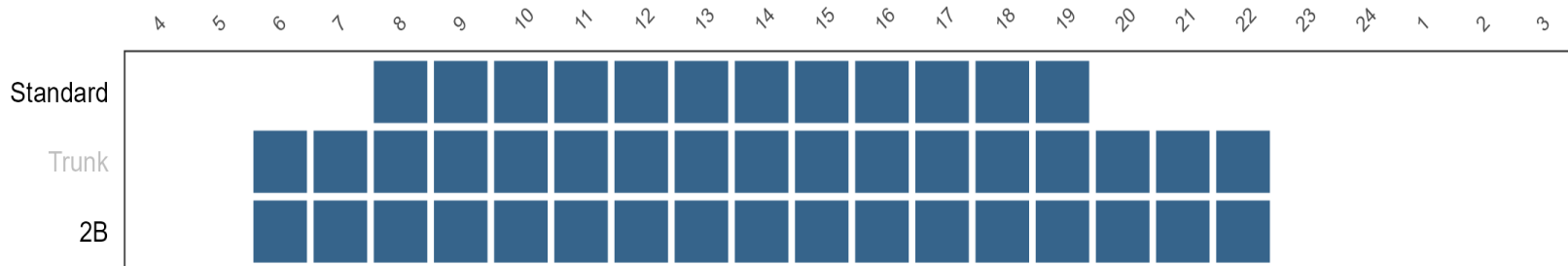
C Fair Oaks-Jermantown Road

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	5:00 AM - 11:53 PM	-	A	6:20 AM - 11:35 PM	-	A	6:20 AM - 10:54 PM	-	A
Frequency of Service | varies	Peak: 45.9 / Off-Peak: 55.6	Peak: 26.3 / Off-Peak: 36.7	E	60.0	39.6	B	59.9	40.8	B
Productivity — Passengers per Revenue Hour | 15	8.0	25.1	E	8.6	24.3	E	7.6	22.5	E
Passengers per Revenue Mile | 2	0.7	2.9	E	0.7	2.6	E	0.6	2.3	E
Reliability — On-Time Performance | 79%	83%	82%	B	86%	82%	A	79%	81%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.14	Off-Peak: 0.23 Peak: 0.29	A	0.16	0.22	A	0.15	0.2	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$14.95	$ 5.84	E	$13.83	$ 6.11	E	$15.61	$ 6.59	E
Cost Recovery | 20%	9%	13%	E	10%	12%	E	9%	11%	E

metrobus

Route 2B

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	2.8	6.3	E
Route Design Circuity | N/A	1.82	2.5	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 15	8.0	25.1	E	8.6	24.3	E	7.6	22.5	E
	Passengers per Revenue Mile | 2	0.7	2.9	E	0.7	2.6	E	0.6	2.3	E
	Unique Segment Ridership | 10%	84%	29%	A	81%	43%	A	81%	52%	A
Reliability	On-Time Performance | 79%	83%	82%	B	86%	82%	A	79%	81%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.14	Off-Peak: 0.25 Peak: 0.32	A	0.16	0.24	A	0.15	0.21	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$14.95	$ 5.84	E	$13.83	$ 6.11	E	$15.61	$ 6.59	E
	Cost Recovery | 20%	9%	13%	E	10%	12%	E	9%	11%	E

metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 92,165
Revenue Miles: 152,151

Hours Allocation

Deadhead Hours: 2,825
Revenue Hours: 12,571
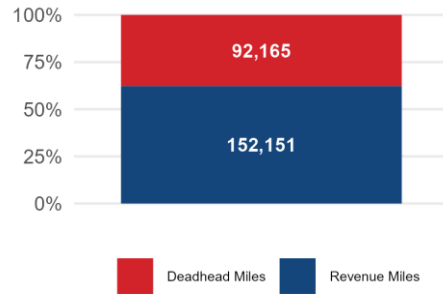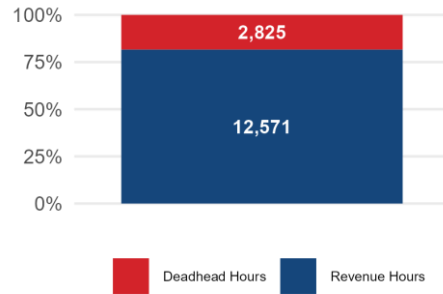
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
2B	33.10	1,226	1,224 (99.8%)

Service Change Summary

Route 2B - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;

Passenger Miles per Revenue Mile

Weekday — 2B: 3

Saturday — 2B: 4

Sunday — 2B: 3

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line | A

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

Line Benefit Score

16

Out of 100

Ridership

100
75
50
25

Population Served   Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	21	16	11	
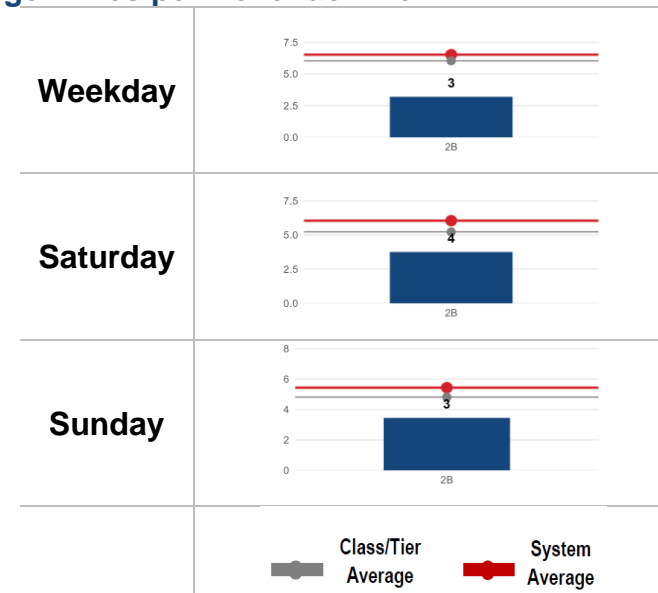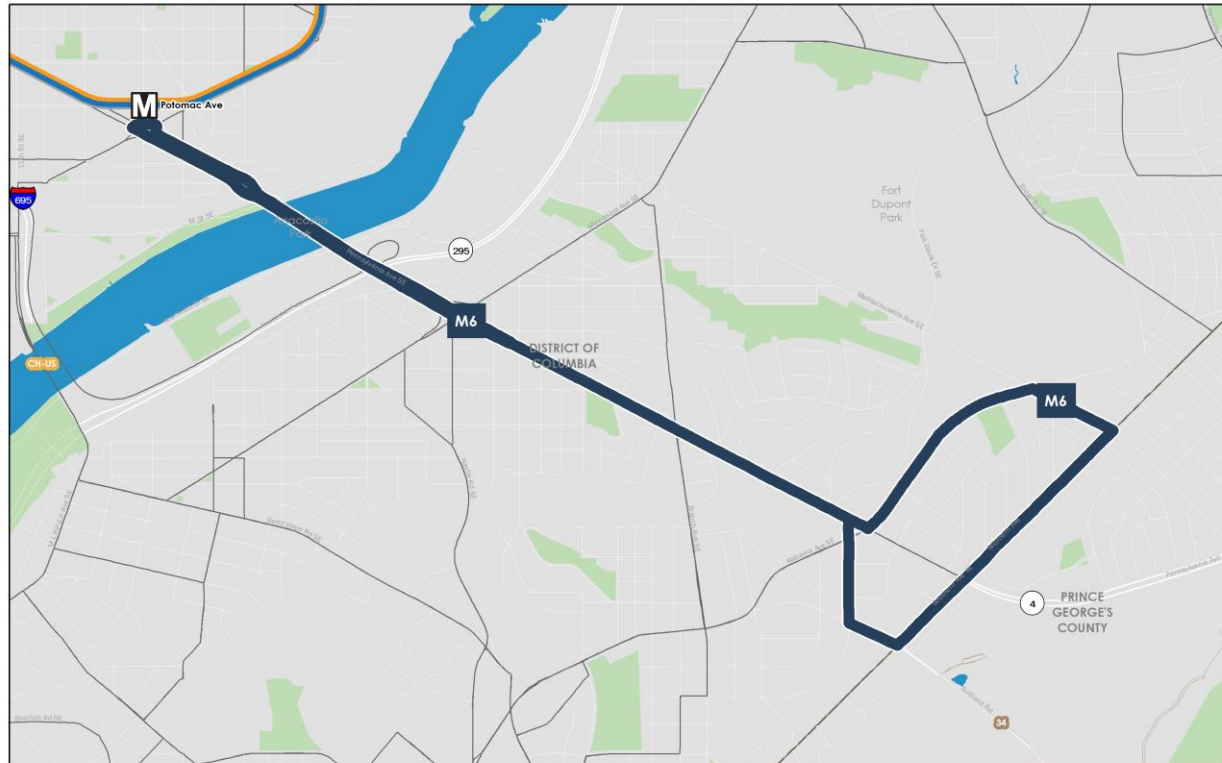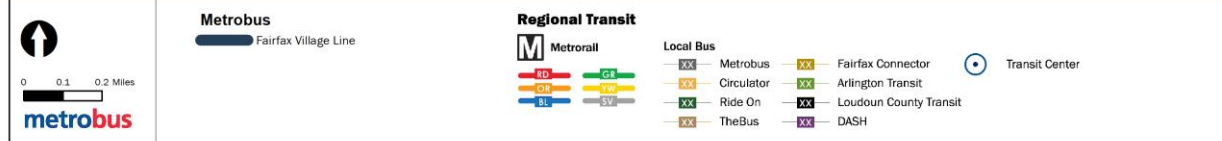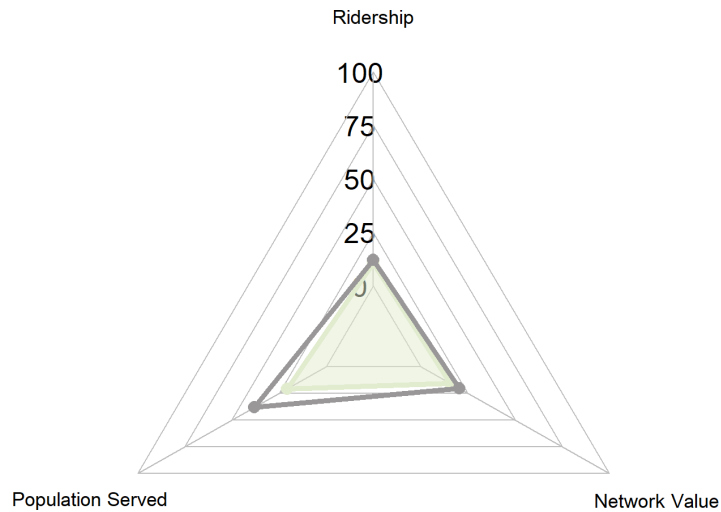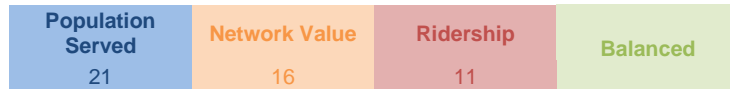
Operating Statistics

Annual Operating Costs	$1,280,043
Peak Vehicles	5
Vehicle Type(s)	40 Foot

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

Service Area Population			15,597
People of Color Population	Service Area	12,369
	% Riders Surveyed	95%
Low Income Household	Service Area	4,675
	% Riders Surveyed	60%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

M6 — 316,242

(horizontal axis: 0, 100,000, 200,000, 300,000, 400,000)

Top Transfer Locations

Potomac Avenue

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
1,106	644	390

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	2	4	6	12	7	5	5	5
WEST	15	13	9	6	4	2	6	6
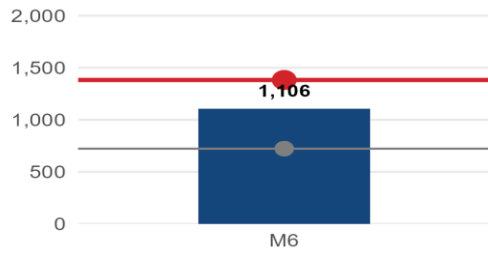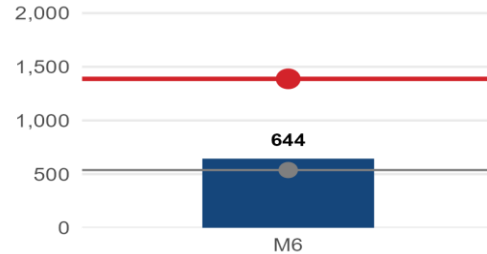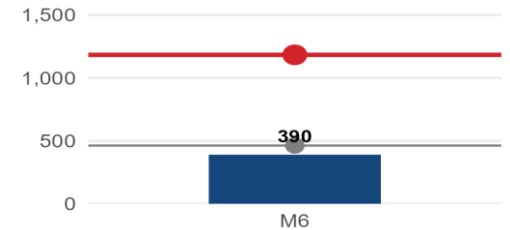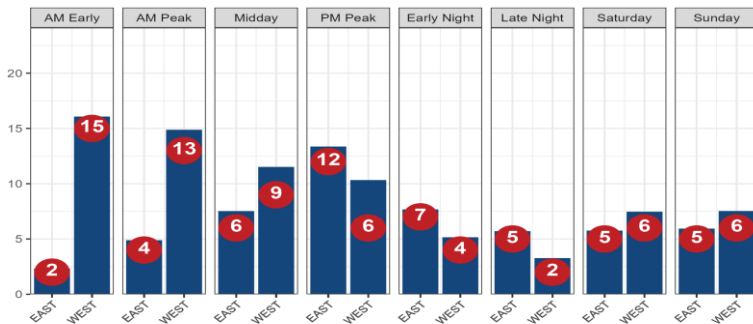
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.22	0.23
	Off-Peak Maximum Target: 1.0	0.16	0.18
	Saturday Maximum Target: 1.0	0.13	0.15
	Sunday Maximum Target: 1.0	0.13	0.14

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus
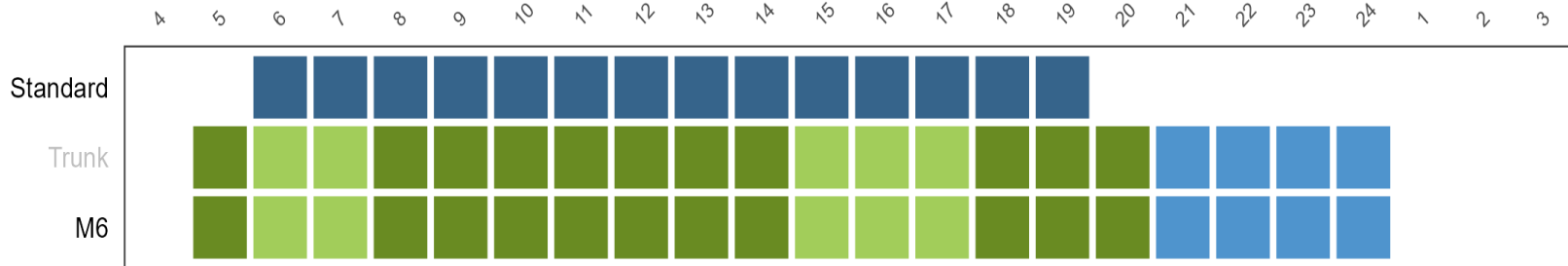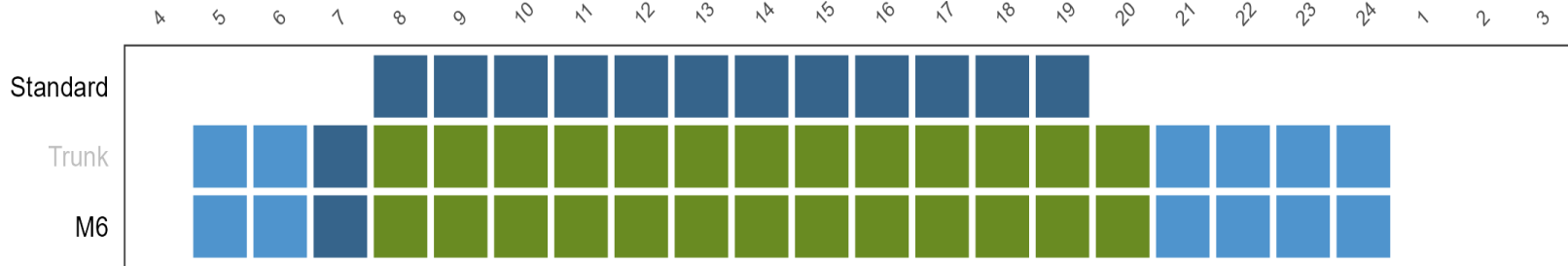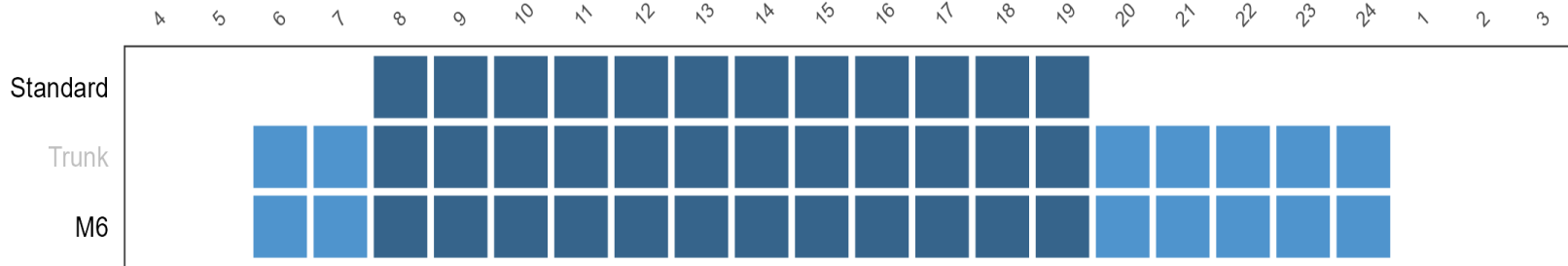
A Fairfax Village

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: 15.6 / Off-Peak: 20.0	Peak: 29.7 / Off-Peak: 41.4	A	22.1	46.6	A	36.3	48.8	A
Productivity — Passengers per Revenue Hour | 10	29.2	17	A	22.1	19	A	24.0	19	A
Passengers per Revenue Mile | 1	3.0	1.4	A	2.1	1.5	A	2.1	1.5	A
Reliability — On-Time Performance | 79%	82%	82%	B	87%	79%	A	85%	82%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.23	Off-Peak: 0.19 Peak: 0.24	A	0.14	0.22	A	0.14	0.2	A
Cost Effectiveness — Operating Cost per Passenger Trip | $7	$4.09	$ 7.90	A	$5.39	$ 6.88	A	$4.96	$ 6.81	A
Cost Recovery | 20%	15%	11%	D	11%	9%	E	12%	9%	E

metrobus

Route M6

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	5.3	5	E
Route Design — **Circuity |** N/A	1.42	1.8	-

	Measure | Standard	Weekday			Saturday			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	29.2	17	A	22.1	19	A	24.0	19	A
	Passengers per Revenue Mile | 1	3.0	1.4	A	2.1	1.5	A	2.1	1.5	A
	Unique Segment Ridership | 10%	34%	47%	A	42%	59%	A	44%	61%	A
Reliability	**On-Time Performance |** 79%	82%	82%	B	87%	79%	A	85%	82%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.23	Off-Peak: 0.19 Peak: 0.24	A	0.14	0.22	A	0.14	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.09	$ 7.90	A	$5.39	$ 6.88	A	$4.96	$ 6.81	A
	Cost Recovery | 20%	15%	10%	D	11%	9%	E	12%	9%	E
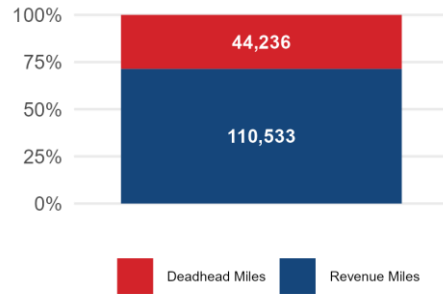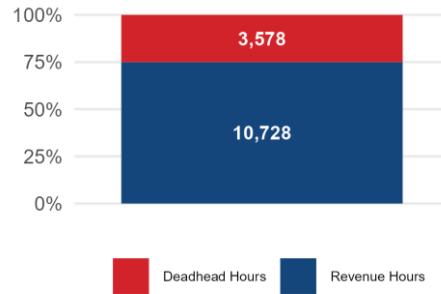
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 44,236
- Revenue Miles: 110,533

Hours Allocation

- Deadhead Hours: 3,578
- Revenue Hours: 10,728

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
M6	6.30	3,223	3,191 (99.0%)

Service Change Summary

Route M6 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — M6: 5

Saturday — M6: 3

Sunday — M6: 3

Class/Tier Average — System Average

LINE: 147 - Fairland

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Fairland Line

Regional Transit

M Metrorail

Local Bus

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

metrobus

0   0.5   1 Miles

Service Classification

Framework

Activity Tier

2

Overall Grade

Line   **C**

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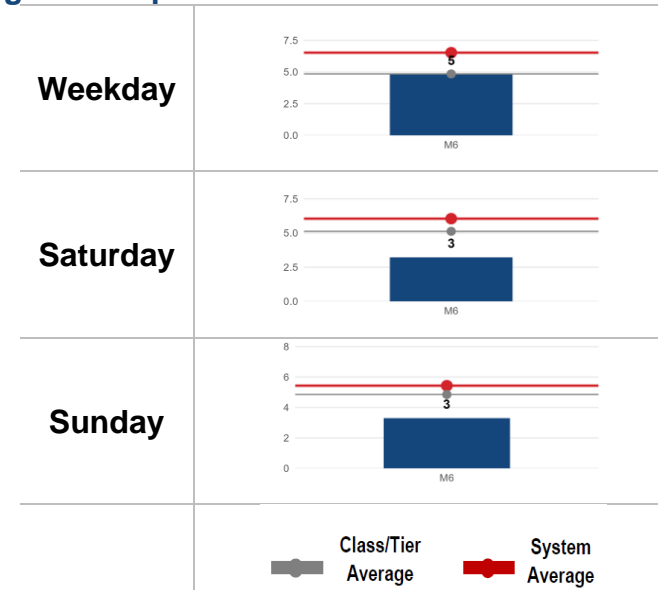
Line Benefit Score

22

Out of 100
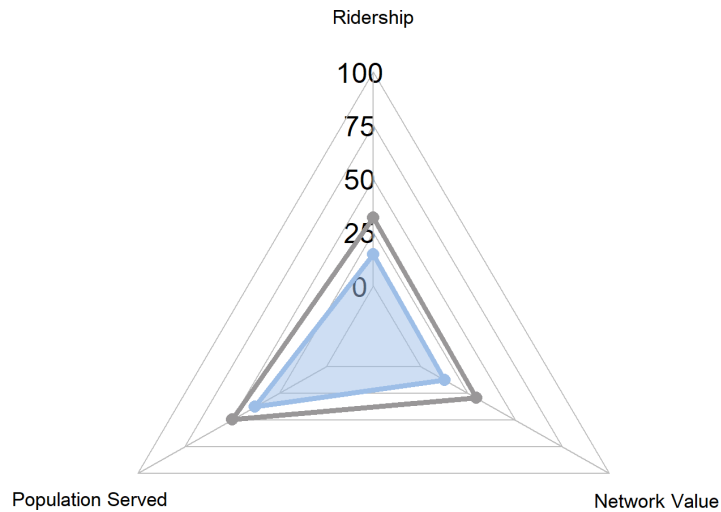
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	38	12	15	
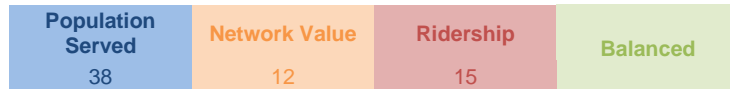
Operating Statistics

Annual Operating Costs	$3,356,215
Peak Vehicles	11
Vehicle Type(s)	40 Foot

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

Service Area Population		45,163
People of Color Population	Service Area	27,517
	% Riders Surveyed	94%
Low Income Household	Service Area	12,395
	% Riders Surveyed	61%

Facilities/Amenities

Bus Stops	122
% Stops With Shelters	25%
% Stops With Benches	29%
% Stops With Real-Time Signs	1%

metrobus

Ridership

Annual Ridership

Z8 — 466,310

| | 0 | 200,000 | 400,000 | 600,000 |

Top Transfer Locations

Silver Spring

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
Z8 — 1,519	Z8 — 1,115	Z8 — 996

Average Trip Ridership and Maximum Load by Time Period
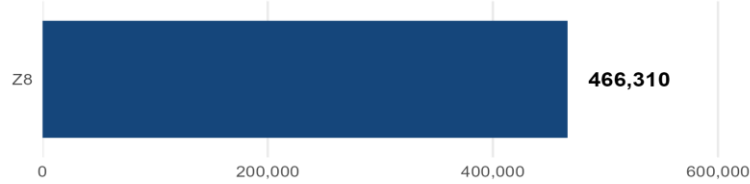
Time Period	NORTH	SOUTH
AM Early	5	14
AM Peak	10	17
Midday	12	17
PM Peak	20	12
Early Night	12	7
Late Night	7	3
Saturday	9	10
Sunday	8	8
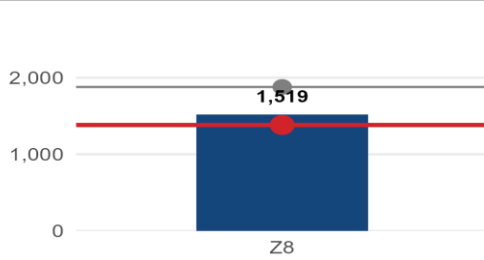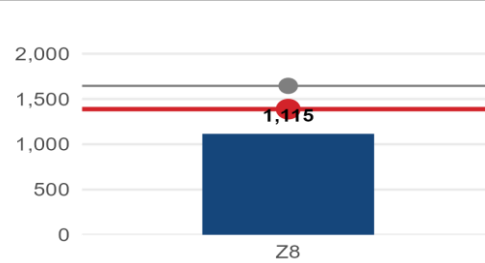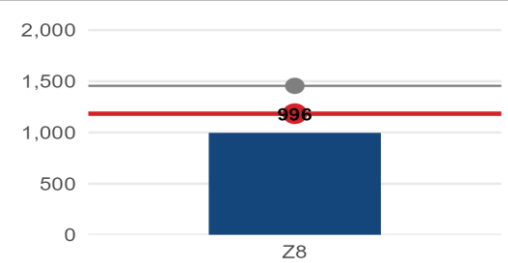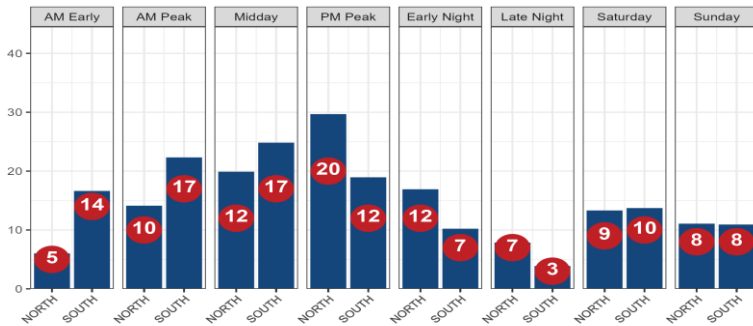
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.39	0.36
	Off-Peak Maximum Target: 1.0	0.26	0.28
	Saturday Maximum Target: 1.0	0.23	0.24
	Sunday Maximum Target: 1.0	0.2	0.2

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus

C Fairland

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:38 AM - 2:27 AM	-	A	5:05 AM - 2:15 AM	-	A	5:05 AM - 2:15 AM	-	A
	Frequency of Service | varies	Peak: 29.6 / Off-Peak: 30.3	Peak: 20.8 / Off-Peak: 24.1	D	30.0	27.3	B	30.0	26.9	B
Productivity	**Passengers per Revenue Hour** | 20	17.2	20.3	D	16.1	20.2	D	13.6	18.1	E
	Passengers per Revenue Mile | 2	1.4	2.0	E	1.3	1.9	E	1.0	1.6	E
Reliability	**On-Time Performance** | 79%	78%	78%	C	76%	77%	C	78%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.37	Off-Peak: 0.3 Peak: 0.36	A	0.24	0.29	A	0.2	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$6.93	$ 6.80	E	$7.40	$ 6.78	E	$8.78	$ 7.75	E
	Cost Recovery | 20%	14%	18%	E	13%	16%	E	11%	14%	E

metrobus

Route Z8

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	4.9	4.7	A
Route Design — Circuity | 1.75	1.43	1.46	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	17.2	20.3	D	16.1	20.2	D	13.6	18.1	E
	Passengers per Revenue Mile | 2	1.4	2.0	E	1.3	1.9	E	1.0	1.6	E
	Unique Segment Ridership | 10%	19%	20%	A	25%	36%	A	27%	39%	A
Reliability	On-Time Performance | 79%	78%	78%	C	76%	77%	C	78%	78%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.37	Off-Peak: 0.3 Peak: 0.36	A	0.24	0.31	A	0.2	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$6.93	$ 6.80	E	$7.40	$ 6.78	E	$8.78	$ 7.75	E
	Cost Recovery | 20%	14%	18%	E	13%	17%	E	11%	15%	E

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 90,275
- Revenue Miles: 334,582

Hours Allocation

- Deadhead Hours: 4,106
- Revenue Hours: 28,128

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z8	26.70	2,553	2,543 (99.6%)

Service Change Summary

Route Z8 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

- Class/Tier Average
- System Average

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

| Line | B |

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

Line Benefit Score

20
Out of 100
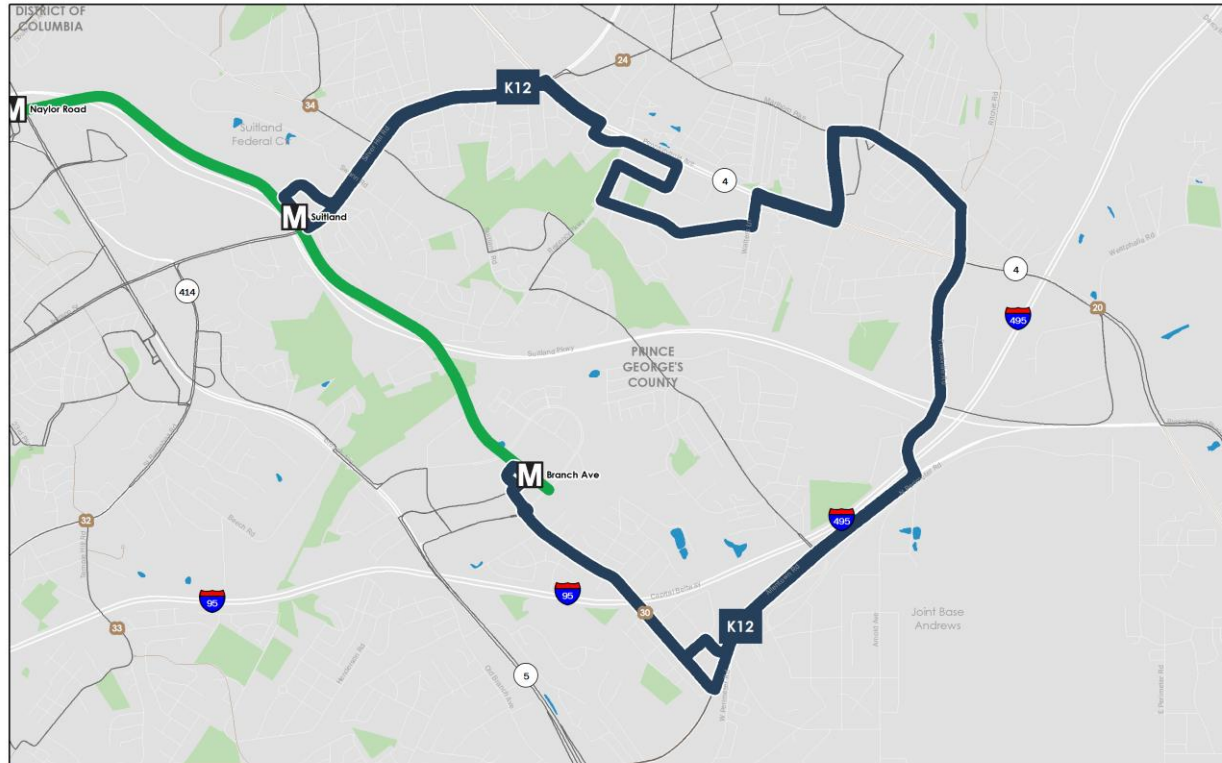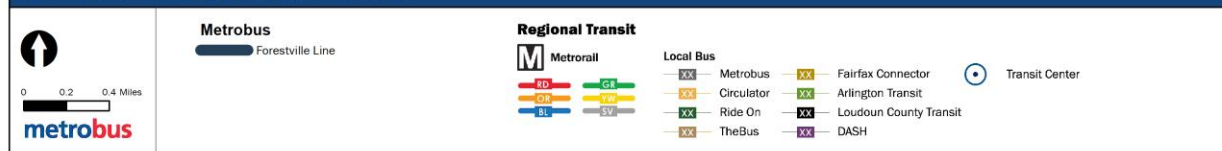
Ridership
100
75
50
25
0

Population Served
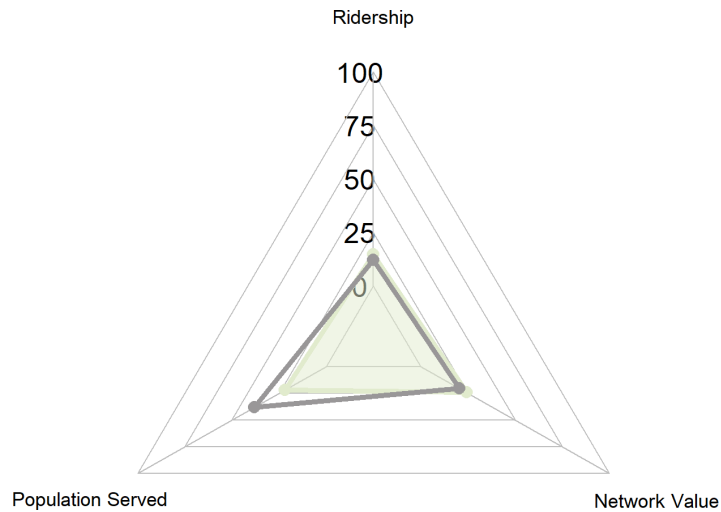
Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	22	24	15	

Operating Statistics

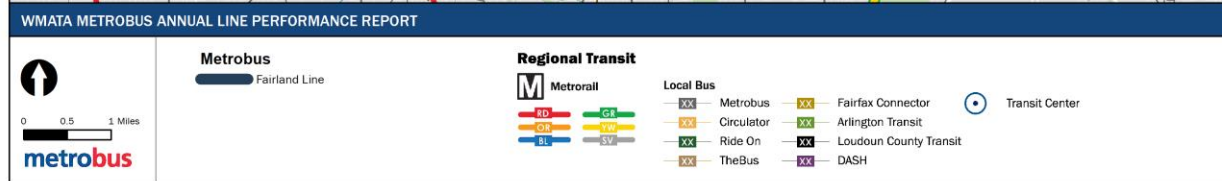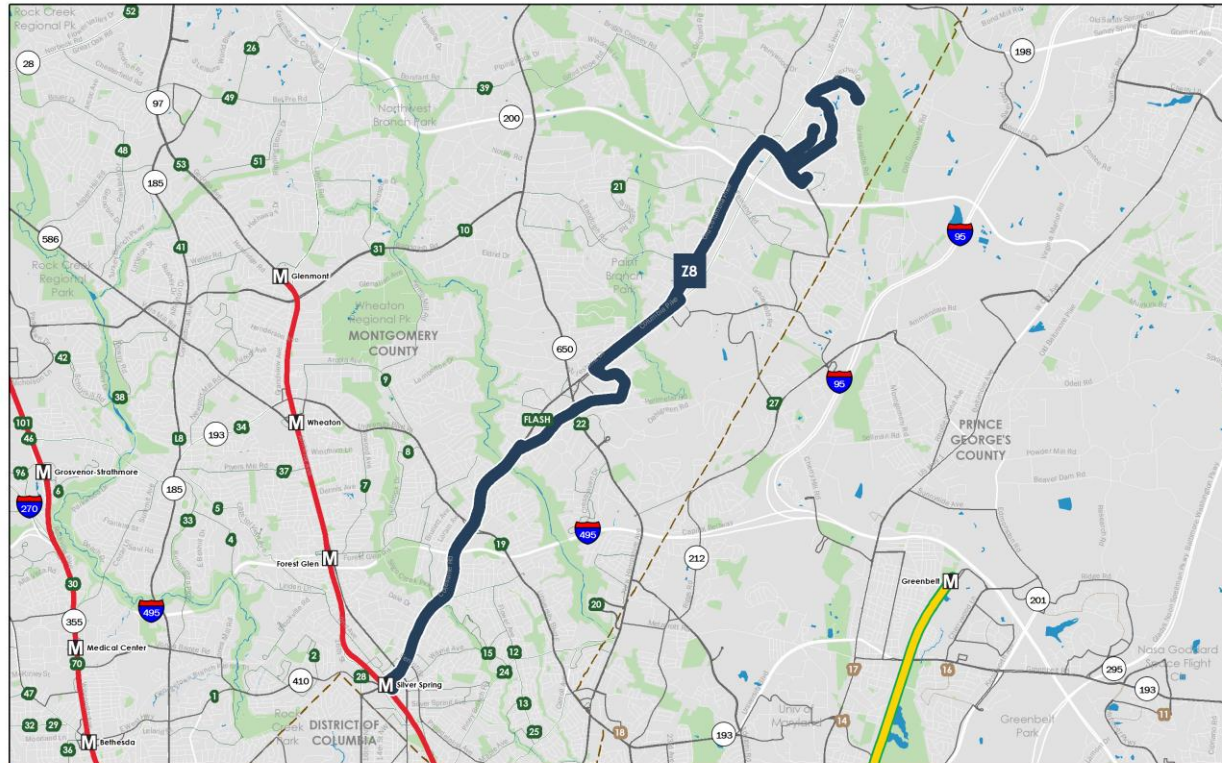|		
	Annual Operating Costs	$1,951,530
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population		20,035
	People of Color Population	*Service Area*	17,355
		% Riders Surveyed	99%
	Low Income Household	*Service Area*	5,861
		% Riders Surveyed	70%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

K12 — 417,722

(axis: 0, 200,000, 400,000, 600,000)

Top Transfer Locations

Suitland, Branch Avenue

Average Daily Ridership
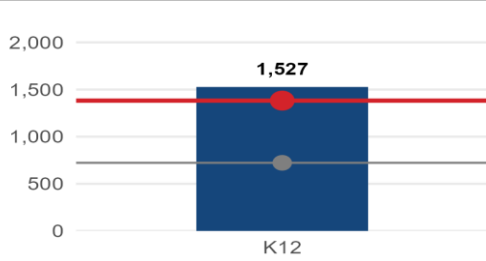
- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
1,527	691	563

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	12	7
AM Peak	17	12
Midday	20	17
PM Peak	15	17
Early Night	8	11
Late Night	3	7
Saturday	15	15
Sunday	14	12
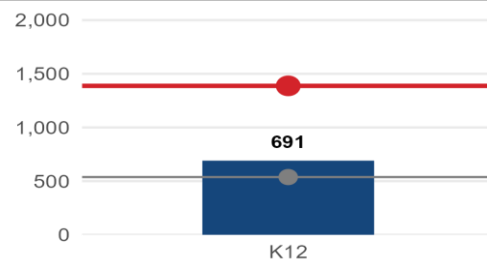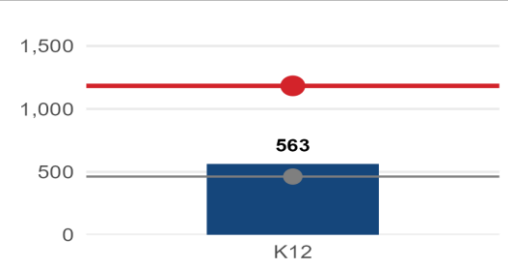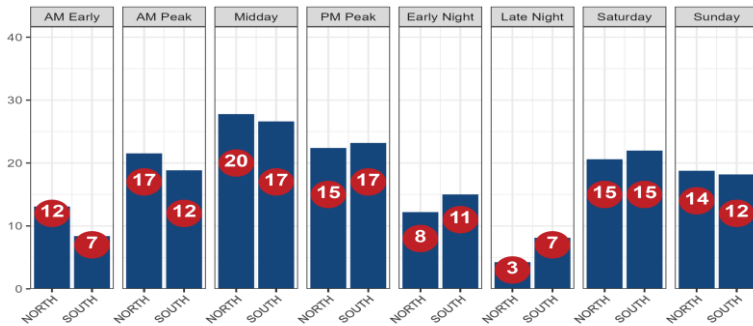
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.4	0.4
	Off-Peak Maximum Target: 1.0	0.34	0.32
	Saturday Maximum Target: 1.0	0.38	0.37
	Sunday Maximum Target: 1.0	0.35	0.31

Span and Frequency

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

Weekday (by Hour)

Rows: Standard, Trunk, K12

Saturday (by Hour)

Rows: Standard, Trunk, K12

Sunday (by Hour)

Rows: Standard, Trunk, K12

metrobus
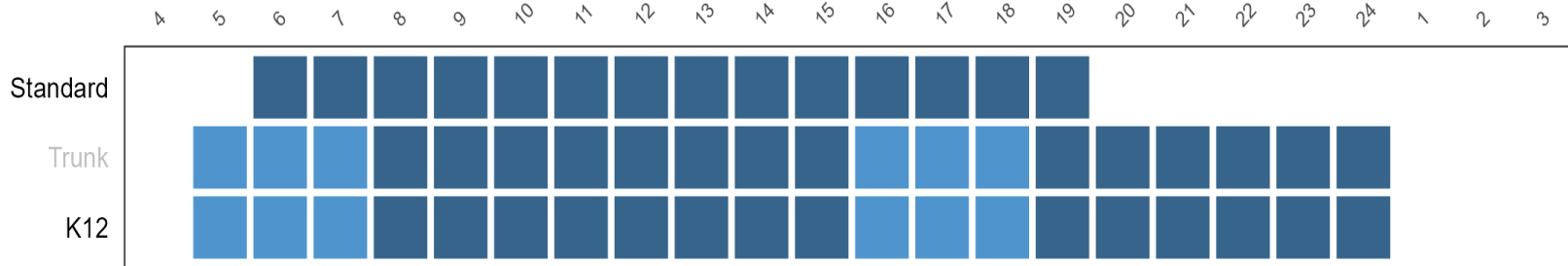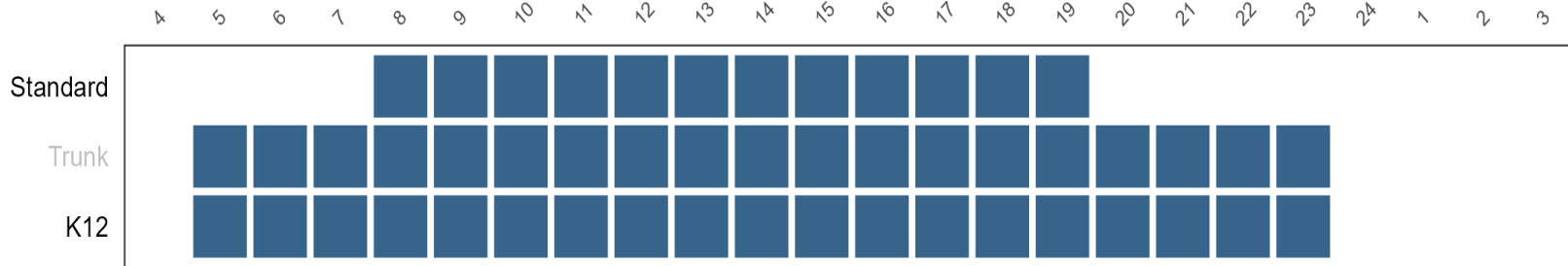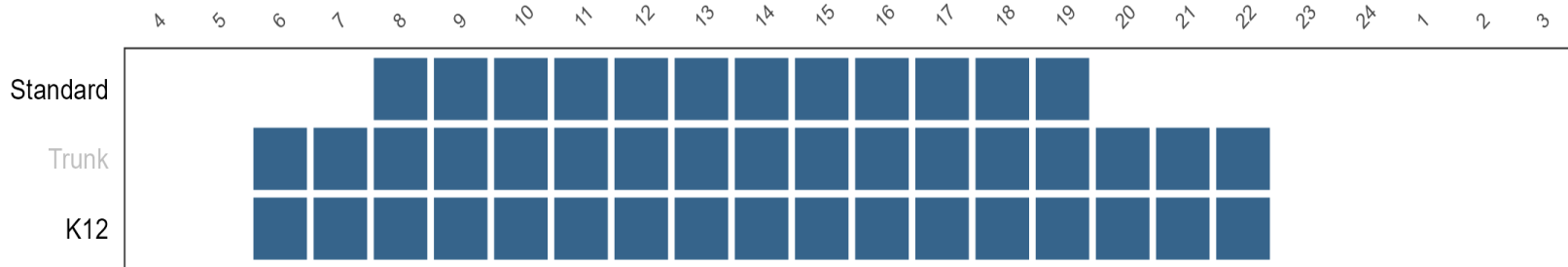
B Forestville

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:10 AM - 12:05 AM	-	A	5:50 AM - 11:43 PM	-	A	6:50 AM - 10:35 PM	-	A
	Frequency of Service | varies	Peak: 26.4 / Off-Peak: 44.2	Peak: 29.7 / Off-Peak: 41.4	A	60.1	46.6	C	60.0	48.8	B
Productivity	**Passengers per Revenue Hour** | 10	28.4	17	A	28.3	19	A	26.5	19	A
	Passengers per Revenue Mile | 1	2.3	1.4	A	2.2	1.5	A	1.9	1.5	A
Reliability	**On-Time Performance** | 79%	77%	82%	C	79%	79%	B	89%	82%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.4	Off-Peak: 0.19 Peak: 0.24	A	0.38	0.22	A	0.33	0.2	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$4.21	$ 7.90	A	$4.21	$ 6.88	A	$4.51	$ 6.81	A
	Cost Recovery | 20%	10%	11%	E	10%	9%	E	9%	9%	E

metrobus

Route K12

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.5	5	A
Route Design	**Circuity |** N/A	2.97	1.8	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	28.4	17	A	28.3	19	A	26.5	19	A
	Passengers per Revenue Mile | 1	2.3	1.4	A	2.2	1.5	A	1.9	1.5	A
	Unique Segment Ridership | 10%	68%	47%	A	64%	59%	A	66%	61%	A
Reliability	**On-Time Performance |** 79%	77%	82%	C	79%	79%	B	89%	82%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.33 Peak: 0.4	Off-Peak: 0.19 Peak: 0.24	A	0.38	0.22	A	0.33	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$4.21	$ 7.90	A	$4.21	$ 6.88	A	$4.51	$ 6.81	A
	Cost Recovery | 20%	10%	10%	E	10%	9%	E	9%	9%	E
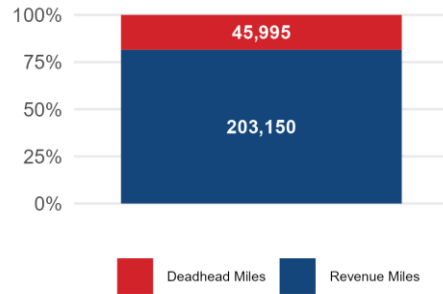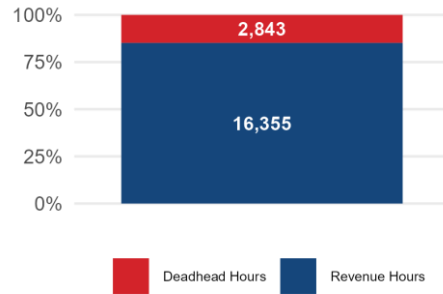
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 45,995
Revenue Miles: 203,150

Hours Allocation

Deadhead Hours: 2,843
Revenue Hours: 16,355

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K12	20.80	1,880	1,852 (98.5%)

Service Change Summary

Route K12 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — K12: 8

Saturday — K12: 8

Sunday — K12: 7

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Gap

Activity Tier

3

Overall Grade

Line	-

Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

Line Benefit Score

11

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	17	15	0	

Operating Statistics

Annual Operating Costs		$17,630
Peak Vehicles		
Vehicle Type(s)		

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

Service Area Population			17,512
People of Color Population	*Service Area*		16,186
	% Riders Surveyed		
Low Income Household	*Service Area*		6,420
	% Riders Surveyed		

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

S35	1,083

(Scale: 0, 400, 800, 1,200, 1,600)

Top Transfer Locations

NA

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
S35: 7 (System Average ~1,400)	No Service	No Service

(Weekday scale: 0, 500, 1,000, 1,500, 2,000)

Average Trip Ridership and Maximum Load by Time Period

AM Peak: NORTH 3, SOUTH
PM Peak: NORTH, SOUTH 3
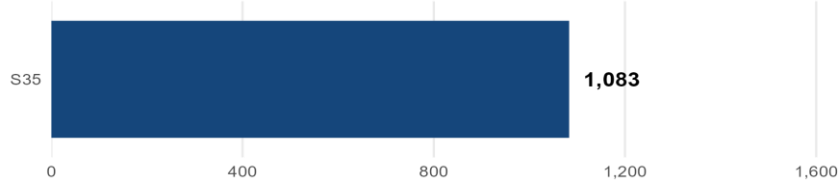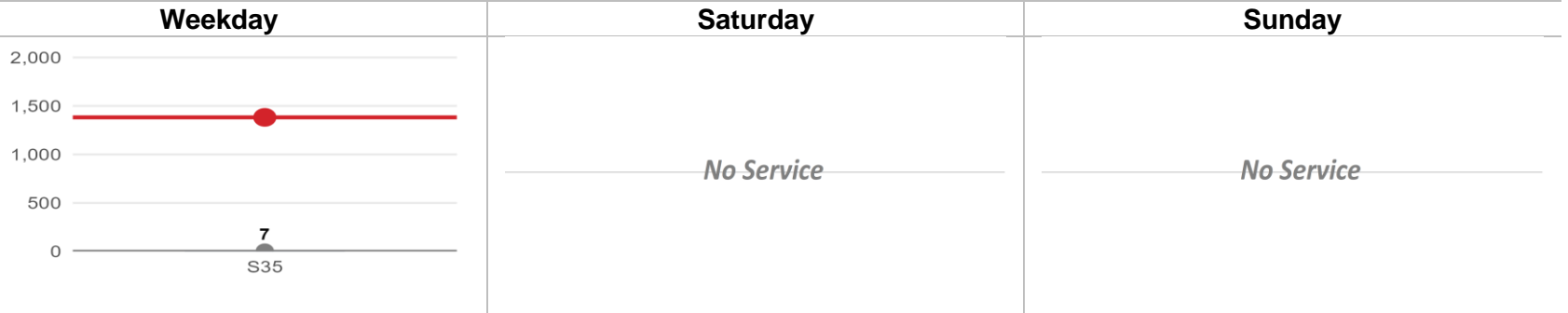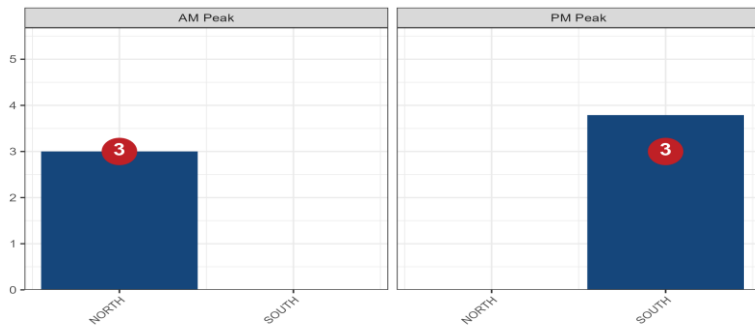
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: NA		
	Off-Peak Maximum Target: NA	0.06	0.08
	Saturday Maximum Target: NA		
	Sunday Maximum Target: NA		

Span and Frequency

Weekday (by Hour)

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

Standard

Trunk

S35

Saturday (by Hour)

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

No Service

Sunday (by Hour)

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

No Service
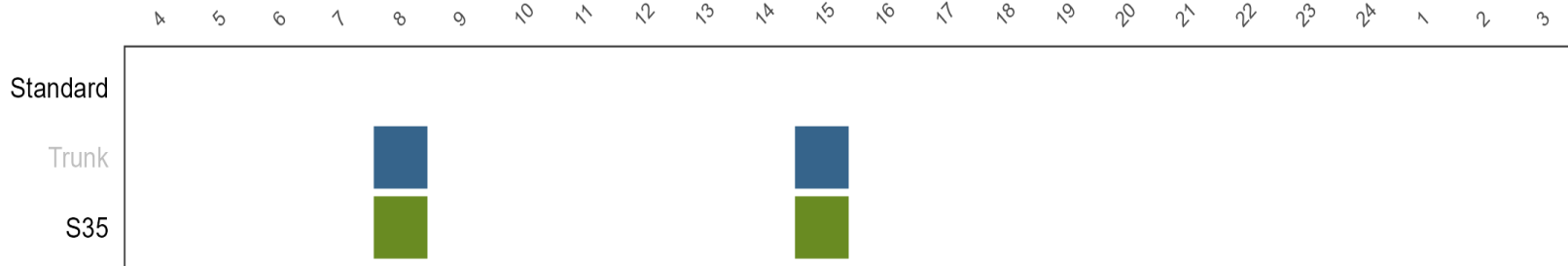
Fort Dupont Shuttle

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
**Span of Service | **varies	8:13 AM - 8:30 AM; 3:35 PM - 3:53 PM	-	-	-	-	-	-	-	-
**Frequency of Service | **varies	Peak: NA / Off-Peak: NA	Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour |	8.8	8.8	-	-	-	-	-	-	-
Passengers per Revenue Mile |	0.8	0.8	-	-	-	-	-	-	-
Reliability									
On-Time Performance |	82%	82%	-	-	-	-	-	-	-
Crowding |	-	-	-	-	-	-	-	-	-
Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip |	$13.49	$13.49	-	-	-	-	-	-	-
Cost Recovery |	3%	3%	-	-	-	-	-	-	-

metrobus

Route S35

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |**	6.2	6.2	-
Route Design	**Circuity |**	7	7	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |**	8.8	8.8	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	0.8	0.8	-	-	-	-	-	-	-
	Unique Segment Ridership |	46%	46%	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	82%	82%	-	-	-	-	-	-	-
	Crowding |	-	-	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$13.49	$13.49	-	-	-	-	-	-	-
	Cost Recovery |	3%	3%	-	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- 3,682 — Deadhead Miles
- 1,700 — Revenue Miles

Hours Allocation

- 236 — Deadhead Hours
- 148 — Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S35	8.50	30	30 (100.0%)

Service Change Summary

Route S35 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday	2 (S35)
Saturday	No Service
Sunday	No Service

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Fort Totten-Petworth Line

Regional Transit

Ⓜ Metrorail

Local Bus

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

0   0.35   0.7 Miles

metrobus

Service Classification

Framework

Activity Tier

1

Overall Grade

Line   C

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

Line Benefit Score

39

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	64	30	24	
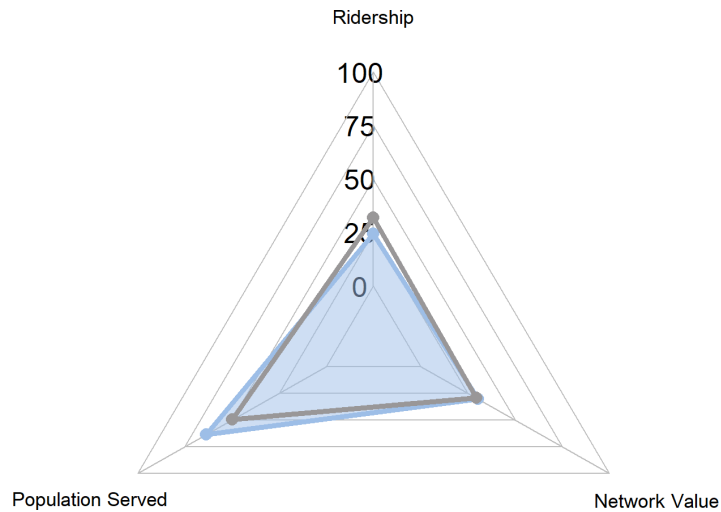
Operating Statistics

	Annual Operating Costs	$2,955,664
	Peak Vehicles	16
	Vehicle Type(s)	40 Foot

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

	Service Area Population		85,172
	People of Color Population	Service Area	38,017
		% Riders Surveyed	82%
	Low Income Household	Service Area	18,330
		% Riders Surveyed	55%

Facilities/Amenities

	Bus Stops	109
	% Stops With Shelters	17%
	% Stops With Benches	12%
	% Stops With Real-Time Signs	7%

metrobus

Ridership

Annual Ridership

64	654,634
60	83,360
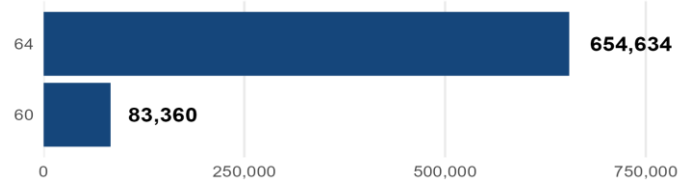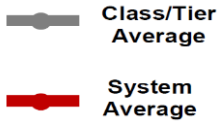
Top Transfer Locations

Fort Totten, Georgia Avenue-Petworth, Metro Center

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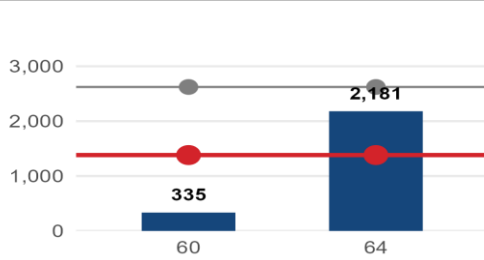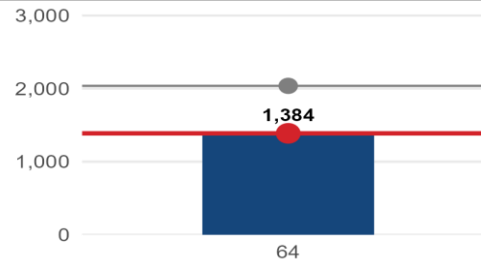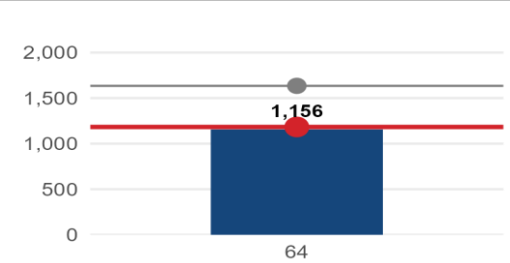
- ● Class/Tier Average
- ● System Average

Weekday	Saturday	Sunday
60: 335, 64: 2,181	64: 1,384	64: 1,156

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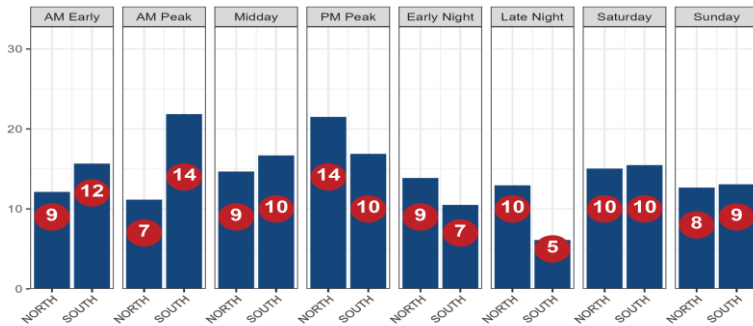
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.28	0.3
	Off-Peak Maximum Target: 1.0	0.23	0.23
	Saturday Maximum Target: 1.0	0.24	0.25
	Sunday Maximum Target: 1.0	0.21	0.21

Span and Frequency

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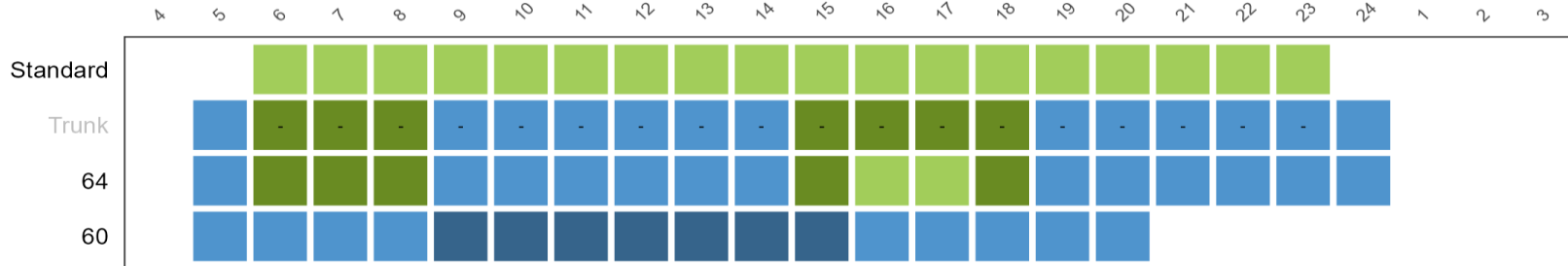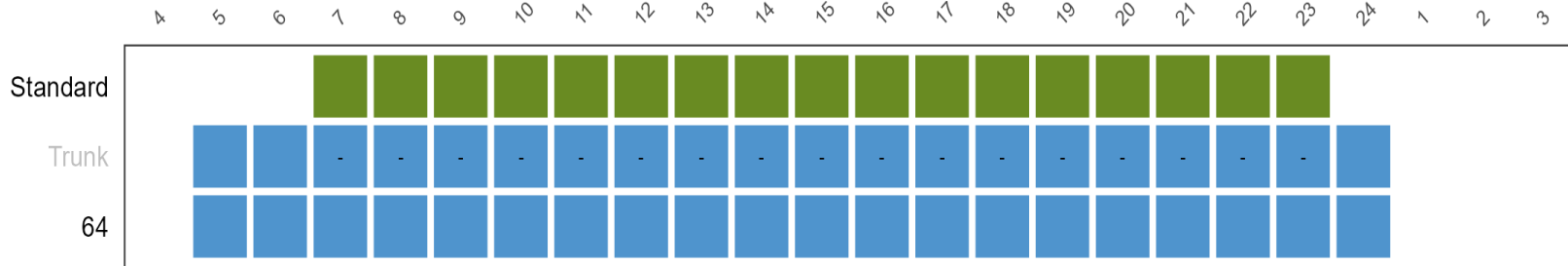
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
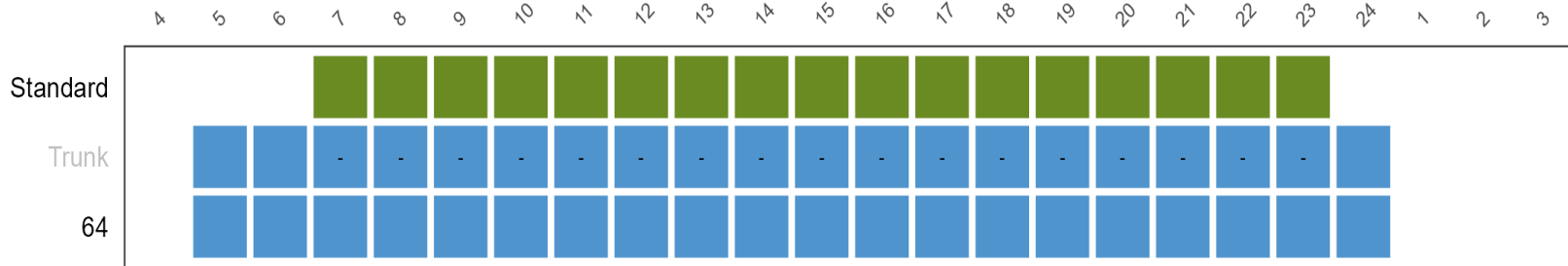
C Fort Totten-Petworth

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:00 AM - 12:27 AM	-	A	5:00 AM - 12:25 AM	-	A	5:00 AM - 12:23 AM	-	A
	Frequency of Service | varies	Peak: 18.0 / Off-Peak: 26.5	Peak: 16.6 / Off-Peak: 20	C	24.1	22.5	C	24.0	25.9	C
Productivity	**Passengers per Revenue Hour** | 30	23.4	24.4	E	19.6	21.6	E	16.6	20.0	E
	Passengers per Revenue Mile | 4	3.4	3.2	D	2.6	2.7	E	2.2	2.4	E
Reliability	**On-Time Performance** | 79%	75%	74%	C	74%	72%	C	84%	76%	A
	Crowding | 5%	0%	1%	A	0%	1%	A	1%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.29	Off-Peak: 0.29 Peak: 0.38	A	0.24	0.29	A	0.21	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$5.11	$ 5.47	B	$6.08	$ 6.24	D	$7.20	$ 6.78	E
	Cost Recovery | 25%	22%	21%	D	19%	18%	D	16%	17%	E

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Route 60

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.8	5.2	E
Route Design — **Circuity |** 1.75	1.17	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	14.8	24.4	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	2.3	3.2	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	30%	22%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	85%	74%	A	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.15	Off-Peak: 0.29 Peak: 0.38	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$8.07	$ 5.47	E	-	-	-	-	-	-
	Cost Recovery | 25%	14%	21%	E	-	-	-	-	-	-

Route 64

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile** | 4-5	6.6	5.2	E
Route Design — **Circuity** | 1.75	1.07	1.29	A

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity **Passengers per Revenue Hour** | 30	25.7	24.4	D	19.6	21.6	E	16.6	20.0	E
Passengers per Revenue Mile | 4	3.6	3.2	C	2.6	2.7	E	2.2	2.4	E
Unique Segment Ridership | 10%	37%	22%	A	51%	34%	A	51%	34%	A
Reliability **On-Time Performance** | 79%	73%	74%	D	74%	72%	C	84%	76%	A
Crowding | 5%	0%	1%	A	0%	1%	A	1%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.38	Off-Peak: 0.29 Peak: 0.38	A	0.24	0.29	A	0.21	0.27	A
Cost Effectiveness **Operating Cost per Passenger Trip** | $5	$4.65	$ 5.47	A	$6.08	$ 6.24	D	$7.20	$ 6.78	E
Cost Recovery | 25%	25%	21%	C	19%	18%	D	16%	17%	E

Operational Analysis
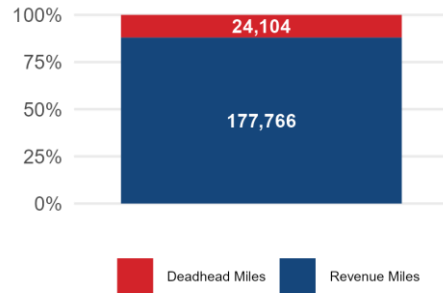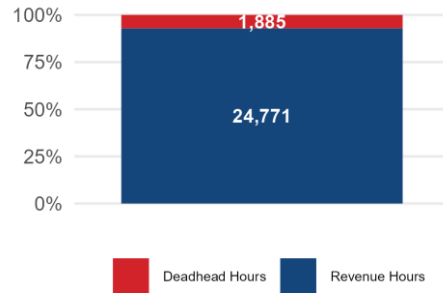
Miles Allocation

- Deadhead Miles: 24,104
- Revenue Miles: 177,766

Hours Allocation

- Deadhead Hours: 1,885
- Revenue Hours: 24,771

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
60	5.40	1,092	1,092 (100.0%)
64	12.10	3,093	3,062 (99.0%)

Service Change Summary

Route 60 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route 64 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — 60: 3.4; 64: 7.3

Saturday — 64

Sunday — 64

- Class/Tier Average
- System Average

About the Line

Service Classification

Commuter

Activity Tier

2
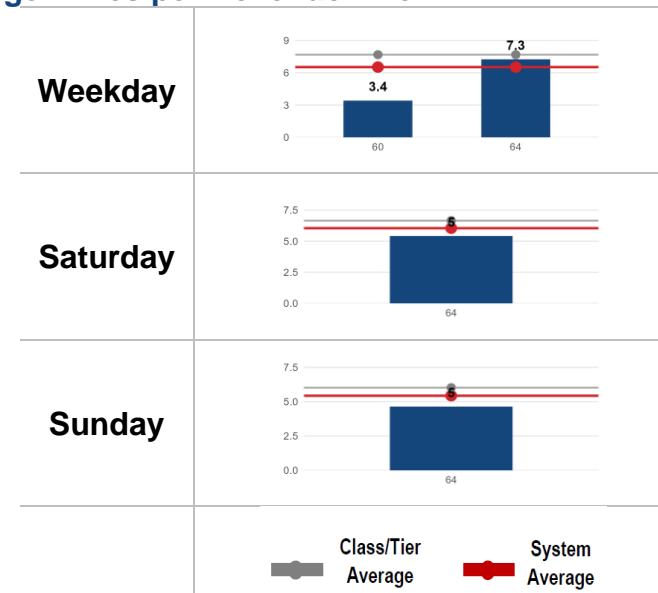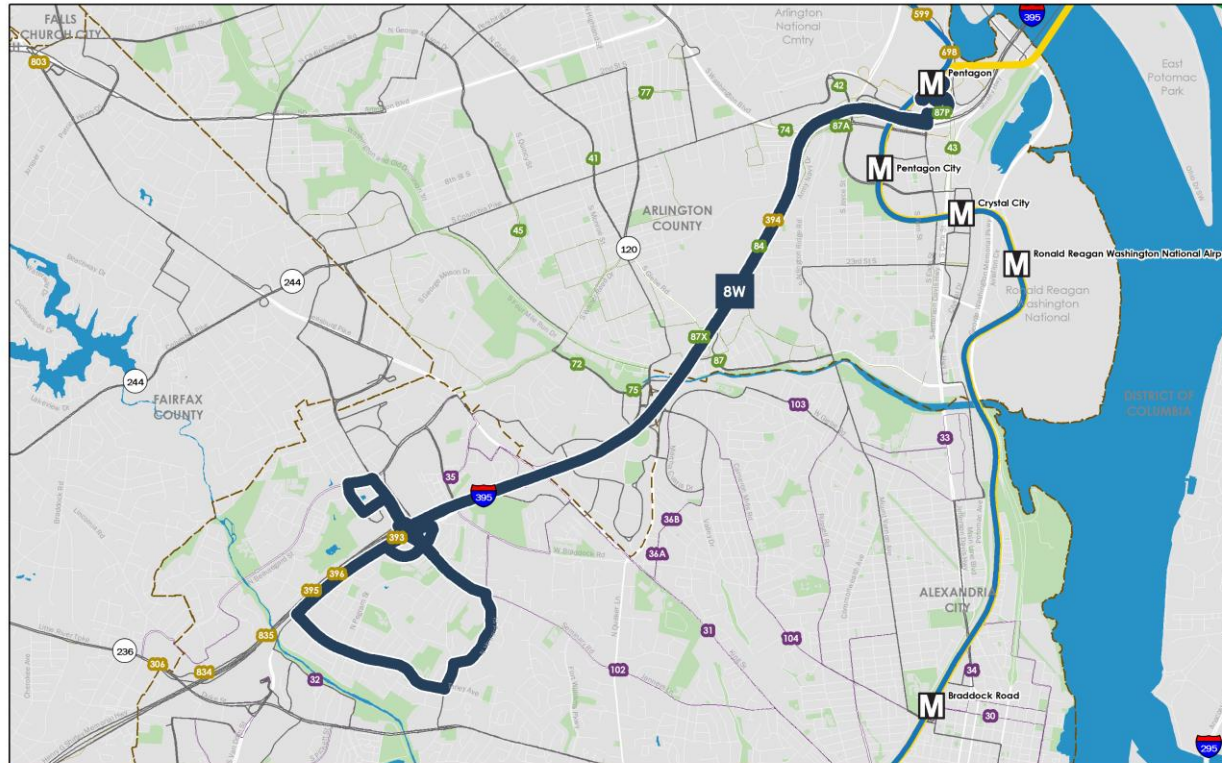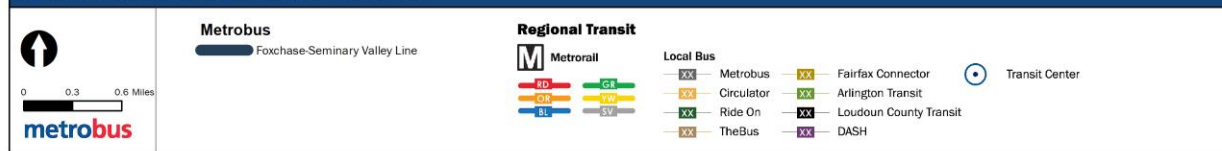
Overall Grade

Line   C

Line Benefit Score
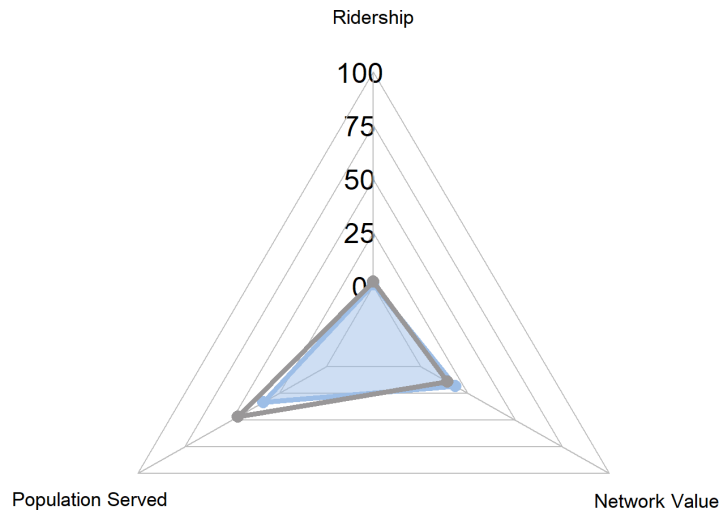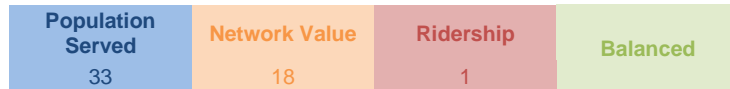
17

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	33	18	1	

Operating Statistics

Annual Operating Costs		
Peak Vehicles	0	
Vehicle Type(s)	40 Foot	

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

Service Area Population		22,220	
People of Color Population	*Service Area*	11,497	
	% Riders Surveyed	50%	
Low Income Household	*Service Area*	5,572	
	% Riders Surveyed	12%	

Facilities/Amenities

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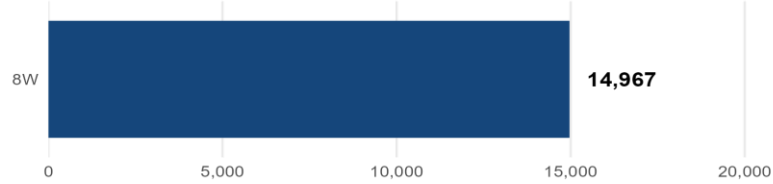
metrobus

Ridership

Annual Ridership

8W	14,967

(Bar chart: axis 0 to 20,000 in increments of 5,000)

Top Transfer Locations

Pentagon

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
89 (8W)	*No Service*	*No Service*

(Weekday chart axis 0 to 2,000)

Average Trip Ridership and Maximum Load by Time Period

AM Peak	PM Peak	Early Night
NORTH 7	SOUTH 5	SOUTH 3

(Axis 0.0 to 10.0)
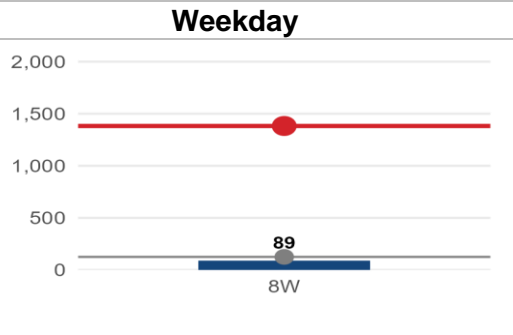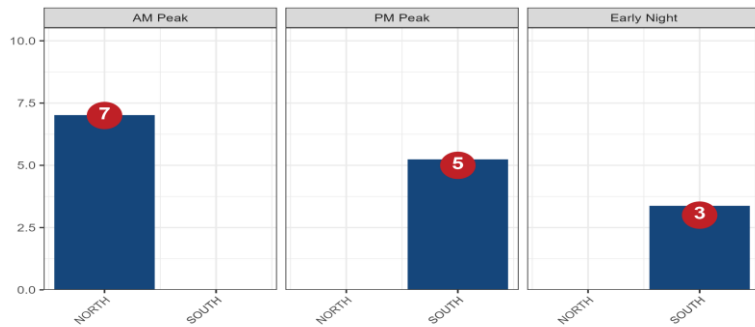
Vehicle Load Factor

	Direction:	SOUTH	NORTH
Weekday	**Peak** Maximum Target: 1	0.11	0.16
	Off-Peak Maximum Target: 1.0	0.08	
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

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

Standard

Trunk

8W

Saturday (by Hour)

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

No Service

Sunday (by Hour)

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

No Service

C 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: 24.8 / Off-Peak: NA	Peak: 32.1 / Off-Peak: 37	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour** | N/A	9.5	9.5	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.6	0.6	E	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	88%	75%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.14	Off-Peak: 0.12 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$12.58	$14.01	E	-	-	-	-	-	-
	Cost Recovery | 20%	10%	15%	E	-	-	-	-	-	-

metrobus

Route 8W

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | N/A	2.6	2.8	-
Route Design — Circuity | N/A	1.69	1.44	-

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity									
Passengers per Revenue Hour | N/A	9.5	9.5	E	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.6	0.6	E	-	-	-	-	-	-
Unique Segment Ridership | 15%	50%	26%	A	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	88%	75%	A	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.14	Off-Peak: 0.13 Peak: 0.16	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$12.58	$14.01	E	-	-	-	-	-	-
Cost Recovery | 20%	10%	15%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

No Service

Hours Allocation

No Service

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
8W	19.80	315	309 (98.1%)

Service Change Summary

Route 8W - Dec 2021:
Weekday: 8W only - Weekday service restored to pre-pandemic in Sept 21; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

4

8W

Saturday

No Service

Sunday

No Service

— Class/Tier Average   — System Average

About the Line

Service Classification

Coverage

Activity Tier

1

Overall Grade

Line   C

Legend

- Exceeds
- Meets
- Approaches
- Below
- Significantly Below

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Garfield-Anacostia Loop Line

Regional Transit

Metrorail

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

Line Benefit Score

35

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	79	8	18	
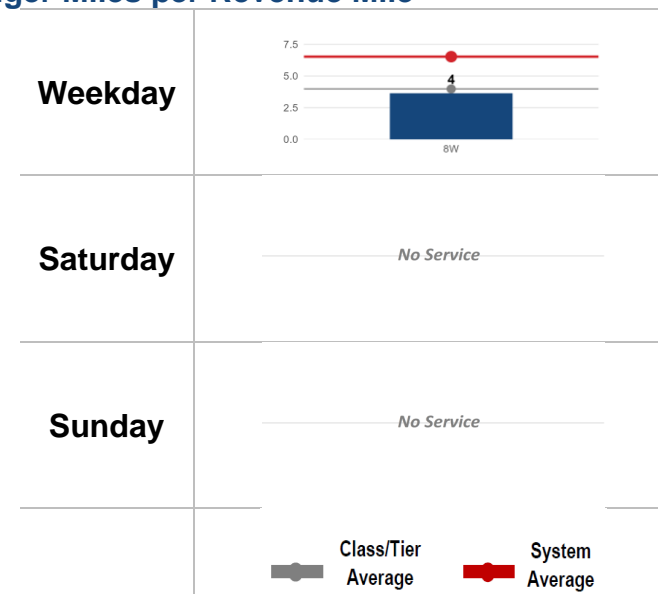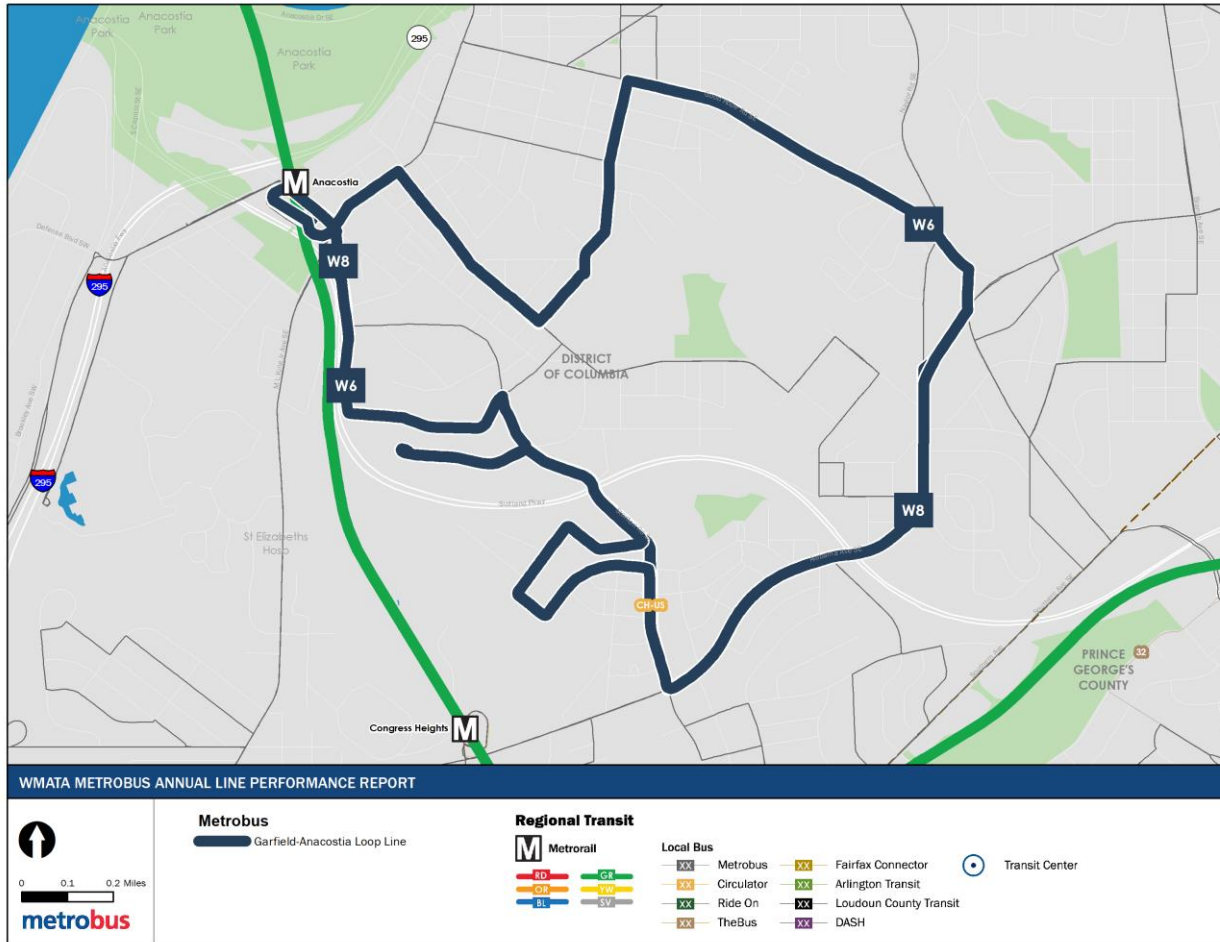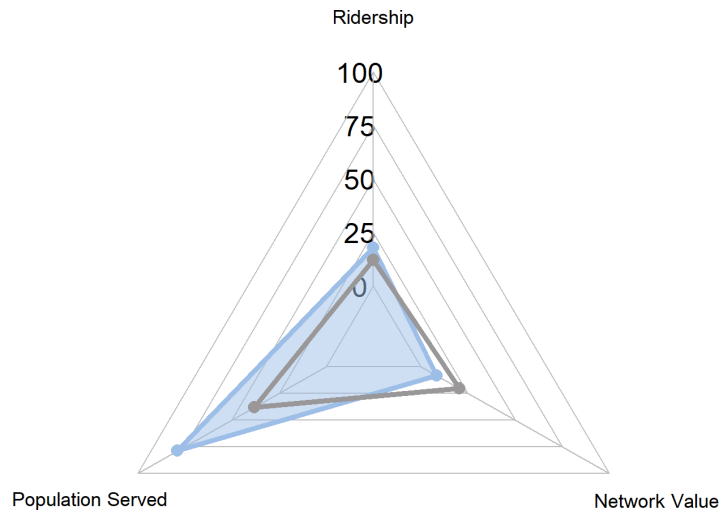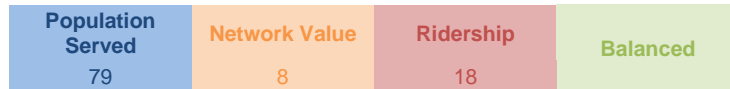
Operating Statistics

	Annual Operating Costs	$2,387,279
	Peak Vehicles	8
	Vehicle Type(s)	30 Foot, 35 Foot

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

	Service Area Population		68,747
	People of Color Population	Service Area	64,740
		% Riders Surveyed	98%
	Low Income Household	Service Area	38,026
		% Riders Surveyed	80%

Facilities/Amenities

	Bus Stops	89
	% Stops With Shelters	17%
	% Stops With Benches	15%
	% Stops With Real-Time Signs	6%

metrobus

Ridership

Annual Ridership	W8: 273,999 W6: 287,550	
Top Transfer Locations	Anacostia	

Average Daily Ridership
- Class/Tier Average
- System Average

Weekday
- W6: 933
- W8: 902

Saturday
- W6: 541.668
- W8: 541.616

Sunday
- W6: 466.41
- W8: 465.57

Average Trip Ridership and Maximum Load by Time Period
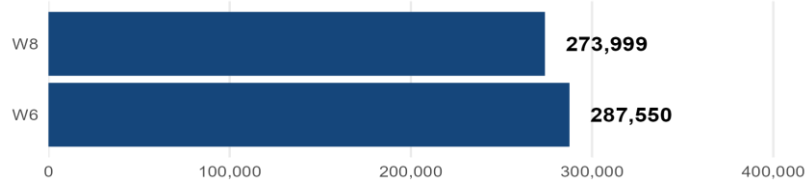
Time Period	ANTICLKW	CLOCKWIS
AM Early	5	9
AM Peak	12	11
Midday	11	11
PM Peak	13	15
Early Night	9	10
Late Night	6	6
Saturday	9	10
Sunday	8	9
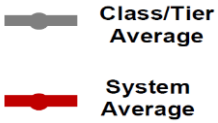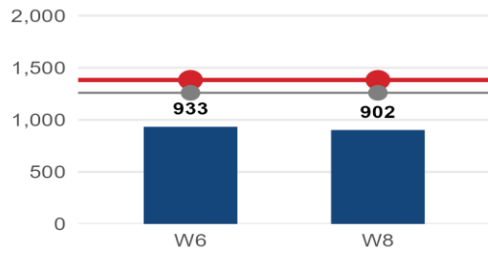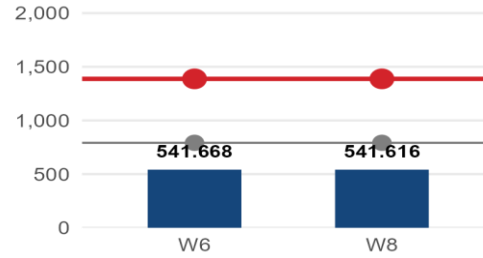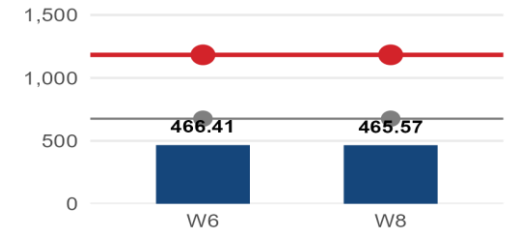
Vehicle Load Factor

	Direction:	ANTICLKW	CLOCKWIS
Weekday	**Peak** Maximum Target: 1.2	0.44	0.49
	Off-Peak Maximum Target: 1.0	0.35	0.35
	Saturday Maximum Target: 1.0	0.33	0.34
	Sunday Maximum Target: 1.0	0.3	0.31

Span and Frequency
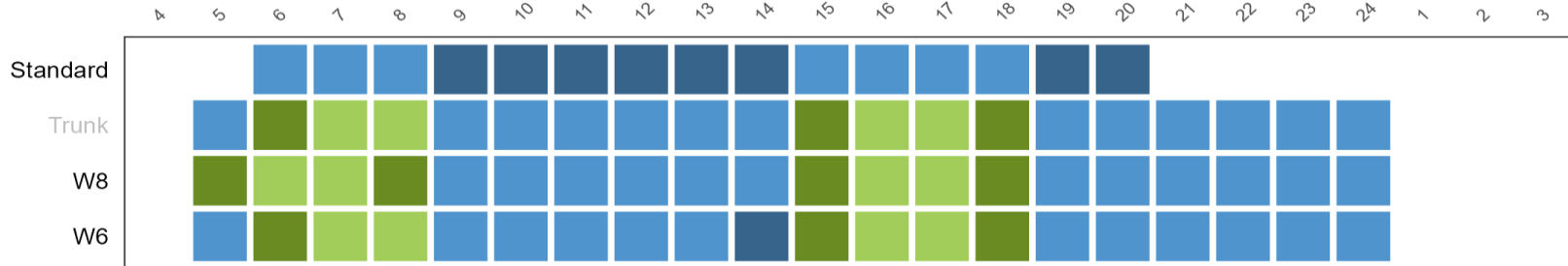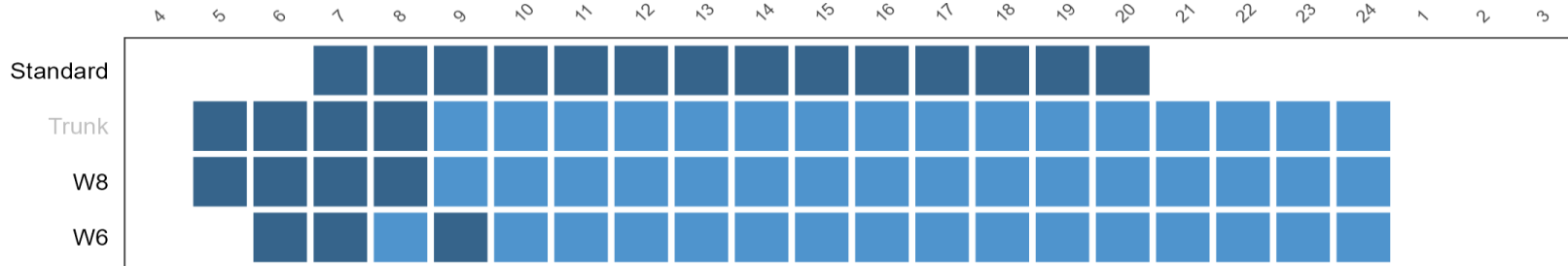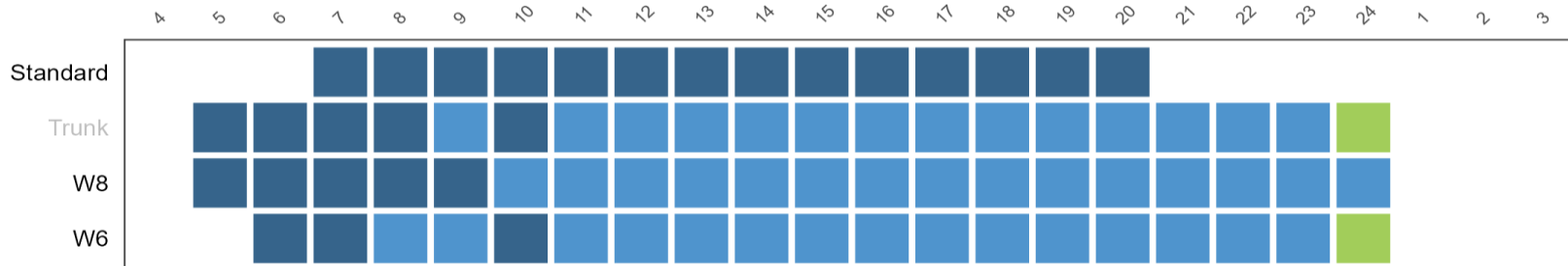
C Garfield-Anacostia Loop

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	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: 16.3 / Off-Peak: 28.7	Peak: 19 / Off-Peak: 27.6	A	30.3	29.7	A	30.2	30.0	A
Productivity	**Passengers per Revenue Hour | 20**	24.9	21.1	A	22.7	18.6	A	19.8	16.6	C
	Passengers per Revenue Mile | 4	3.0	2.9	E	2.4	2.3	E	2.1	2.0	E
Reliability	**On-Time Performance | 79%**	75%	76%	C	90%	76%	A	82%	80%	B
	Crowding | 5%	8%	2%	E	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.46	Off-Peak: 0.24 Peak: 0.33	A	0.34	0.22	A	0.3	0.2	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$4.79	$ 5.78	A	$5.26	$ 6.56	B	$6.02	$ 7.31	D
	Cost Recovery | 25%	8%	14%	E	7%	13%	E	6%	12%	E

Route W6

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	7.5	6.5	E
Route Design Circuity | N/A	Inf (route is a loop)	1.59	-

	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	25.5	21.1	A	23.1	18.6	A	20.1	16.6	B
	Passengers per Revenue Mile | 4	3.0	2.9	E	2.4	2.3	E	2.1	2.0	E
	Unique Segment Ridership | 10%	24%	46%	A	24%	53%	A	22%	45%	A
Reliability	On-Time Performance | 79%	76%	76%	C	91%	76%	A	80%	80%	B
	Crowding | 5%	2%	3%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.49	Off-Peak: 0.25 Peak: 0.35	A	0.34	0.23	A	0.31	0.21	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$4.68	$ 5.78	A	$5.17	$ 6.56	B	$5.94	$ 7.31	C
	Cost Recovery | 25%	8%	14%	E	8%	12%	E	7%	11%	E

Route W8

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	7.6	6.5	E
Route Design — **Circuity |** N/A	Inf (route is a loop)	1.59	-

	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	24.3	21.1	A	22.2	18.6	A	19.7	16.6	C
	Passengers per Revenue Mile | 4	3.0	2.9	E	2.4	2.3	E	2.1	2.0	E
	Unique Segment Ridership | 10%	23%	46%	A	19%	53%	A	19%	45%	A
Reliability	**On-Time Performance |** 79%	75%	76%	C	89%	76%	A	84%	80%	B
	Crowding | 5%	13%	3%	E	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.44	Off-Peak: 0.25 Peak: 0.35	A	0.33	0.23	A	0.3	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.91	$ 5.78	A	$5.36	$ 6.56	B	$6.05	$ 7.31	D
	Cost Recovery | 25%	8%	14%	E	7%	12%	E	6%	11%	E
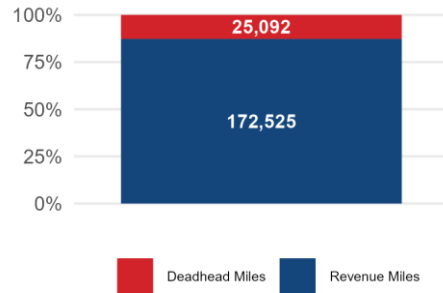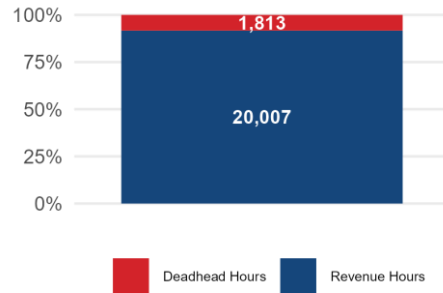
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 25,092
- Revenue Miles: 172,525

Hours Allocation

- Deadhead Hours: 1,813
- Revenue Hours: 20,007

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W6	7.00	1,353	1,314 (97.1%)
W8	6.50	1,374	1,349 (98.2%)

Service Change Summary

Route W6 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route W8 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- W6: 6.24
- W8: 5.82

Saturday
- W6: 4.90
- W8: 4.71

Sunday
- W6: 4.96
- W8: 4.40

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	B

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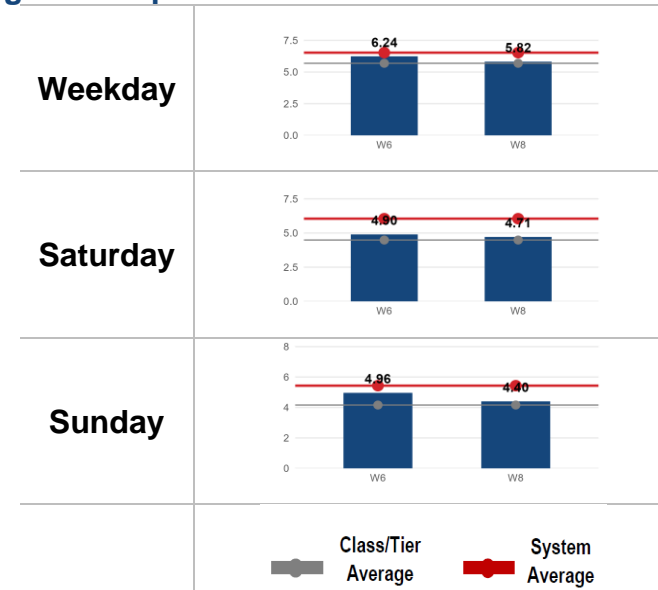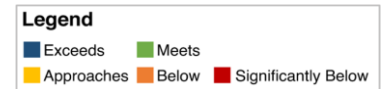
Line Benefit Score

70

Out of 100
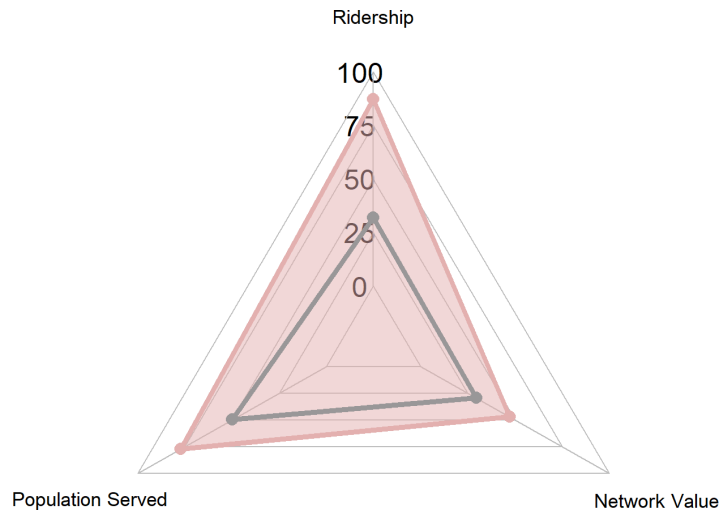
Ridership

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	77	47	87	

Operating Statistics

Annual Operating Costs		$8,831,565
Peak Vehicles		14
Vehicle Type(s)		40 Foot, 60 Foot

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

Service Area Population			79,905
People of Color Population	*Service Area*	37,403	
	% Riders Surveyed	90%	
Low Income Household	*Service Area*	17,771	
	% Riders Surveyed	64%	

Facilities/Amenities

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

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

459

Annual Ridership

70 | 2,680,743

Top Transfer Locations

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

Average Daily Ridership

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

Weekday	Saturday	Sunday
8,969	6,132	4,939

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
NORTH	18	21	26	31	21	16	23	19
SOUTH	22	27	27	28	17	8	22	18
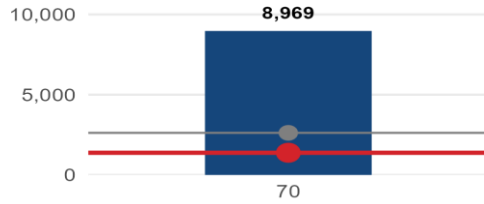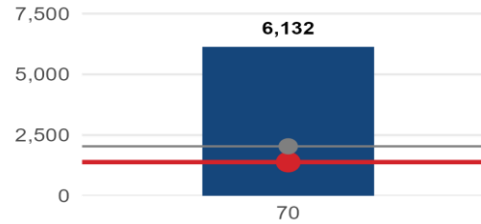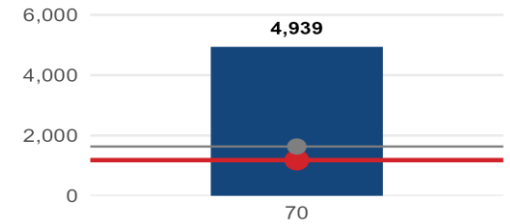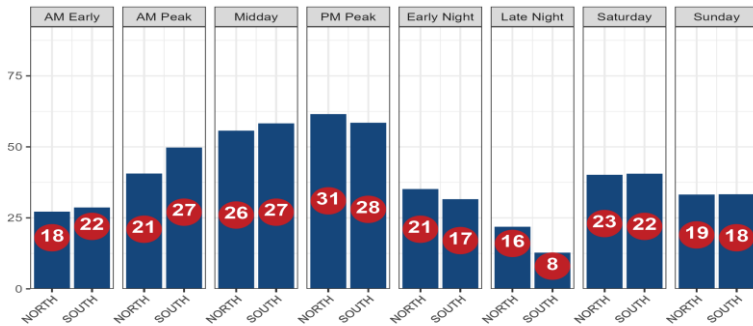
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.5	0.54
	Off-Peak Maximum Target: 1.0	0.43	0.39
	Saturday Maximum Target: 1.0	0.54	0.52
	Sunday Maximum Target: 1.0	0.45	0.44

Span and Frequency

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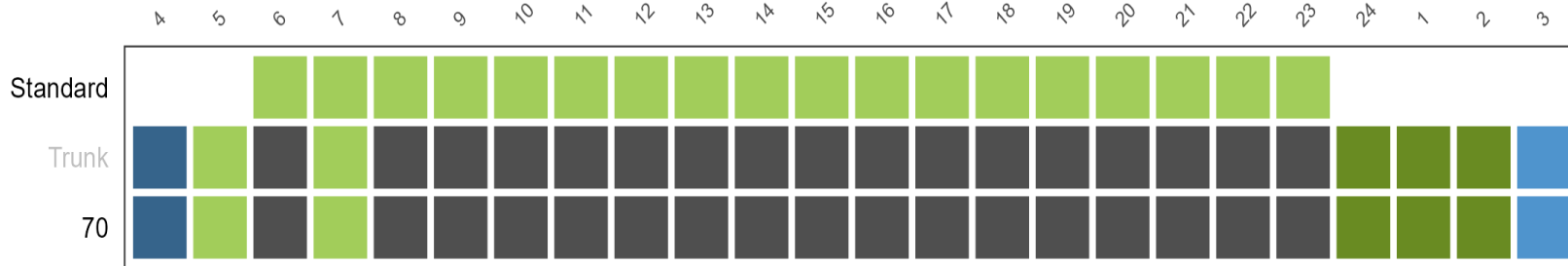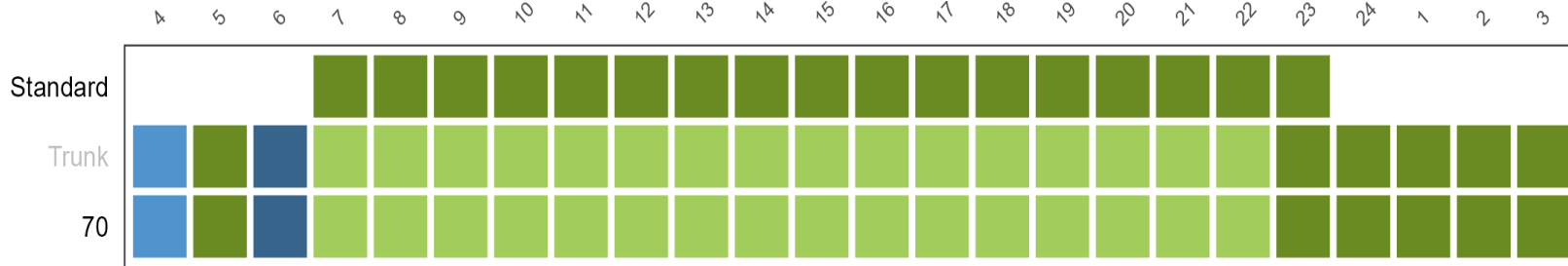
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
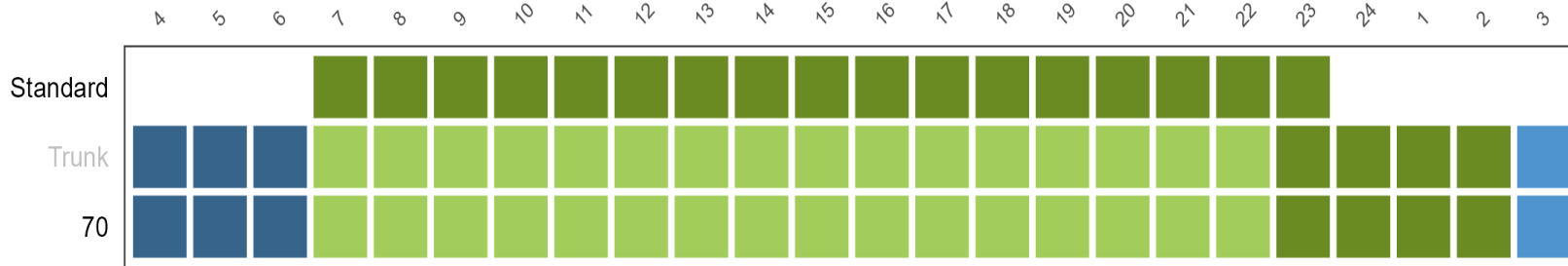
B Georgia Avenue-7th Street

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | *varies*	3:59 AM - 2:36 AM	-	A	3:57 AM - 2:34 AM	-	A	3:58 AM - 2:27 AM	-	A
	Frequency of Service | *varies*	Peak: 12.0 / Off-Peak: 12.2	Peak: 16.6 / Off-Peak: 20	B	16.9	22.5	B	17.4	25.9	B
Productivity	**Passengers per Revenue Hour** | 30	41.3	24.4	A	38.0	21.6	A	34.0	20.0	A
	Passengers per Revenue Mile | 4	5.6	3.2	A	5.1	2.7	A	4.2	2.4	B
Reliability	**On-Time Performance** | 79%	66%	74%	E	68%	72%	E	68%	76%	E
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.52	Off-Peak: 0.29 Peak: 0.38	A	0.53	0.29	A	0.44	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$2.89	$ 5.47	A	$3.14	$ 6.24	A	$3.51	$ 6.78	A
	Cost Recovery | 25%	27%	21%	B	25%	18%	C	22%	17%	D

metrobus

Route 70

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.5	5.2	E
Route Design — **Circuity |** 1.75	1.13	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	41.3	24.4	A	38.0	21.6	A	34.0	20.0	A
	Passengers per Revenue Mile | 4	5.6	3.2	A	5.1	2.7	A	4.2	2.4	B
	Unique Segment Ridership | 10%	47%	22%	A	47%	34%	A	46%	34%	A
Reliability	**On-Time Performance |** 79%	66%	74%	E	68%	72%	E	68%	76%	E
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.52	Off-Peak: 0.29 Peak: 0.38	A	0.53	0.29	A	0.44	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$2.89	$ 5.47	A	$3.14	$ 6.24	A	$3.51	$ 6.78	A
	Cost Recovery | 25%	27%	21%	B	25%	18%	C	22%	17%	D

Operational Analysis
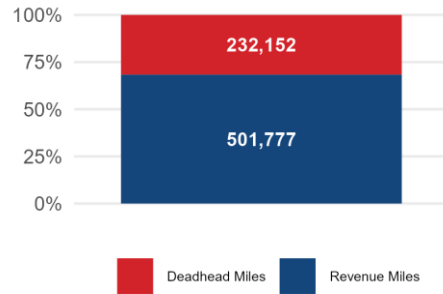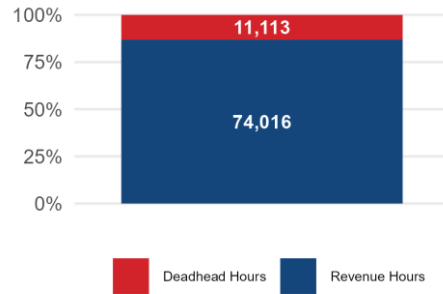
Miles Allocation

Deadhead Miles: 232,152
Revenue Miles: 501,777

Hours Allocation

Deadhead Hours: 11,113
Revenue Hours: 74,016

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
70	17.50	5,869	5,791 (98.7%)

Service Change Summary

Route 70 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — 13

Saturday — 13

Sunday — 11

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Georgia Avenue-Maryland Line

Regional Transit

Ⓜ Metrorail

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

Service Classification

Framework

Activity Tier

2

Overall Grade

| Line | B |

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

Line Benefit Score

41

Out of 100

Ridership

100
75
50
25
0

Population Served
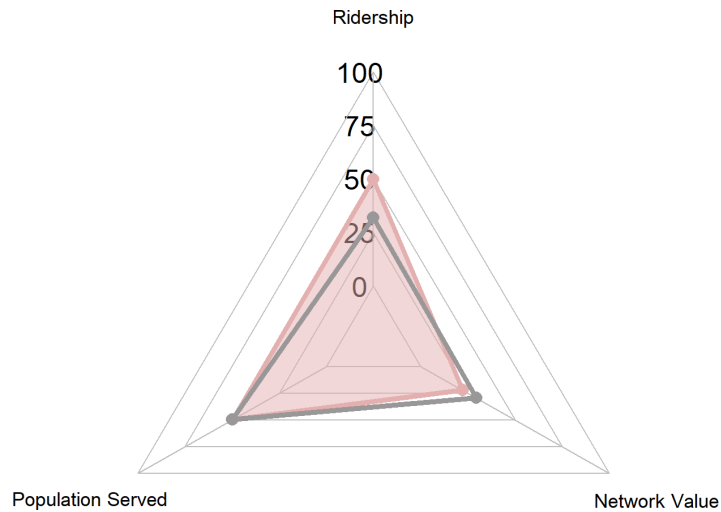
Network Value

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
49	**22**	**50**	

Line Score:

Operating Statistics

	Annual Operating Costs	$7,425,085
	Peak Vehicles	16
	Vehicle Type(s)	40 Foot

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

	Service Area Population		151,077
	People of Color Population	Service Area	54,206
		% Riders Surveyed	88%
	Low Income Household	Service Area	33,853
		% Riders Surveyed	59%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

Y8	535,105
Y7	489,338
Y2	538,559

Top Transfer Locations

Glenmont, Wheaton, Silver Spring
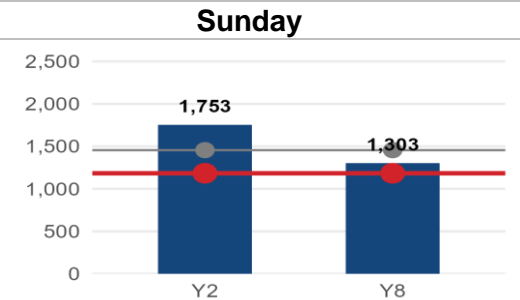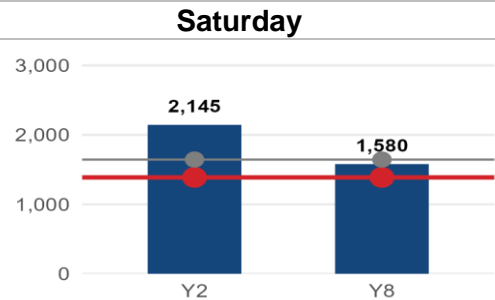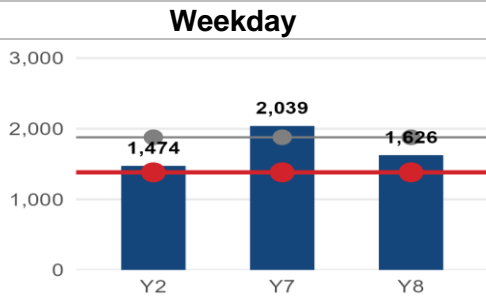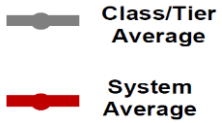
Average Daily Ridership

- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
Y2: 1,474	Y2: 2,145	Y2: 1,753
Y7: 2,039	Y8: 1,580	Y8: 1,303
Y8: 1,626		

Average Trip Ridership and Maximum Load by Time Period

AM Early: NORTH 14, SOUTH 17
AM Peak: NORTH 16, SOUTH 16
Midday: NORTH 18, SOUTH 20
PM Peak: NORTH 20, SOUTH 16
Early Night: NORTH 16, SOUTH 11
Late Night: NORTH 8, SOUTH 5
Saturday: NORTH 19, SOUTH 17
Sunday: NORTH 15, SOUTH 15
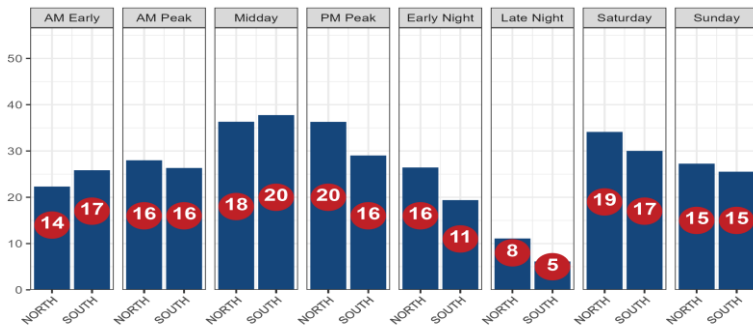
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.46	0.39
	Off-Peak Maximum Target: 1.0	0.4	0.4
	Saturday Maximum Target: 1.0	0.47	0.44
	Sunday Maximum Target: 1.0	0.38	0.38

Span and Frequency

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

Weekday (by Hour)

Rows: Standard, Trunk, Y8, Y7, Y2

Saturday (by Hour)

Rows: Standard, Trunk, Y8, Y2

Sunday (by Hour)

Rows: Standard, Trunk, Y8, Y2

B Georgia Avenue-Maryland

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	4:18 AM - 2:44 AM	-	A	4:56 AM - 2:41 AM	-	A	4:56 AM - 2:39 AM	-	A
Frequency of Service | varies	Peak: 12.7 / Off-Peak: 16.4	Peak: 20.8 / Off-Peak: 24.1	A	21.3	27.3	A	21.3	26.9	A
Productivity — **Passengers per Revenue Hour** | 20	25.2	20.3	A	28.2	20.2	A	23.6	18.1	A
Passengers per Revenue Mile | 2	2.3	2.0	A	2.2	1.9	A	1.8	1.6	C
Reliability — **On-Time Performance** | 79%	77%	78%	C	72%	77%	D	75%	78%	C
Crowding | 5%	0%	0%	A	1%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.43	Off-Peak: 0.3 Peak: 0.36	A	0.45	0.29	A	0.38	0.25	A
Cost Effectiveness — **Operating Cost per Passenger Trip** | $5	$4.73	$ 6.80	A	$4.24	$ 6.78	A	$5.06	$ 7.75	B
Cost Recovery | 20%	24%	18%	A	27%	16%	A	23%	14%	A

Route Y2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5	4.7	A
Route Design	**Circuity |** 1.75	1.06	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	21.7	20.3	B	26.8	20.2	A	22.4	18.1	A
	Passengers per Revenue Mile | 2	1.7	2.0	D	2.0	1.9	B	1.7	1.6	D
	Unique Segment Ridership | 10%	0%	20%	E	0%	36%	E	0%	39%	E
Reliability	**On-Time Performance |** 79%	77%	78%	C	73%	77%	D	77%	78%	C
	Crowding | 5%	0%	0%	A	1%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.45	Off-Peak: 0.3 Peak: 0.36	A	0.42	0.31	A	0.35	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.49	$ 6.80	B	$4.45	$ 6.78	A	$5.33	$ 7.75	B
	Cost Recovery | 20%	20%	18%	C	25%	17%	A	21%	15%	B

metrobus

Route Y7

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	5.2	4.7	E
Route Design Circuity | 1.75	1.12	1.46	A

	Measure | Standard	Weekday			Saturday			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	20.3	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	2.7	2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	2%	20%	E	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	78%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.39	Off-Peak: 0.3 Peak: 0.36	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$4.50	$ 6.80	A	-	-	-	-	-	-
	Cost Recovery | 20%	26%	18%	A	-	-	-	-	-	-

Route Y8

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.9	4.7	A
Route Design	**Circuity |** 1.75	1.12	1.46	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	27.6	20.3	A	30.2	20.2	A	25.5	18.1	A
	Passengers per Revenue Mile | 2	2.5	2.0	A	2.6	1.9	A	2.2	1.6	B
	Unique Segment Ridership | 10%	0%	20%	E	3%	36%	E	2%	39%	E
Reliability	**On-Time Performance |** 79%	75%	78%	C	71%	77%	D	73%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.49 Peak: 0.46	Off-Peak: 0.3 Peak: 0.36	A	0.52	0.31	A	0.45	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.33	$ 6.80	A	$3.95	$ 6.78	A	$4.69	$ 7.75	A
	Cost Recovery | 20%	27%	18%	A	30%	17%	A	25%	15%	A
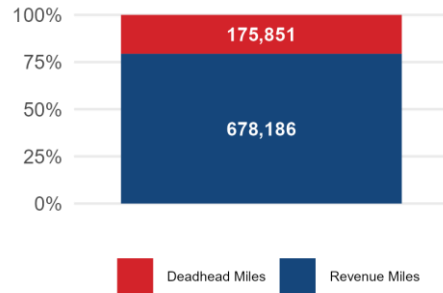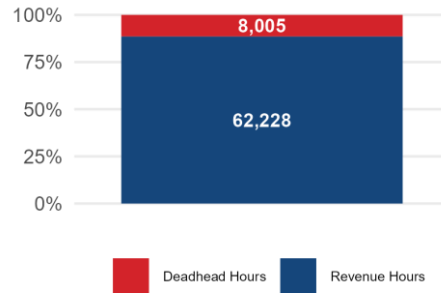
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 175,851
- Revenue Miles: 678,186

Hours Allocation

- Deadhead Hours: 8,005
- Revenue Hours: 62,228

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Y2	28.00	1,965	1,949 (99.2%)
Y7	22.50	1,449	1,437 (99.2%)
Y8	29.70	1,307	1,300 (99.5%)

Service Change Summary

Route Y2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route Y7 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route Y8 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- Y2: 7.4
- Y7: 9.0
- Y8: 10.6

Saturday
- Y2: 8.4
- Y8: 10.4

Sunday
- Y2: 6.8
- Y8: 8.6

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Georgia Avenue Limited Line

Regional Transit

Metrorail

Local Bus

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

Service Classification

Framework

Activity Tier

1

Overall Grade

| Line | B |

Legend

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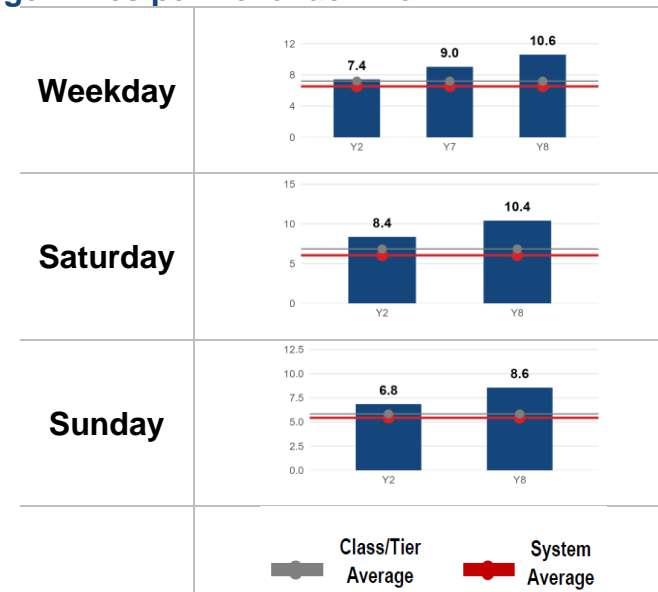
Line Benefit Score

49

Out of 100
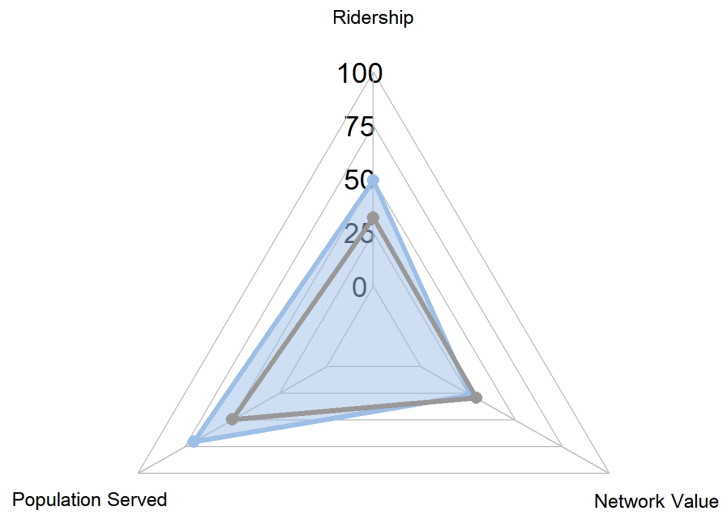
Radar chart with axes: Ridership, Population Served, Network Value (scale 0–100)

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	70	26	49	
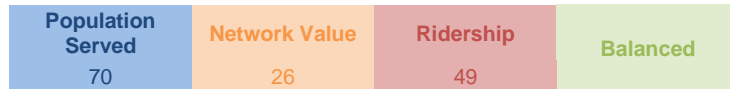
Operating Statistics

	Annual Operating Costs	$5,773,935
	Peak Vehicles	17
	Vehicle Type(s)	40 Foot, 60 Foot, EXTRA/LC

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

	Service Area Population		63,298
	People of Color Population	Service Area	29,795
		% Riders Surveyed	87%
	Low Income Household	Service Area	14,127
		% Riders Surveyed	61%

Facilities/Amenities

	Bus Stops	30
	% Stops With Shelters	37%
	% Stops With Benches	37%
	% Stops With Real-Time Signs	43%

metrobus

Ridership

Annual Ridership

79 — 1,588,670

Top Transfer Locations

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

Average Daily Ridership

- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
5,068	3,637	3,067
79	79	79

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Saturday	Sunday
NORTH 18 / SOUTH 21	NORTH 16 / SOUTH 21	NORTH 20 / SOUTH 20	NORTH 23 / SOUTH 19	NORTH 12 / SOUTH 10	NORTH 17 / SOUTH 17	NORTH 14 / SOUTH 15
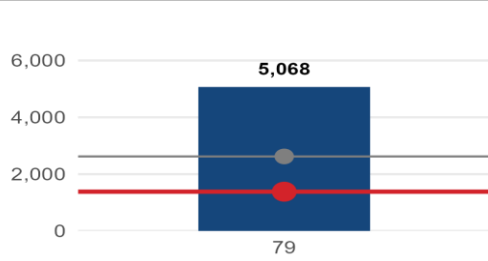
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.5	0.5
	Off-Peak Maximum Target: 1.0	0.48	0.47
	Saturday Maximum Target: 1.0	0.43	0.42
	Sunday Maximum Target: 1.0	0.36	0.37

metrobus

Span and Frequency

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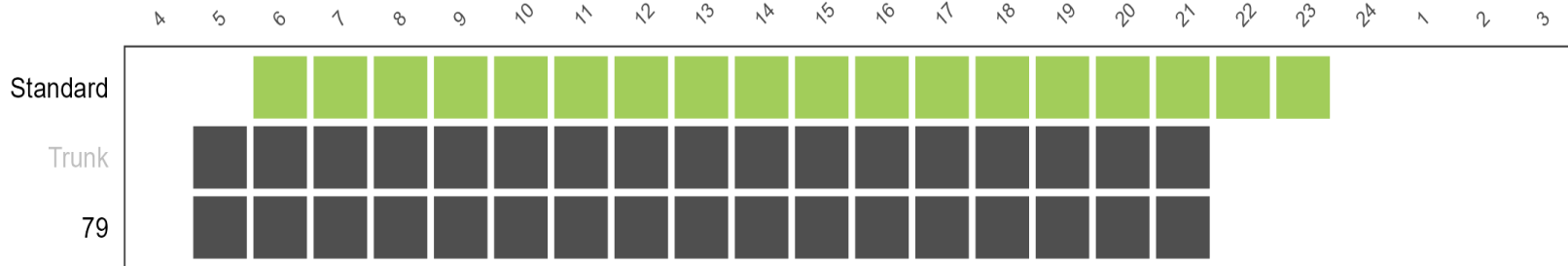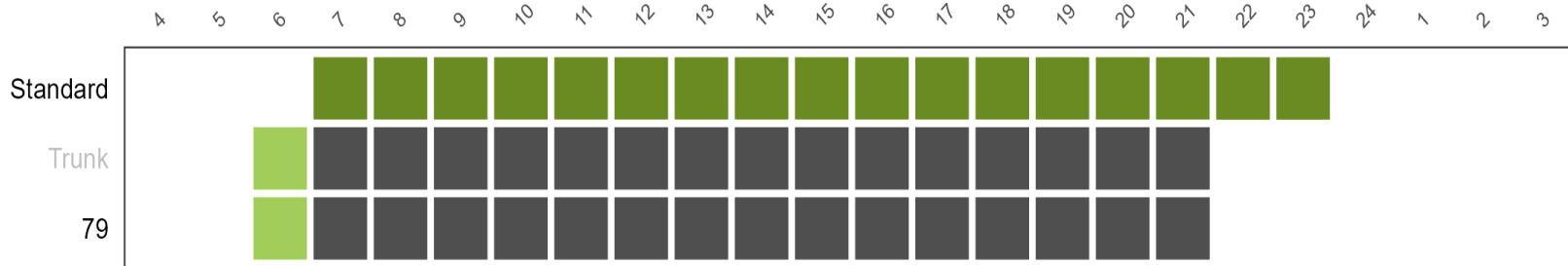
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
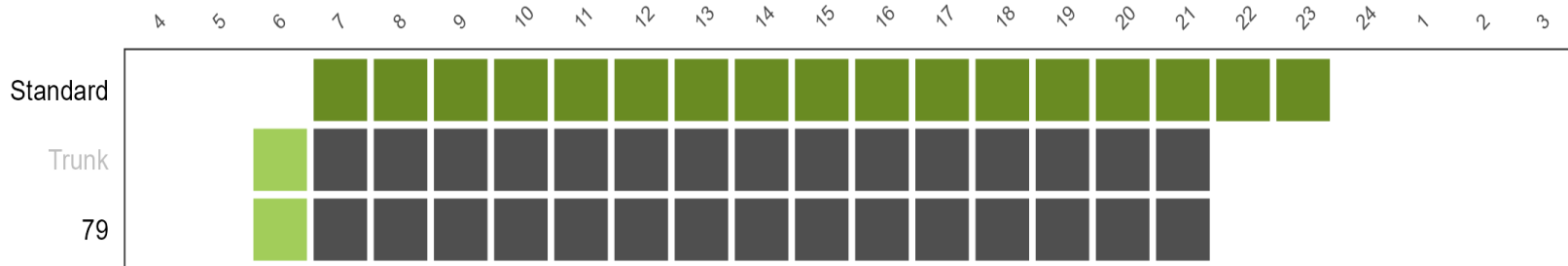
B Georgia Avenue Limited

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:54 AM - 9:40 PM	-	C	6:04 AM - 9:38 PM	-	C	6:03 AM - 9:45 PM	-	C
Frequency of Service | varies	Peak: 8.9 / Off-Peak: 11.9	Peak: 16.6 / Off-Peak: 20	A	12.1	22.5	A	12.2	25.9	A
Productivity									
Passengers per Revenue Hour | 30	31.6	24.4	B	28.0	21.6	C	25.2	20.0	D
Passengers per Revenue Mile | 4	3.9	3.2	C	3.4	2.7	D	2.8	2.4	E
Reliability									
On-Time Performance | 79%	71%	74%	D	70%	72%	D	77%	76%	C
Crowding | 5%	1%	1%	A	1%	1%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.5	Off-Peak: 0.29 Peak: 0.38	A	0.42	0.29	A	0.37	0.26	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$3.77	$ 5.47	A	$4.26	$ 6.24	A	$4.73	$ 6.78	A
Cost Recovery | 25%	20%	21%	D	18%	18%	E	16%	17%	E

metrobus

Route 79

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	2.1	5.2	E
Route Design — Circuity | 1.75	1.05	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	31.6	24.4	B	28.0	21.6	C	25.2	20.0	D
	Passengers per Revenue Mile | 4	3.9	3.2	C	3.4	2.7	D	2.8	2.4	E
	Unique Segment Ridership | 10%	10%	22%	B	9%	34%	C	12%	34%	B
Reliability	On-Time Performance | 79%	71%	74%	D	70%	72%	D	77%	76%	C
	Crowding | 5%	1%	1%	A	1%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.47 Peak: 0.5	Off-Peak: 0.29 Peak: 0.38	A	0.42	0.29	A	0.37	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$3.77	$ 5.47	A	$4.26	$ 6.24	A	$4.73	$ 6.78	A
	Cost Recovery | 25%	20%	21%	D	18%	18%	E	16%	17%	E

Operational Analysis
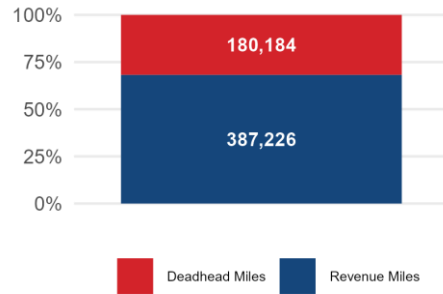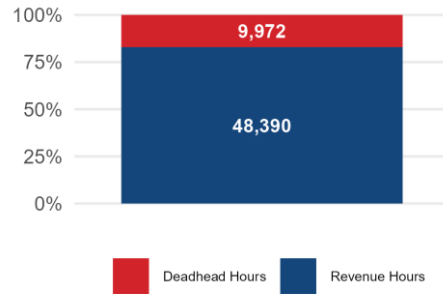
Miles Allocation

180,184	Deadhead Miles
387,226	Revenue Miles

Hours Allocation

9,972	Deadhead Hours
48,390	Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
79	15.20	5,021	4,963 (98.8%)

Service Change Summary

Route 79 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday	12
Saturday	10
Sunday	9

Class/Tier Average   System Average

About the Line

Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	C

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

Line Benefit Score

19

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	26	25	7	

Operating Statistics

Annual Operating Costs	$1,348,984
Peak Vehicles	6
Vehicle Type(s)	30 Foot

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

Service Area Population			26,070
People of Color Population	Service Area		4,054
	% Riders Surveyed		38%
Low Income Household	Service Area		3,853
	% Riders Surveyed		21%

Facilities/Amenities

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

metrobus

Ridership

Annual Ridership

D2   198,626

| 0 | 100,000 | 200,000 |

Top Transfer Locations

Dupont Circle

Average Daily Ridership

- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
D2 — 712	D2 — 487	D2 — 456

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST 2 / WEST 2	EAST 7 / WEST 10	EAST 5 / WEST 5	EAST 10 / WEST 7	EAST 4 / WEST 5	EAST 2 / WEST 4	EAST 4 / WEST 5	EAST 4 / WEST 5

Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.28	0.27
	Off-Peak Maximum Target: 1.0	0.15	0.17
	Saturday Maximum Target: 1.0	0.15	0.16
	Sunday Maximum Target: 1.0	0.14	0.17

Span and Frequency
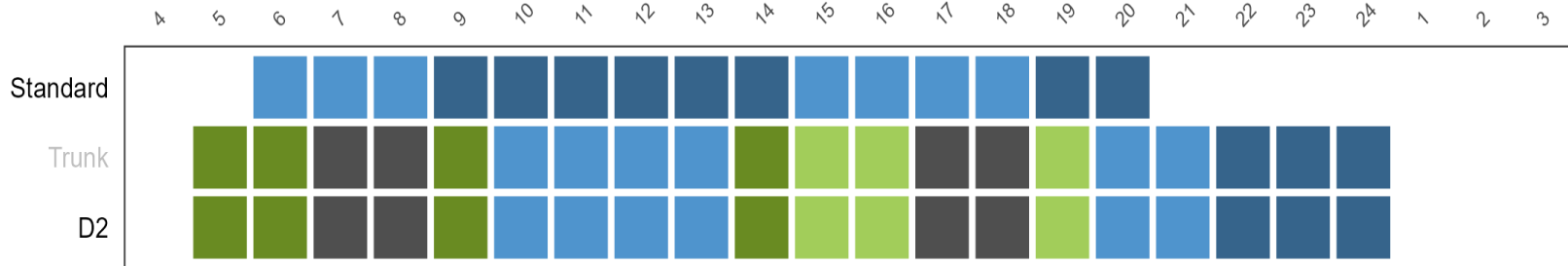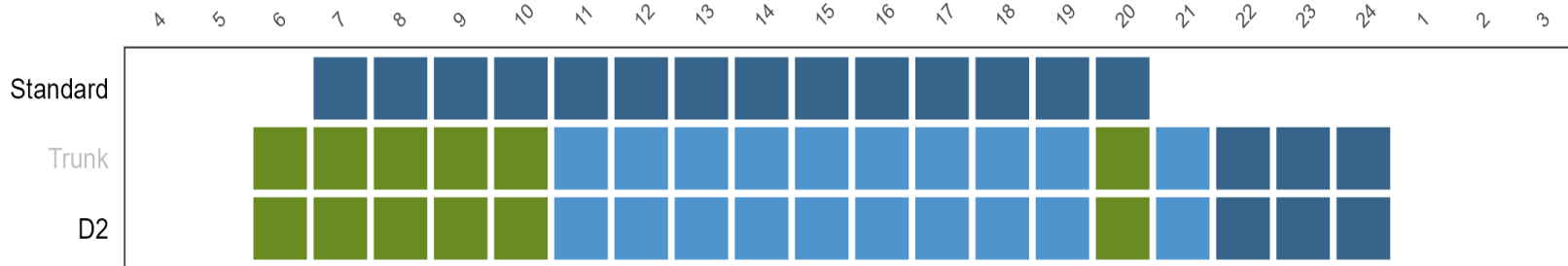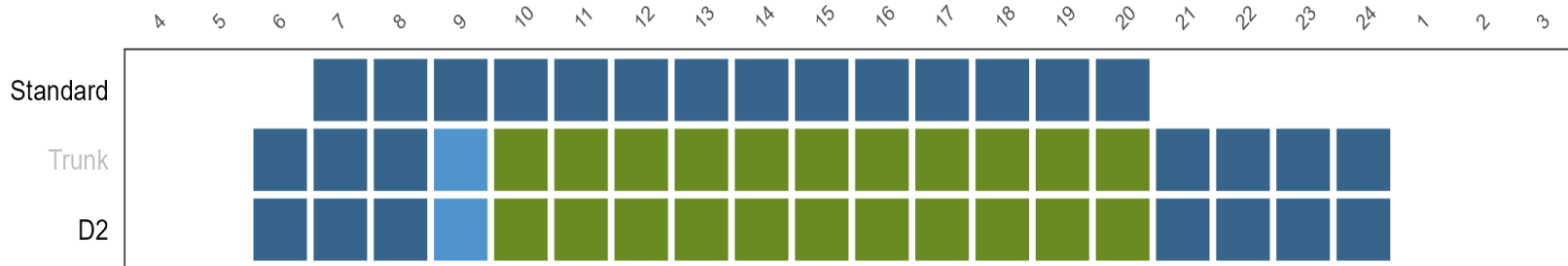
C Glover Park-Dupont Circle

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service | varies	5:26 AM - 12:19 AM	-	A	6:33 AM - 12:08 AM	-	A	6:47 AM - 12:04 AM	-	A
	Frequency of Service | varies	Peak: 12.3 / Off-Peak: 21.9	Peak: 19 / Off-Peak: 27.6	A	21.9	29.7	A	22.8	30.0	A
Productivity	Passengers per Revenue Hour | 20	17.6	21.1	D	15.5	18.6	E	15.9	16.6	E
	Passengers per Revenue Mile | 4	2.3	2.9	E	1.7	2.3	E	1.7	2.0	E
Reliability	On-Time Performance | 79%	84%	76%	B	75%	76%	C	72%	80%	D
	Crowding | 5%	1%	2%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.27	Off-Peak: 0.24 Peak: 0.33	A	0.15	0.22	A	0.16	0.2	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$6.78	$5.78	E	$7.70	$6.56	E	$7.52	$7.31	E
	Cost Recovery | 25%	23%	14%	C	20%	13%	D	20%	12%	D

metrobus

Route D2

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	6.8	6.5	E
Route Design — Circuity | N/A	1.62	1.59	-

	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	17.6	21.1	D	15.5	18.6	E	15.9	16.6	E
	Passengers per Revenue Mile | 4	2.3	2.9	E	1.7	2.3	E	1.7	2.0	E
	Unique Segment Ridership | 10%	68%	46%	A	64%	53%	A	59%	45%	A
Reliability	On-Time Performance | 79%	84%	76%	B	75%	76%	C	72%	80%	D
	Crowding | 5%	1%	3%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.27	Off-Peak: 0.25 Peak: 0.35	A	0.15	0.23	A	0.16	0.21	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$6.78	$ 5.78	E	$7.70	$ 6.56	E	$7.52	$ 7.31	E
	Cost Recovery | 25%	23%	14%	C	20%	12%	D	20%	11%	D
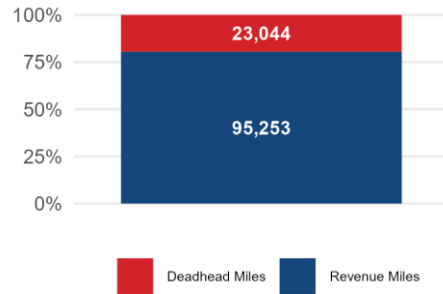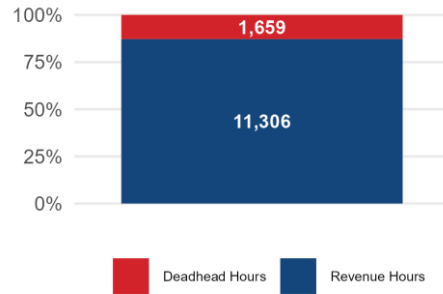
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 23,044
Revenue Miles: 95,253

Hours Allocation

Deadhead Hours: 1,659
Revenue Hours: 11,306

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D2	7.50	2,506	2,480 (99.0%)

Service Change Summary

Route D2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — D2: 4

Saturday — D2: 3

Sunday — D2: 3

Class/Tier Average — System Average

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

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

Line Benefit Score

27
Out of 100

Ridership
100
75
50
25
0
Population Served
Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	39	20	21	
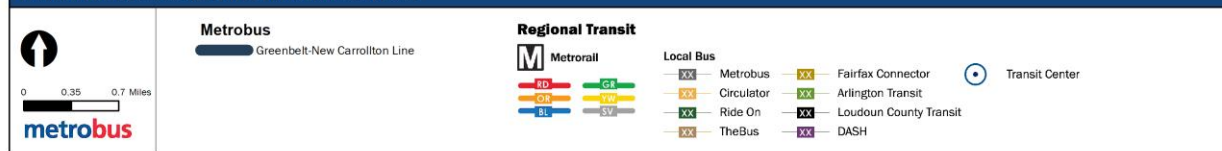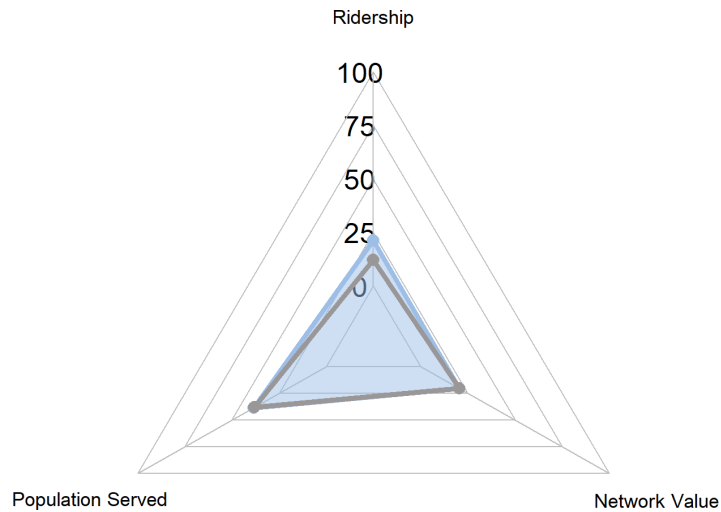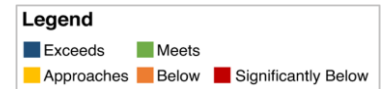
Operating Statistics

Annual Operating Costs	$3,869,064
Peak Vehicles	10
Vehicle Type(s)	40 Foot

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

Service Area Population		52,290
People of Color Population	Service Area	33,697
	% Riders Surveyed	92%
Low Income Household	Service Area	14,429
	% Riders Surveyed	48%

Facilities/Amenities

Bus Stops	204
% Stops With Shelters	21%
% Stops With Benches	25%
% Stops With Real-Time Signs	0%

metrobus

Ridership

Annual Ridership

Route	Annual Ridership
G14	422,270
G12	211,722
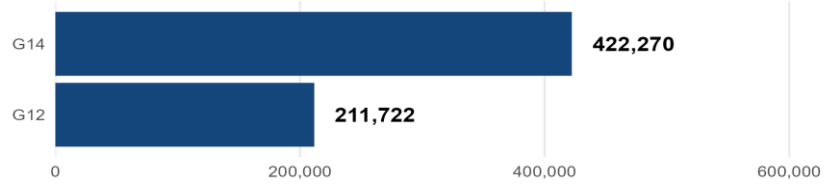
Top Transfer Locations

Greenbelt, New Carrollton

Average Daily Ridership
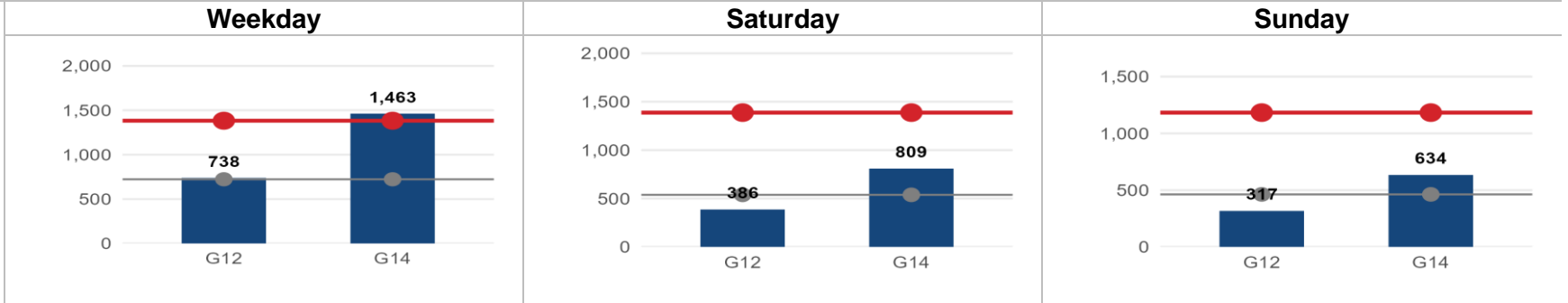
- Class/Tier Average
- System Average

	Weekday	Saturday	Sunday
G12	738	386	317
G14	1,463	809	634

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	12	11
AM Peak	14	14
Midday	14	14
PM Peak	14	15
Early Night	11	11
Late Night	2	2
Saturday	12	12
Sunday	10	10
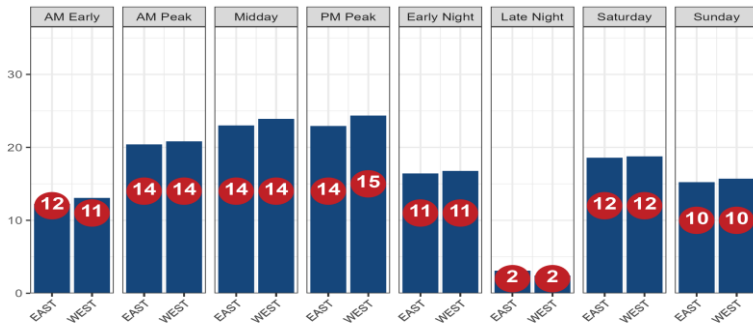
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.35	0.36
	Off-Peak Maximum Target: 1.0	0.3	0.32
	Saturday Maximum Target: 1.0	0.3	0.3
	Sunday Maximum Target: 1.0	0.24	0.25

metrobus

Span and Frequency

B Greenbelt-New Carrollton

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:00 AM - 11:48 PM	-	A	6:30 AM - 10:47 PM	-	A	6:30 AM - 10:47 PM	-	A
Frequency of Service | varies	Peak: 28.4 / Off-Peak: 45.4	Peak: 29.7 / Off-Peak: 41.4	A	53.7	46.6	A	53.7	48.8	A
Productivity									
Passengers per Revenue Hour | 10	21.2	17	A	19.5	19	A	16.0	19	A
Passengers per Revenue Mile | 1	1.6	1.4	A	1.4	1.5	A	1.2	1.5	A
Reliability									
On-Time Performance | 79%	81%	82%	B	89%	79%	A	83%	82%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.36	Off-Peak: 0.19 Peak: 0.24	A	0.3	0.22	A	0.25	0.2	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$5.64	$ 7.90	A	$6.11	$ 6.88	A	$7.44	$ 6.81	B
Cost Recovery | 20%	13%	11%	E	12%	9%	E	9%	9%	E

metrobus

Route G12

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile** | 4-5	3.7	5	E
Route Design — **Circuity** | N/A	2.01	1.8	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour | 10**	14.6	17	A	12.9	19	A	10.8	19	B
	Passengers per Revenue Mile | 1	1.2	1.4	A	1.0	1.5	C	0.8	1.5	D
	Unique Segment Ridership | 10%	58%	47%	A	47%	59%	A	49%	61%	A
Reliability	**On-Time Performance | 79%**	82%	82%	B	89%	79%	A	83%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.27	Off-Peak: 0.19 Peak: 0.24	A	0.21	0.22	A	0.18	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$8.17	$ 7.90	C	$9.22	$ 6.88	E	$11.01	$ 6.81	E
	Cost Recovery | 20%	9%	10%	E	8%	9%	E	7%	9%	E

Route G14

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile** | 4-5	3.5	5	E
Route Design **Circuity** | N/A	2.14	1.8	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour** | 10	27.4	17	A	25.8	19	A	21.2	19	A
	Passengers per Revenue Mile | 1	2.0	1.4	A	1.8	1.5	A	1.5	1.5	A
	Unique Segment Ridership | 10%	36%	47%	A	30%	59%	A	54%	61%	A
Reliability	**On-Time Performance** | 79%	81%	82%	B	90%	79%	A	84%	82%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.4 Peak: 0.45	Off-Peak: 0.19 Peak: 0.24	A	0.38	0.22	A	0.31	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$4.36	$ 7.90	A	$4.62	$ 6.88	A	$5.63	$ 6.81	A
	Cost Recovery | 20%	16%	10%	D	15%	9%	D	12%	9%	E

Operational Analysis
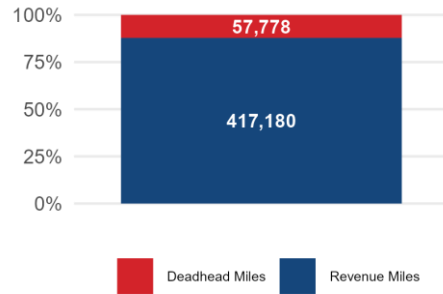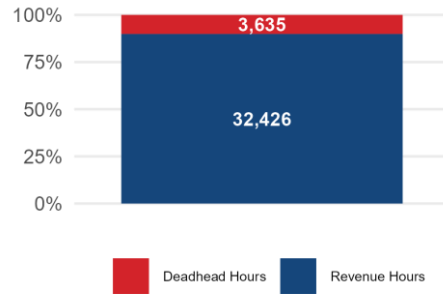
Miles Allocation

Deadhead Miles: 57,778
Revenue Miles: 417,180

Hours Allocation

Deadhead Hours: 3,635
Revenue Hours: 32,426

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G12	34.70	1,401	1,381 (98.6%)
G14	37.00	1,401	1,388 (99.1%)

Service Change Summary

Route G12 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route G14 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
G12: 6.3
G14: 10.7

Saturday
G12: 5.5
G14: 9.9

Sunday
G12: 4.8
G14: 8.0

Class/Tier Average
System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Greenbelt-Twinbrook Line

Regional Transit

Ⓜ Metrorail

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

Service Classification

Framework

Activity Tier

2

Overall Grade

| Line | B |

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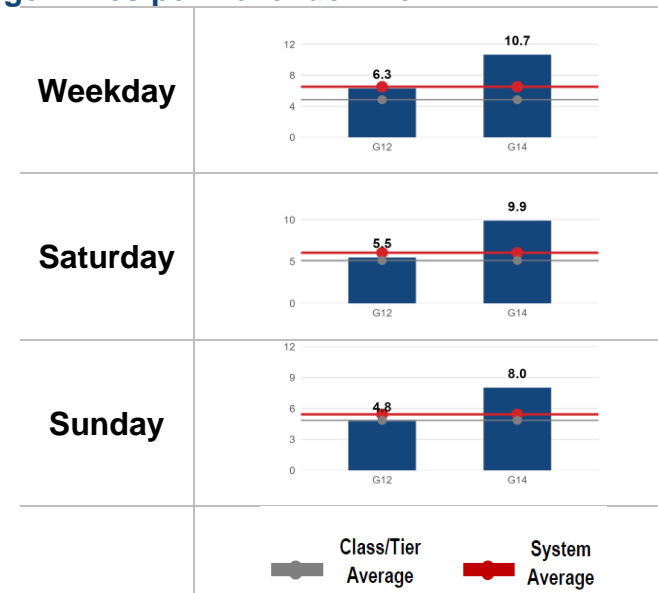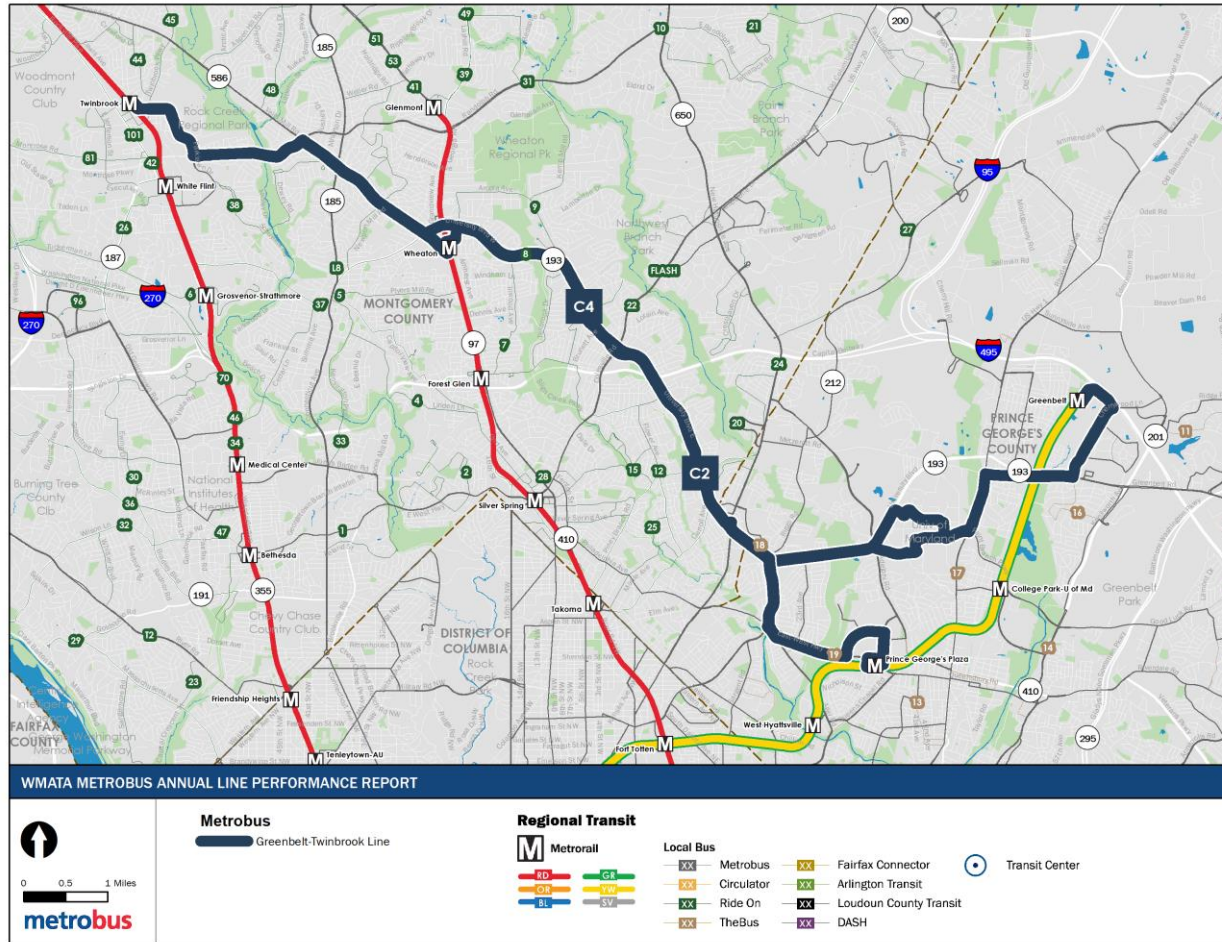
Line Benefit Score

61

Out of 100
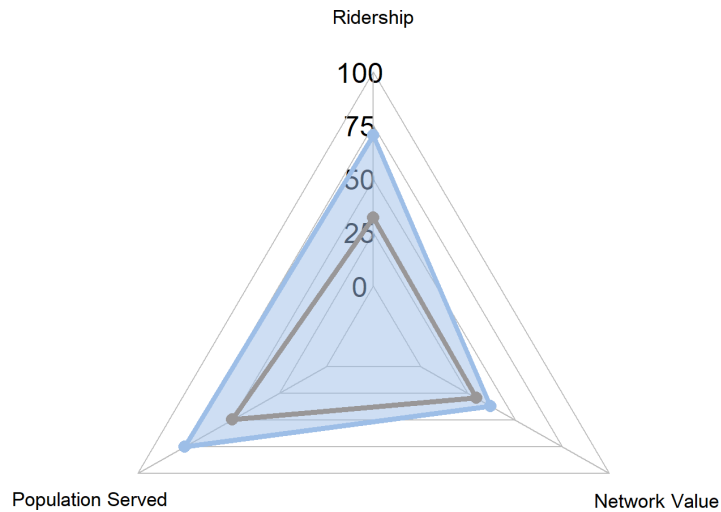
Ridership
100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	75	37	70	

Operating Statistics

	Annual Operating Costs	$10,097,071
	Peak Vehicles	20
	Vehicle Type(s)	40 Foot

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

	Service Area Population		124,265
	People of Color Population	Service Area	42,671
		% Riders Surveyed	89%
	Low Income Household	Service Area	37,923
		% Riders Surveyed	67%

Facilities/Amenities

	Bus Stops	182
	% Stops With Shelters	29%
	% Stops With Benches	37%
	% Stops With Real-Time Signs	5%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership

C4	1,362,759
C2	883,919

(chart axis: 0, 500,000, 1,000,000, 1,500,000, 2,000,00)
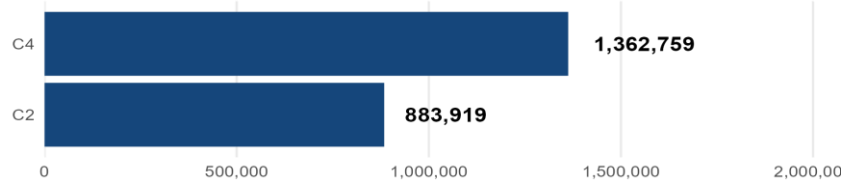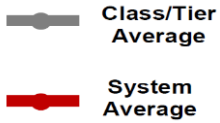
Top Transfer Locations

Wheaton, Prince George's Plaza, Twinbrook

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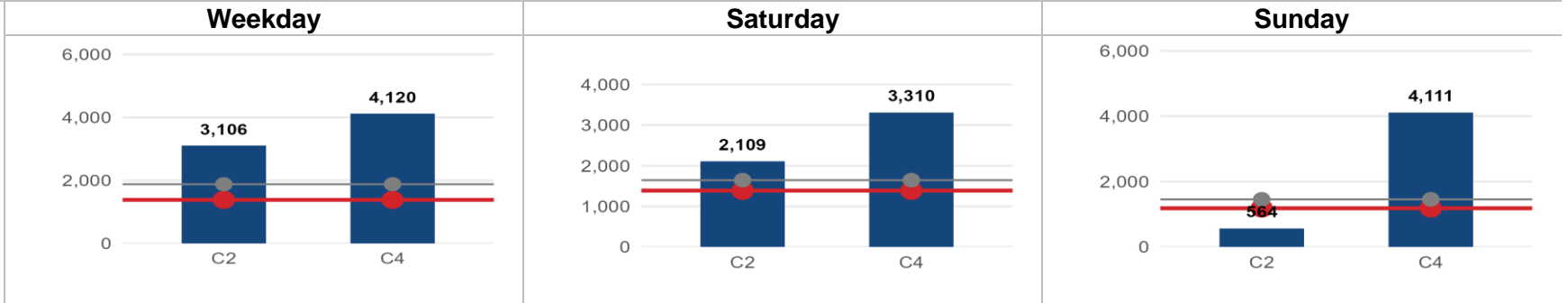
- Class/Tier Average (gray line)
- System Average (red line)

Weekday	Saturday	Sunday
C2: 3,106 — C4: 4,120	C2: 2,109 — C4: 3,310	C2: 564 — C4: 4,111

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	15	19	21	21	13	4	16	13
WEST	13	22	20	20	10	5	16	13
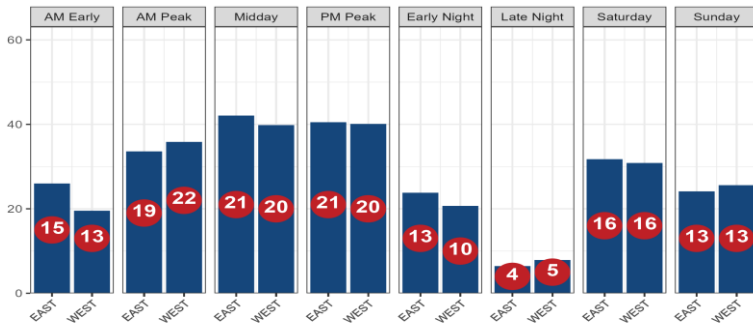
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.51	0.52
	Off-Peak Maximum Target: 1.0	0.41	0.37
	Saturday Maximum Target: 1.0	0.41	0.4
	Sunday Maximum Target: 1.0	0.32	0.33

metrobus

Span and Frequency

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

Weekday (by Hour) — Standard, Trunk, C4, C2 (hours 4–24, 1–3)

Saturday (by Hour) — Standard, Trunk, C4, C2 (hours 4–24, 1–3)

Sunday (by Hour) — Standard, Trunk, C4, C2 (hours 4–24, 1–3)
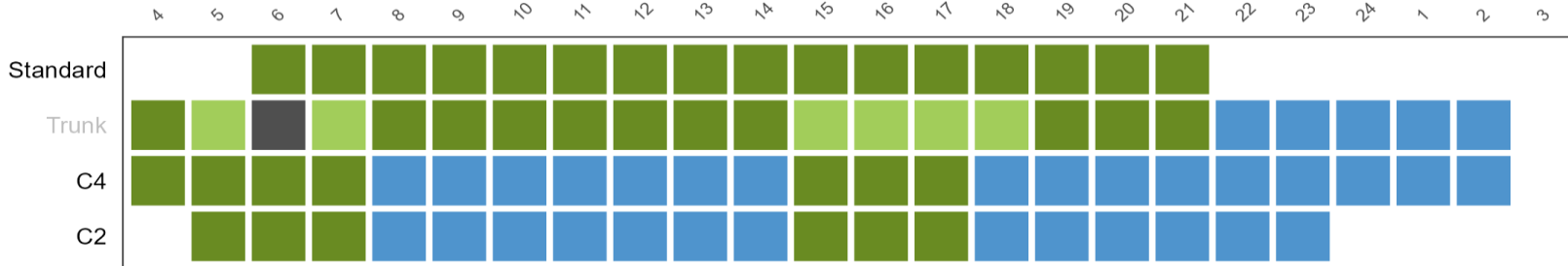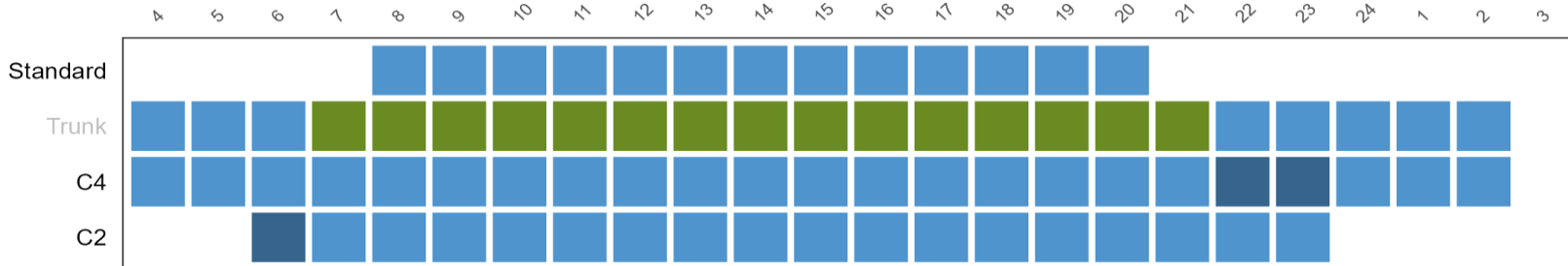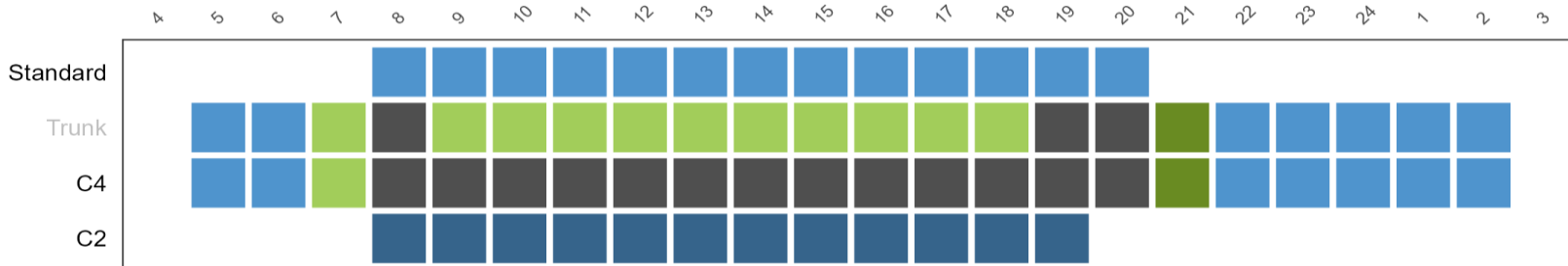
B Greenbelt-Twinbrook

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:20 AM - 2:49 AM	-	A	4:49 AM - 2:53 AM	-	A	5:24 AM - 2:59 AM	-	A
Frequency of Service | varies	Peak: 14.1 / Off-Peak: 17.3	Peak: 20.8 / Off-Peak: 24.1	A	19.2	27.3	A	15.9	26.9	A
Productivity									
Passengers per Revenue Hour | 20	27.5	20.3	A	25.3	20.2	A	20.4	18.1	B
Passengers per Revenue Mile | 2	2.5	2.0	A	2.2	1.9	A	1.8	1.6	C
Reliability									
On-Time Performance | 79%	70%	78%	D	70%	77%	D	72%	78%	D
Crowding | 5%	0%	0%	A	0%	0%	A	1%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.51	Off-Peak: 0.3 Peak: 0.36	A	0.4	0.29	A	0.32	0.25	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$4.33	$ 6.80	A	$4.72	$ 6.78	A	$5.85	$ 7.75	C
Cost Recovery | 20%	27%	18%	A	25%	16%	A	20%	14%	B

Route C2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.3	4.7	E
Route Design	**Circuity |** 1.75	1.39	1.46	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	27.2	20.3	A	24.0	20.2	A	27.7	18.1	A
	Passengers per Revenue Mile | 2	2.5	2.0	A	2.1	1.9	B	2.9	1.6	A
	Unique Segment Ridership | 10%	12%	20%	B	13%	36%	A	30%	39%	A
Reliability	**On-Time Performance |** 79%	71%	78%	D	69%	77%	E	80%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.47	Off-Peak: 0.3 Peak: 0.36	A	0.37	0.31	A	0.34	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.38	$ 6.80	A	$4.97	$ 6.78	A	$4.31	$ 7.75	A
	Cost Recovery | 20%	26%	18%	A	23%	17%	A	27%	15%	A

metrobus

Route C4

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.4	4.7	A
Route Design	**Circuity |** 1.75	1.28	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	27.8	20.3	A	26.2	20.2	A	19.7	18.1	C
	Passengers per Revenue Mile | 2	2.4	2.0	A	2.3	1.9	A	1.7	1.6	D
	Unique Segment Ridership | 10%	13%	20%	A	21%	36%	A	67%	39%	A
Reliability	**On-Time Performance |** 79%	69%	78%	D	70%	77%	D	71%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	1%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.55	Off-Peak: 0.3 Peak: 0.36	A	0.43	0.31	A	0.32	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.29	$ 6.80	A	$4.56	$ 6.78	A	$6.07	$ 7.75	D
	Cost Recovery | 20%	28%	18%	A	26%	17%	A	20%	15%	C
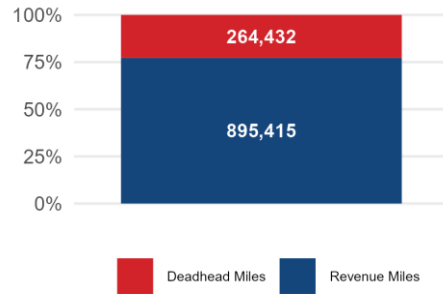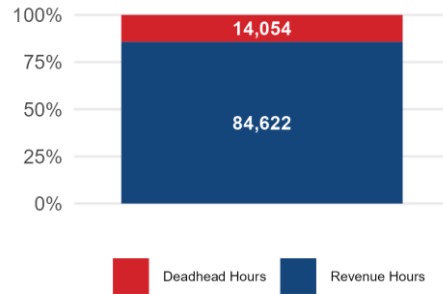
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 264,432
Revenue Miles: 895,415

Hours Allocation

Deadhead Hours: 14,054
Revenue Hours: 84,622

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C2	37.90	2,508	2,484 (99.0%)
C4	32.90	3,638	3,606 (99.1%)

Service Change Summary

Route C2 - Dec 2021:
Weekday: Remove short trips; trunk frequency to every 12 min; Saturday: No change; Sunday: No change;
Route C4 - Dec 2021:
Weekday: Remove short trips; trunk frequency to every 12 min; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
C2: 10.054
C4: 10.082

Saturday
C2: 8.57
C4: 9.45

Sunday
C2: 9.2
C4: 6.9

Class/Tier Average — System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Hillcrest Heights Line

Regional Transit

Metrorail

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

Service Classification

Coverage

Activity Tier

3

Overall Grade

| Line | B |

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

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

504

Line Benefit Score

10
Out of 100

Ridership · Population Served · Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	16	9	4	
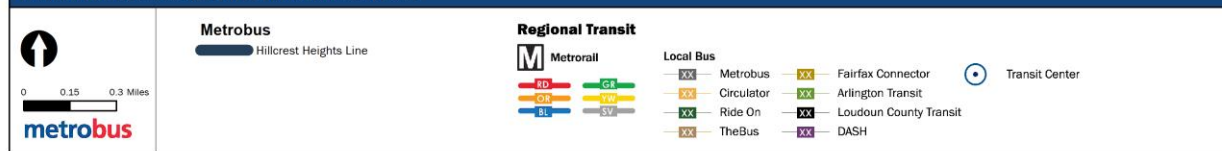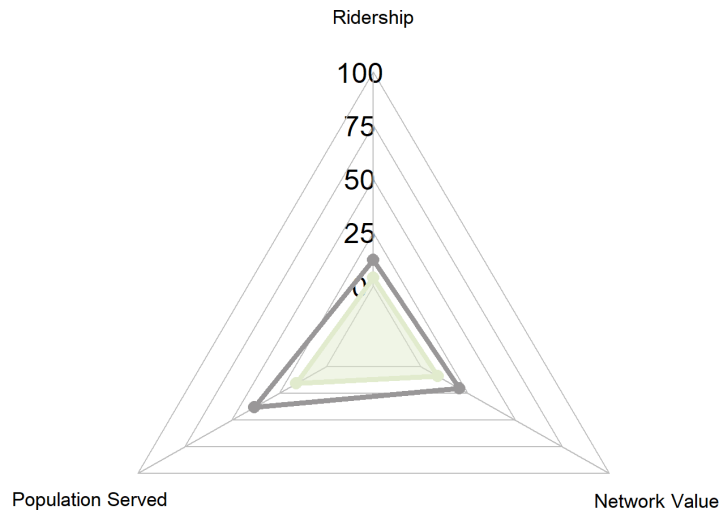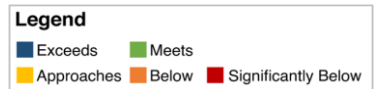
Operating Statistics

Annual Operating Costs	$756,887
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

Service Area Population			26,696
People of Color Population	Service Area		23,998
	% Riders Surveyed		100%
Low Income Household	Service Area		5,907
	% Riders Surveyed		59%

Facilities/Amenities

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

Ridership

Annual Ridership

C14	50,405
C12	43,173
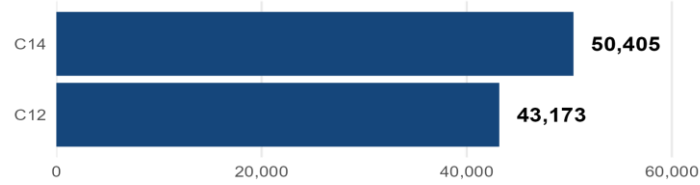
Top Transfer Locations

Naylor Road, Branch Avenue

Average Daily Ridership
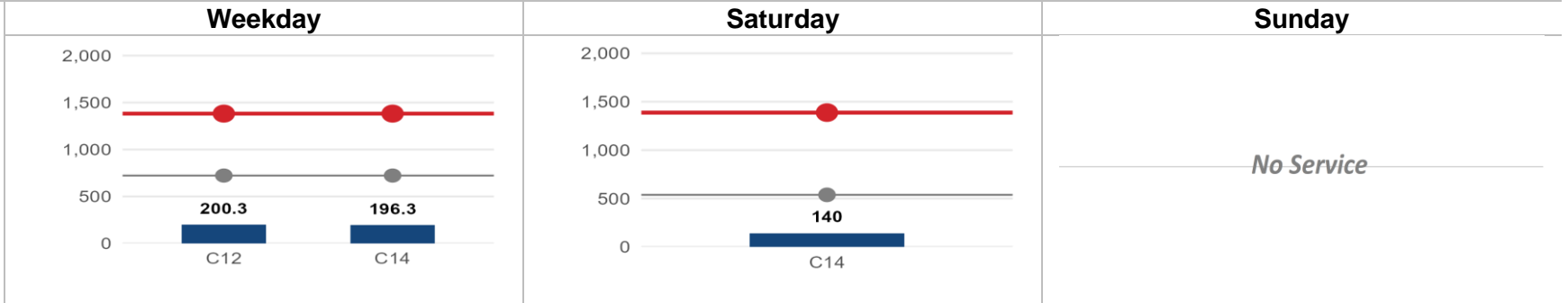
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
C12: 200.3, C14: 196.3	C14: 140	*No Service*

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	3	8
AM Peak	5	8
Midday	5	5
PM Peak	10	5
Early Night	5	4
Saturday	5	5
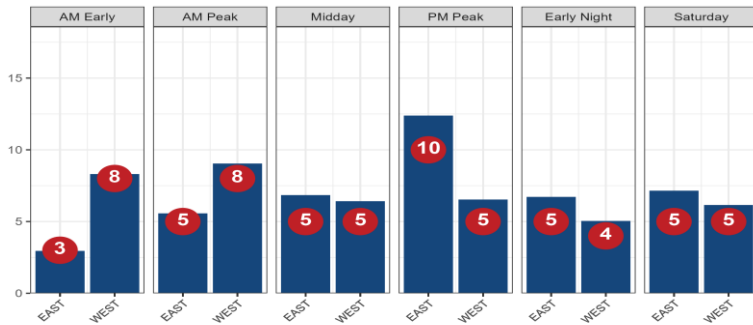
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.19	0.16
	Off-Peak Maximum Target: 1.0	0.13	0.12
	Saturday Maximum Target: 1.0	0.13	0.12
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

No Service
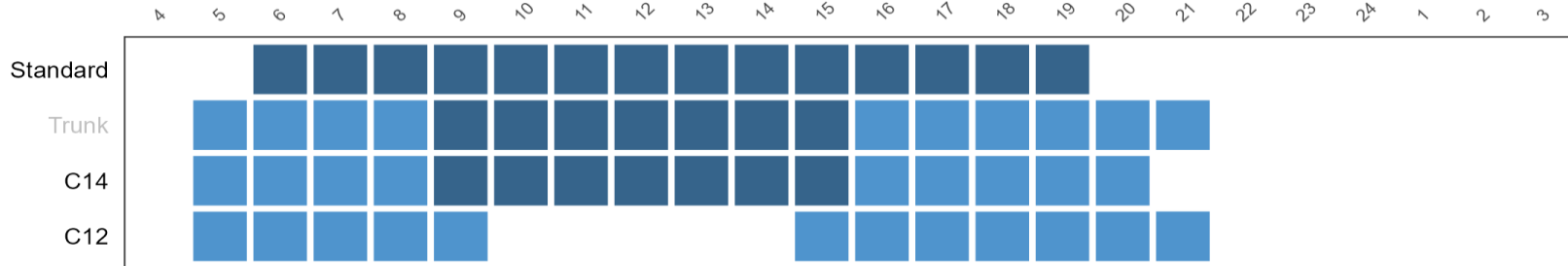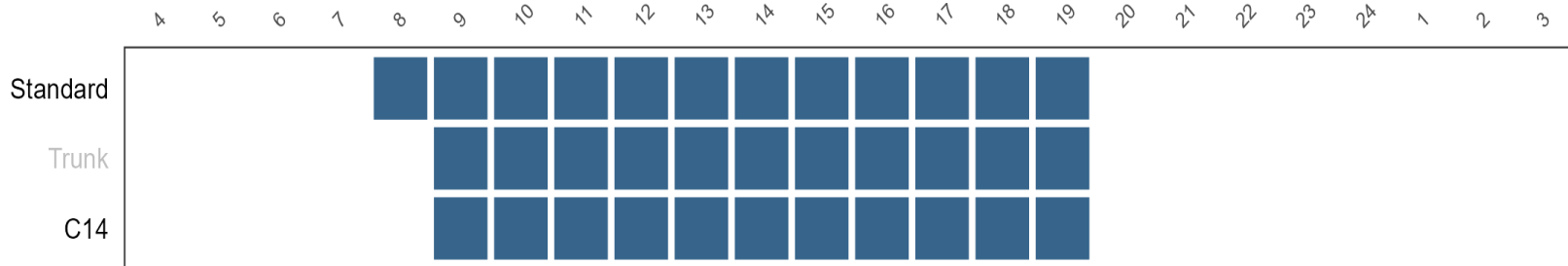
B Hillcrest Heights

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	5:04 AM - 9:14 PM	-	A	9:15 AM - 7:42 PM	-	C	-	-	-
Frequency of Service | varies	Peak: 26.4 / Off-Peak: 49.1	Peak: 29.7 / Off-Peak: 41.4	A	60.1	46.6	C	-	-	-
Productivity — **Passengers per Revenue Hour** | 10	12.3	17	A	13.6	19	A	-	-	-
Passengers per Revenue Mile | 1	1.2	1.4	A	1.1	1.5	A	-	-	-
Reliability — **On-Time Performance** | 79%	83%	82%	B	74%	79%	C	-	-	-
Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.17	Off-Peak: 0.19 Peak: 0.24	A	0.13	0.22	A	-	-	-
Cost Effectiveness — **Operating Cost per Passenger Trip** | $7	$9.73	$ 7.90	E	$8.79	$ 6.88	D	-	-	-
Cost Recovery | 20%	6%	11%	E	7%	9%	E	-	-	-

metrobus

Route C12

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	5.1	5	E
Route Design — **Circuity |** N/A	2.16	1.8	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	13.5	17	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.3	1.4	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	5%	47%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	84%	82%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.23	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.85	$ 7.90	D	-	-	-	-	-	-
	Cost Recovery | 20%	8%	10%	E	-	-	-	-	-	-

metrobus

Route C14

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	4.5	5	A
Route Design — Circuity | N/A	1.72	1.8	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 10	11.3	17	A	13.6	19	A	-	-	-
	Passengers per Revenue Mile | 1	1.1	1.4	B	1.1	1.5	A	-	-	-
	Unique Segment Ridership | 10%	6%	47%	D	83%	59%	A	-	-	-
Reliability	On-Time Performance | 79%	82%	82%	B	74%	79%	C	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.12	Off-Peak: 0.19 Peak: 0.24	A	0.13	0.22	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$10.60	$ 7.90	E	$8.79	$ 6.88	D	-	-	-
	Cost Recovery | 20%	5%	10%	E	6%	9%	E	-	-	-
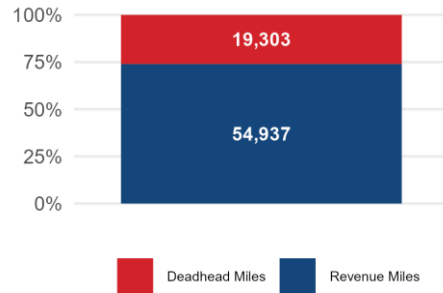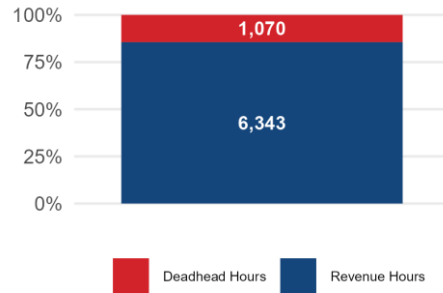
metrobus

Operational Analysis

Miles Allocation

100% | 19,303
75% |
50% | 54,937
25% |
0% |

🟥 Deadhead Miles   🟦 Revenue Miles

Hours Allocation

100% | 1,070
75% |
50% | 6,343
25% |
0% |

🟥 Deadhead Hours   🟦 Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
C12	15.50	483	467 (96.7%)
C14	12.30	819	817 (99.8%)

Service Change Summary

Route C12 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route C14 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
C12: 3.0   C14: 2.6

Saturday
C14: 2

Sunday
No Service

━━ Class/Tier Average   ━━ System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

1

Overall Grade

Line   C

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

Line Benefit Score

28

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	45	17	21	
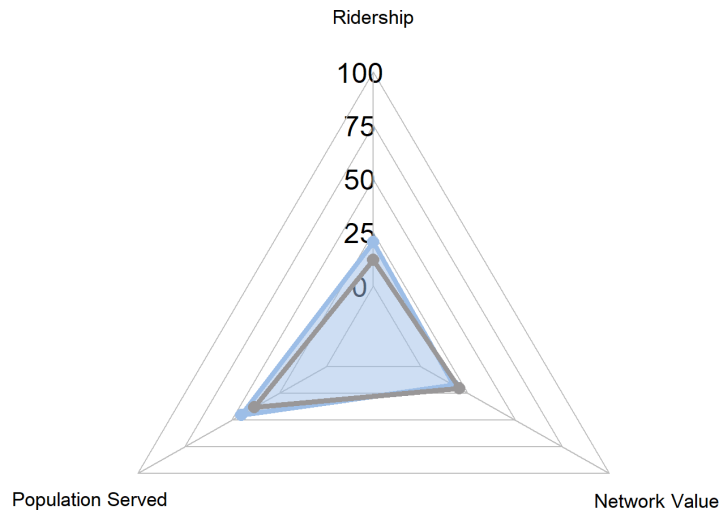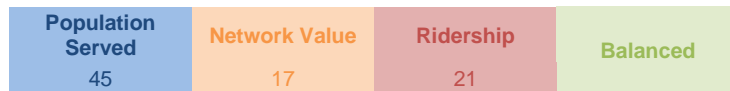
Operating Statistics

Annual Operating Costs	$3,346,650
Peak Vehicles	7
Vehicle Type(s)	40 Foot

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

Service Area Population			34,774
People of Color Population	Service Area		19,830
	% Riders Surveyed		92%
Low Income Household	*Service Area*		9,469
	% Riders Surveyed		76%

Facilities/Amenities

Bus Stops	67
% Stops With Shelters	18%
% Stops With Benches	15%
% Stops With Real-Time Signs	4%

metrobus

Ridership

Annual Ridership

D8 — 639,803
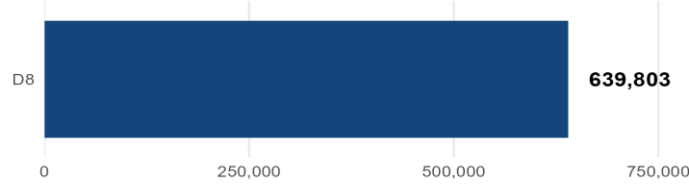
Top Transfer Locations

Rhode Island Avenue, Union Station

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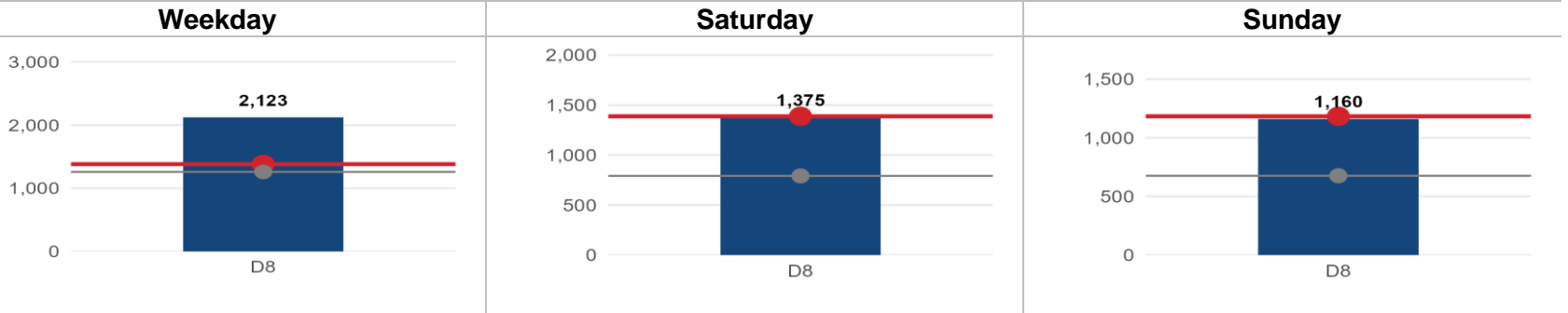
- ● Class/Tier Average
- ━ System Average

Weekday	Saturday	Sunday
2,123	1,375	1,160

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Peak	17	13
Midday	14	13
PM Peak	14	15
Early Night	8	8
Late Night	5	5
Saturday	9	8
Sunday	7	7
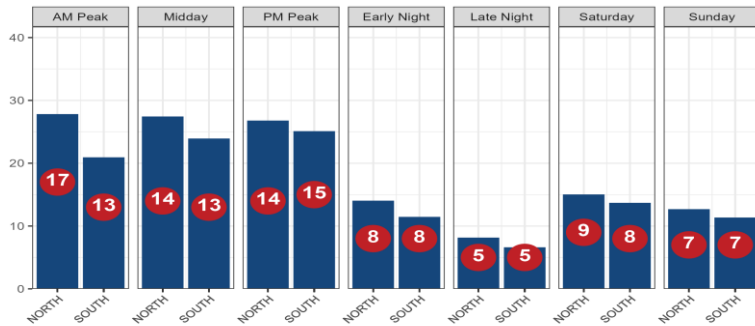
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.39	0.35
	Off-Peak Maximum Target: 1.0	0.28	0.27
	Saturday Maximum Target: 1.0	0.22	0.21
	Sunday Maximum Target: 1.0	0.19	0.18

metrobus

Span and Frequency

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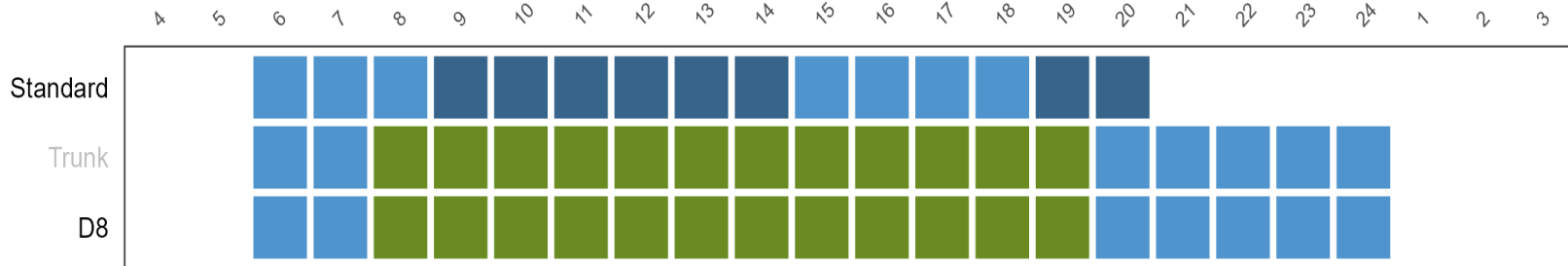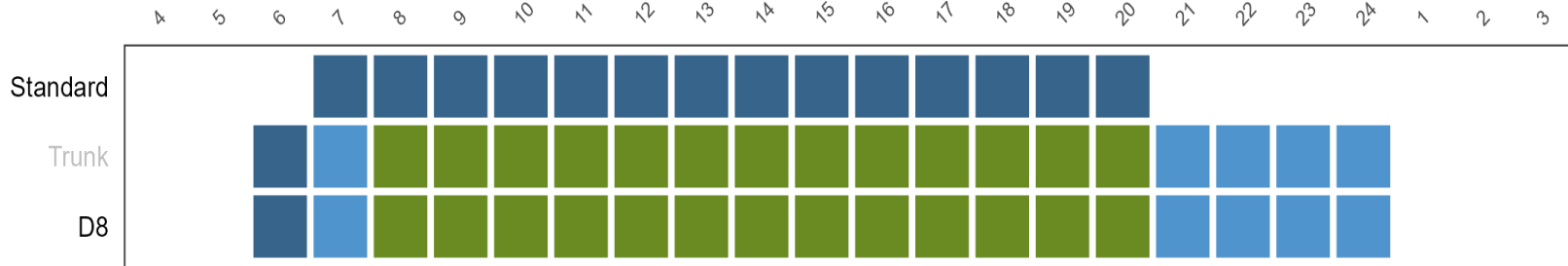
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
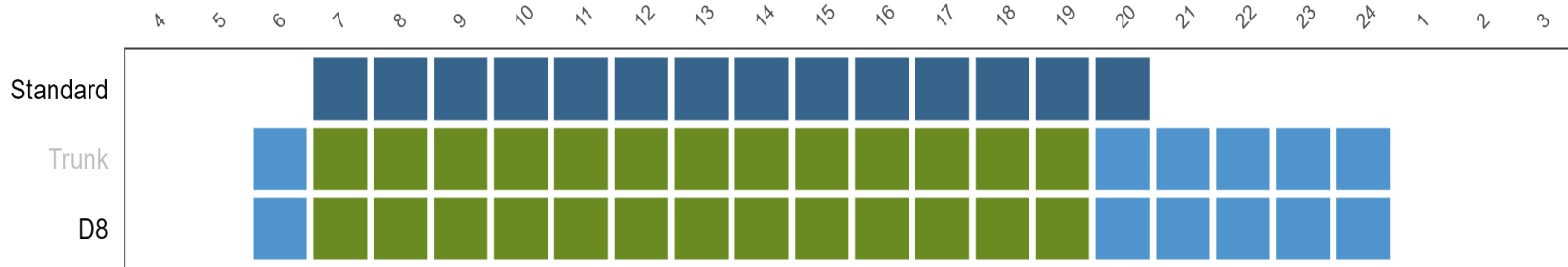
C Hospital Center

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	6:00 AM - 12:41 AM	-	A	6:00 AM - 12:39 AM	-	A	6:15 AM - 12:34 AM	-	A
	Frequency of Service | varies	Peak: 21.7 / Off-Peak: 19.9	Peak: 19 / Off-Peak: 27.6	A	21.6	29.7	A	21.4	30.0	A
Productivity	**Passengers per Revenue Hour** | 20	22.5	21.1	A	17.3	18.6	D	14.0	16.6	E
	Passengers per Revenue Mile | 4	3.2	2.9	D	2.1	2.3	E	1.8	2.0	E
Reliability	**On-Time Performance** | 79%	73%	76%	D	71%	76%	D	72%	80%	D
	Crowding | 5%	0%	2%	A	0%	1%	A	9%	1%	E
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.37	Off-Peak: 0.24 Peak: 0.33	A	0.21	0.22	A	0.18	0.2	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$5.31	$ 5.78	B	$6.91	$ 6.56	E	$8.52	$ 7.31	E
	Cost Recovery | 25%	12%	14%	E	9%	13%	E	7%	12%	E

metrobus

Route D8

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	5.5	6.5	E
Route Design **Circuity |** N/A	2.65	1.59	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	22.5	21.1	A	17.3	18.6	D	14.0	16.6	E
	Passengers per Revenue Mile | 4	3.2	2.9	D	2.1	2.3	E	1.8	2.0	E
	Unique Segment Ridership | 10%	19%	46%	A	55%	53%	A	16%	45%	A
Reliability	**On-Time Performance |** 79%	73%	76%	D	71%	76%	D	72%	80%	D
	Crowding | 5%	0%	3%	A	0%	1%	A	9%	1%	E
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.37	Off-Peak: 0.25 Peak: 0.35	A	0.21	0.23	A	0.18	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.31	$ 5.78	B	$6.91	$ 6.56	E	$8.52	$ 7.31	E
	Cost Recovery | 25%	12%	14%	E	9%	12%	E	7%	11%	E

Operational Analysis
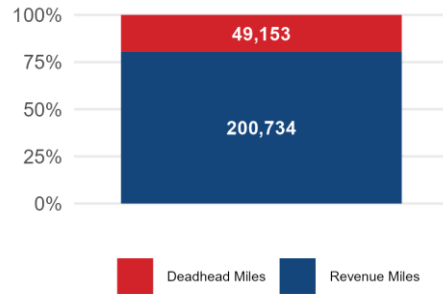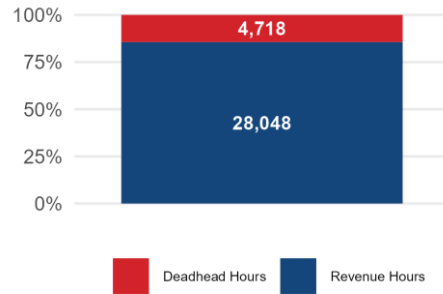
Miles Allocation

- Deadhead Miles: 49,153
- Revenue Miles: 200,734

Hours Allocation

- Deadhead Hours: 4,718
- Revenue Hours: 28,048

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D8	13.10	3,005	2,956 (98.4%)

Service Change Summary

Route D8 - Dec 2021:
Weekday: Adjust trip time for layovers; Saturday: Adjust trip times for layovers; Sunday: No change;

Passenger Miles per Revenue Mile
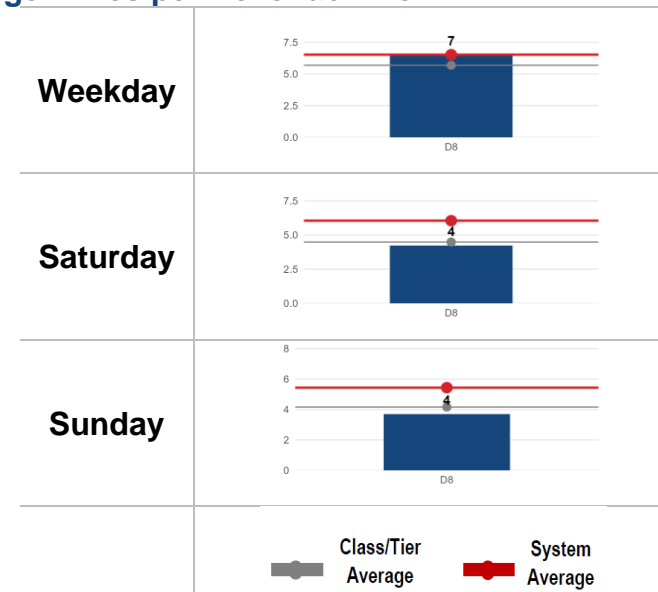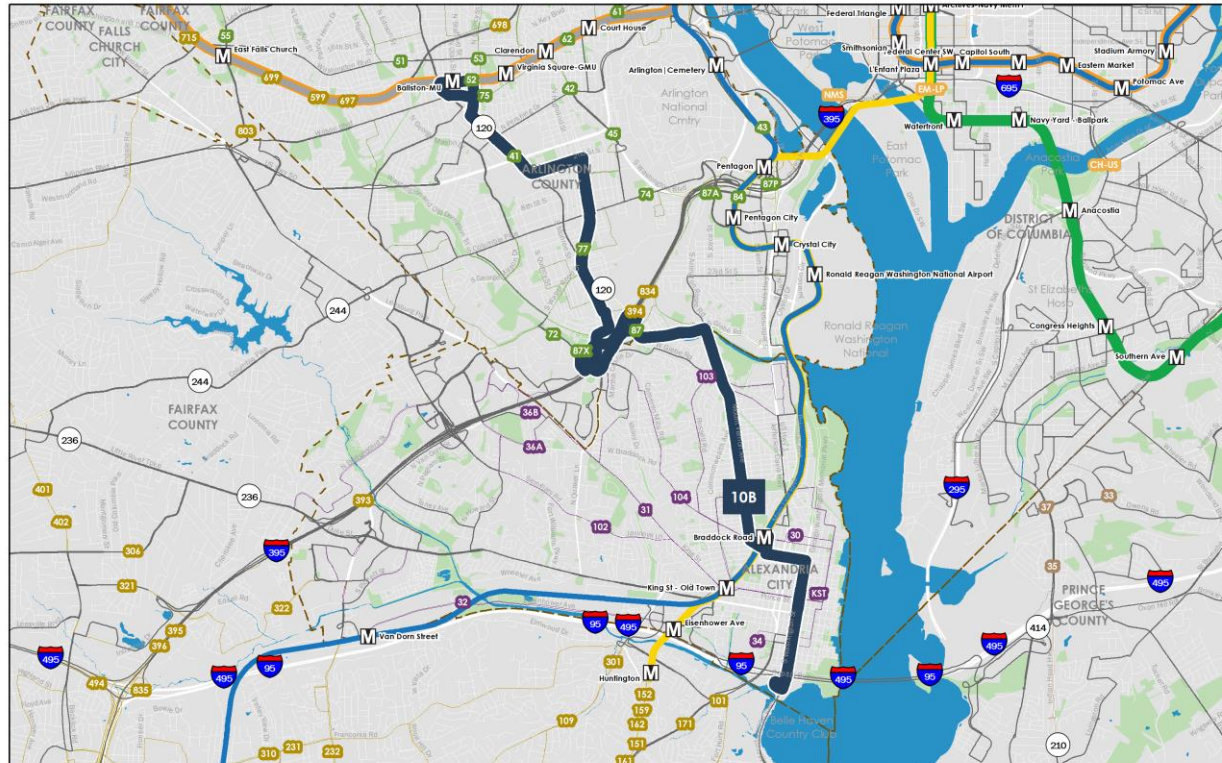
Weekday — 7

Saturday — 4

Sunday — 4

- Class/Tier Average
- System Average

LINE: 156 - Hunting Point-Ballston

ROUTE(S): 10B

About the Line

Metrobus
— Hunting Point-Ballston Line

Regional Transit

Ⓜ Metrorail

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

0   0.5   1 Miles

metrobus

Service Classification
Framework

Activity Tier
1

Overall Grade

Line	D

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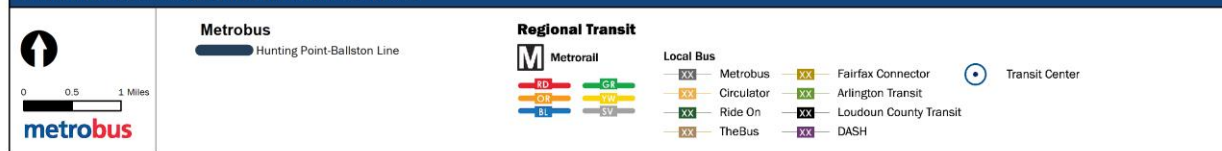
Line Benefit Score

31

Out of 100

Classification Average

Line Focus:	
Line Score:	

Population Served	Network Value	Ridership	Balanced
57	22	14	
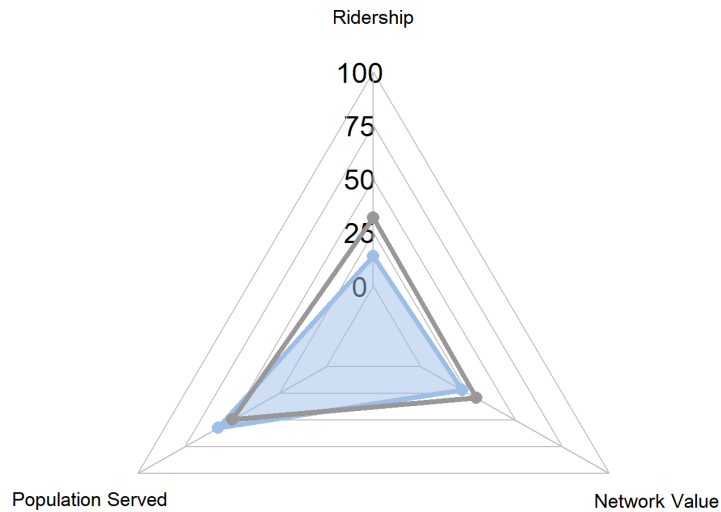
Operating Statistics

	Annual Operating Costs	$3,717,800
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population		67,396
	People of Color Population	Service Area	14,593
		% Riders Surveyed	75%
	Low Income Household	Service Area	12,783
		% Riders Surveyed	50%

Facilities/Amenities

	Bus Stops	131
	% Stops With Shelters	21%
	% Stops With Benches	31%
	% Stops With Real-Time Signs	2%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership	10B ▇▇▇▇▇▇▇▇▇▇ **462,485**
	0 200,000 400,000 600,000
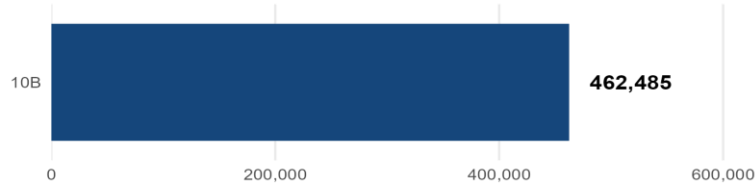
Top Transfer Locations	**Braddock Road, Ballston**

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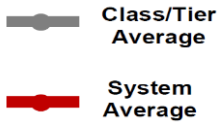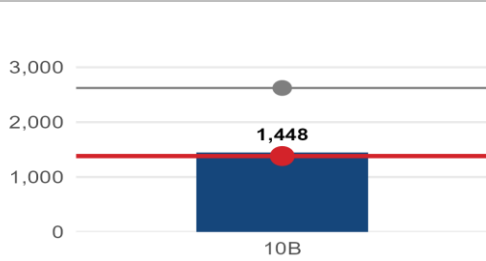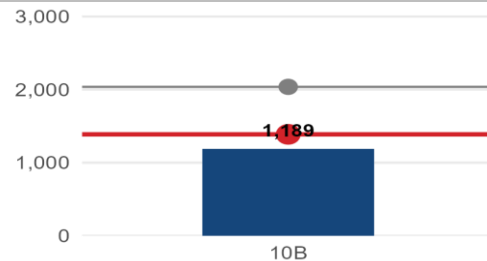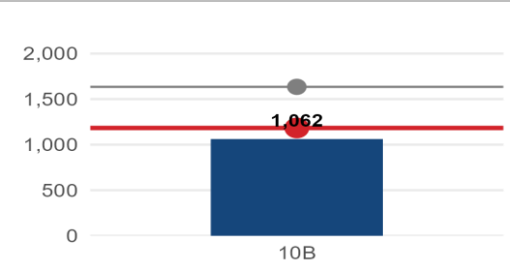
Class/Tier Average (gray)
System Average (red)

Weekday	Saturday	Sunday
1,448	**1,189**	**1,062**

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
NORTH	15	11	10	13	9	14	9	9
SOUTH	11	13	10	13	8	6	10	9
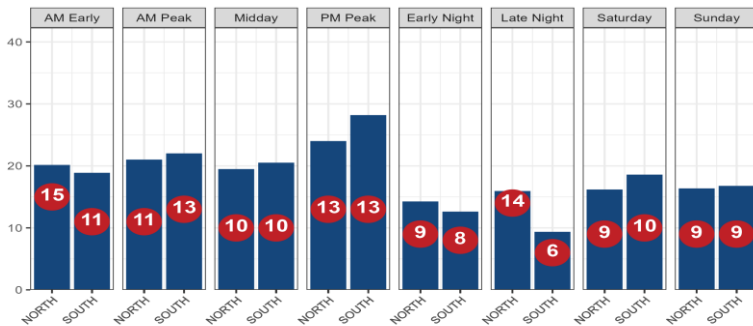
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.31	0.34
	Off-Peak Maximum Target: 1.0	0.26	0.23
	Saturday Maximum Target: 1.0	0.24	0.25
	Sunday Maximum Target: 1.0	0.23	0.24

Span and Frequency
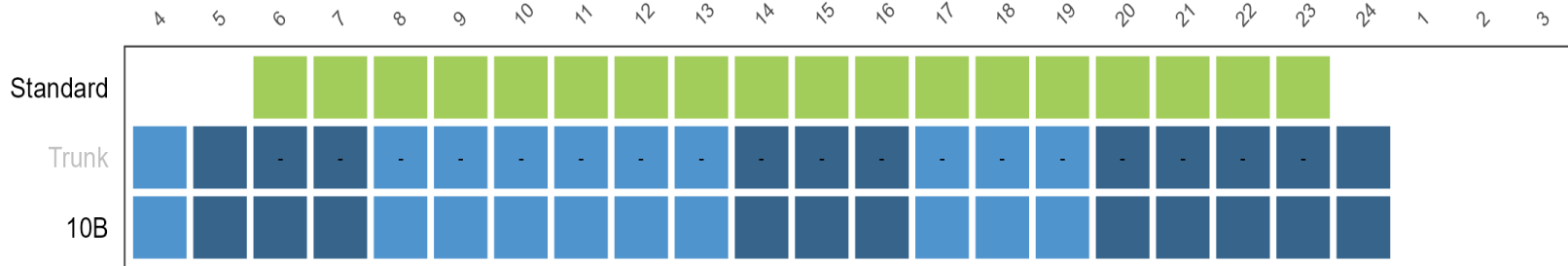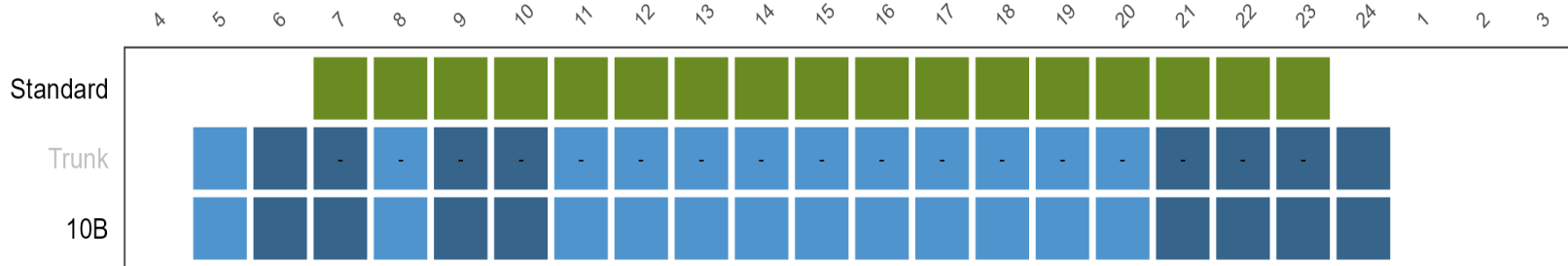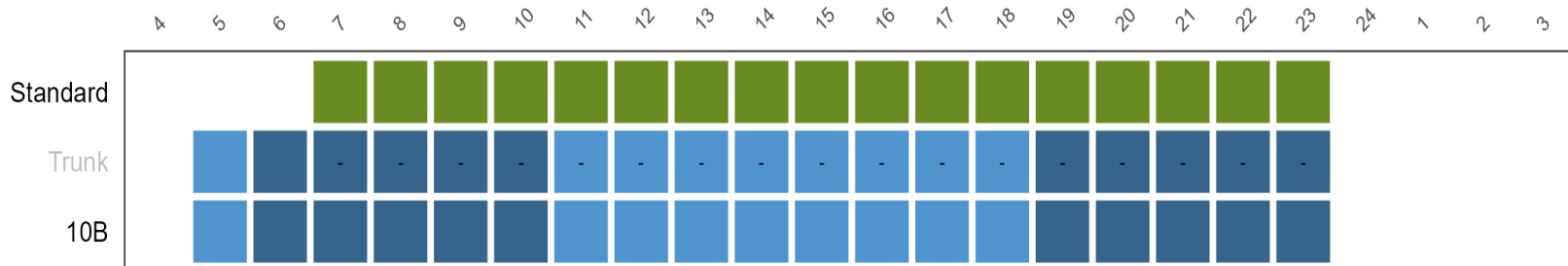
D Hunting Point-Ballston

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:45 AM - 12:33 AM	-	A	5:45 AM - 12:34 AM	-	A	5:45 AM - 11:38 PM	-	A
Frequency of Service | varies	Peak: 30.5 / Off-Peak: 30.1	Peak: 16.6 / Off-Peak: 20	E	32.0	22.5	E	31.7	25.9	E
Productivity									
Passengers per Revenue Hour | 30	16.6	24.4	E	14.5	21.6	E	13.7	20.0	E
Passengers per Revenue Mile | 4	1.8	3.2	E	1.5	2.7	E	1.4	2.4	E
Reliability									
On-Time Performance | 79%	84%	74%	A	84%	72%	A	83%	76%	B
Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.32	Off-Peak: 0.29 Peak: 0.38	A	0.25	0.29	A	0.24	0.26	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$7.18	$ 5.47	E	$8.22	$ 6.24	E	$8.68	$ 6.78	E
Cost Recovery | 25%	17%	21%	E	15%	18%	E	14%	17%	E

Route 10B

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	5.6	5.2	E
Route Design **Circuity |** 1.75	1.42	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	16.6	24.4	E	14.5	21.6	E	13.7	20.0	E
	Passengers per Revenue Mile | 4	1.8	3.2	E	1.5	2.7	E	1.4	2.4	E
	Unique Segment Ridership | 10%	32%	22%	A	37%	34%	A	33%	34%	A
Reliability	**On-Time Performance |** 79%	84%	74%	A	84%	72%	A	83%	76%	B
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.32	Off-Peak: 0.29 Peak: 0.38	A	0.25	0.29	A	0.24	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.18	$ 5.47	E	$8.22	$ 6.24	E	$8.68	$ 6.78	E
	Cost Recovery | 25%	17%	21%	E	15%	18%	E	14%	17%	E

metrobus

Operational Analysis

Miles Allocation

Miles Allocation stacked bar:
- Deadhead Miles: 55,695
- Revenue Miles: 288,870

Legend: Deadhead Miles, Revenue Miles

Hours Allocation

Hours Allocation stacked bar:
- Deadhead Hours: 3,464
- Revenue Hours: 31,158

Legend: Deadhead Hours, Revenue Hours
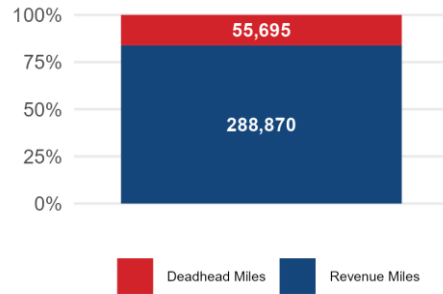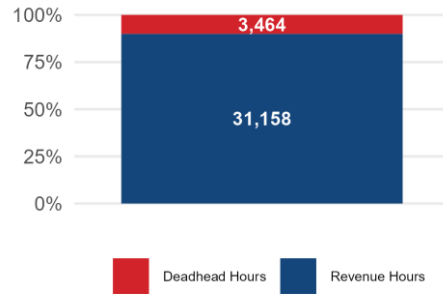
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
10B	23.70	2,113	2,082 (98.5%)

Service Change Summary

Route 10B - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday:
No Change;

Passenger Miles per Revenue Mile

Weekday — 10B

Saturday — 10B

Sunday — 10B

Legend: Class/Tier Average, System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

1

Overall Grade

Line   C

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

Line Benefit Score

29

Out of 100

Ridership / Population Served / Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	59	20	9	
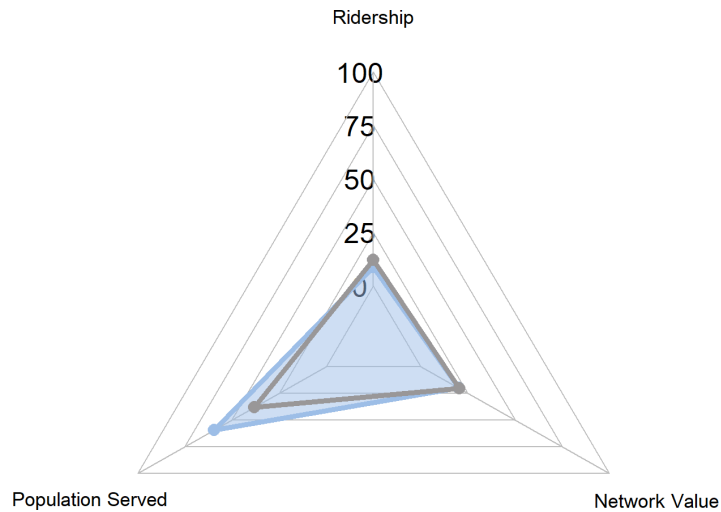
Operating Statistics

Annual Operating Costs		$1,983,146
Peak Vehicles		5
Vehicle Type(s)		40 Foot

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

Service Area Population			40,575
People of Color Population	Service Area	19,624
	% Riders Surveyed	82%
Low Income Household	Service Area	10,187
	% Riders Surveyed	50%

Facilities/Amenities

Bus Stops		48
% Stops With Shelters		17%
% Stops With Benches		4%
% Stops With Real-Time Signs		0%

Ridership

Annual Ridership

D4 — 166,180
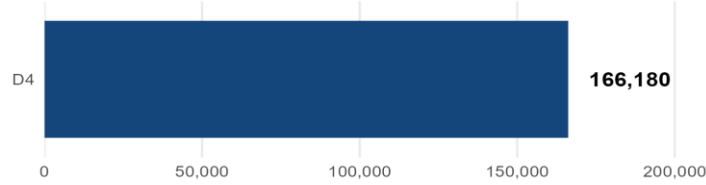
Top Transfer Locations

Gallery Place-Chinatown, McPherson Square, Metro Center

Average Daily Ridership
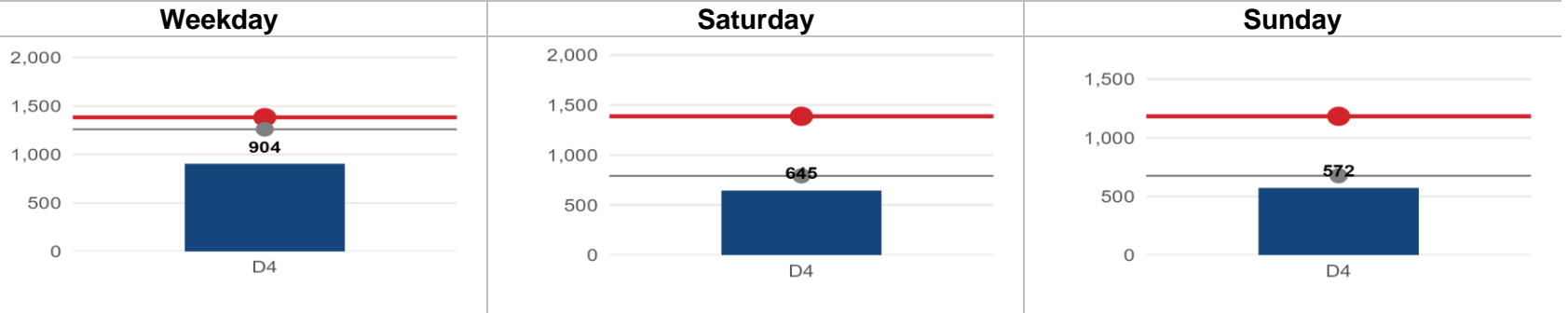
- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
D4 — 904	D4 — 645	D4 — 572

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	4	6	8	11	7	6	6	6
WEST	6	13	9	9	6	4	7	6
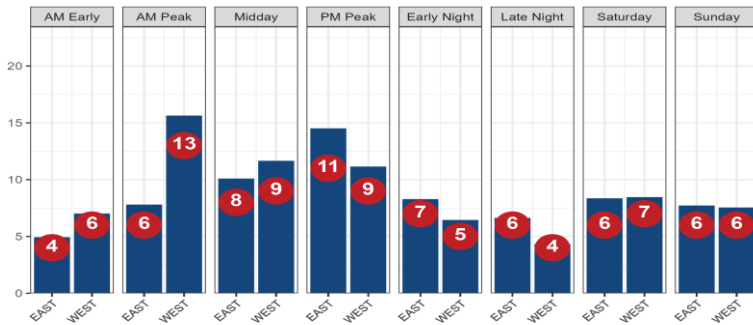
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.23	0.26
	Off-Peak Maximum Target: 1.0	0.17	0.18
	Saturday Maximum Target: 1.0	0.16	0.17
	Sunday Maximum Target: 1.0	0.15	0.16

Span and Frequency

FY 2022 ANNUAL LINE PERFORMANCE REPORT

529
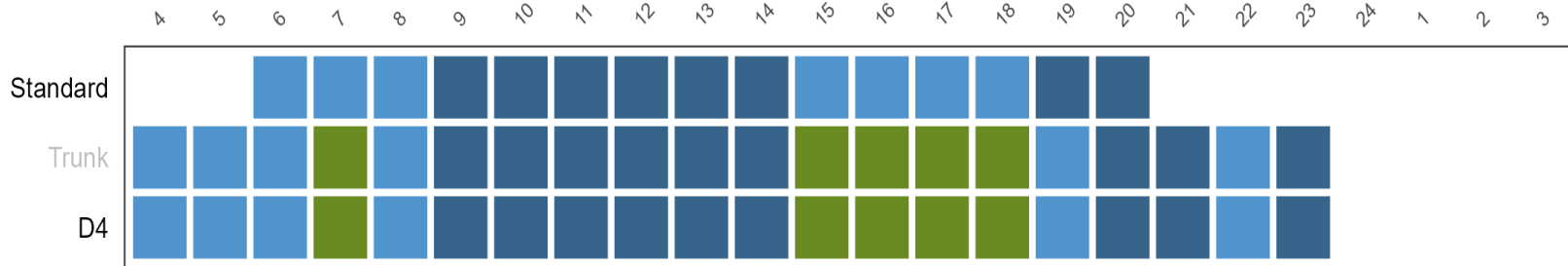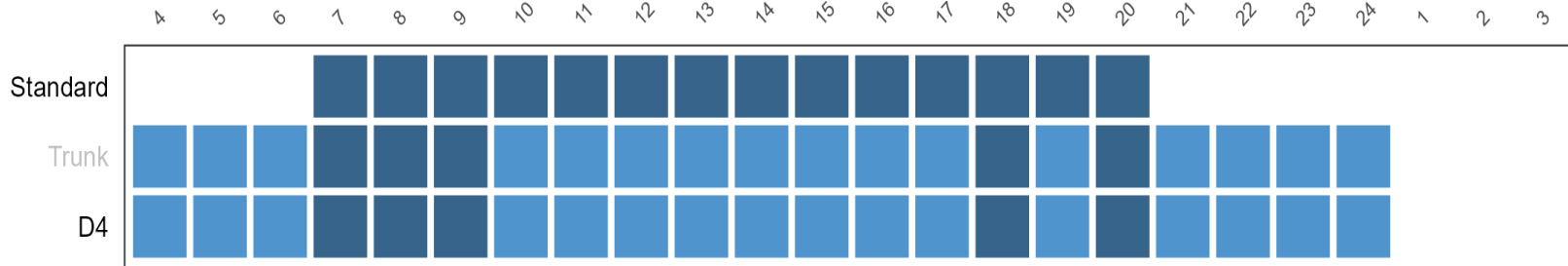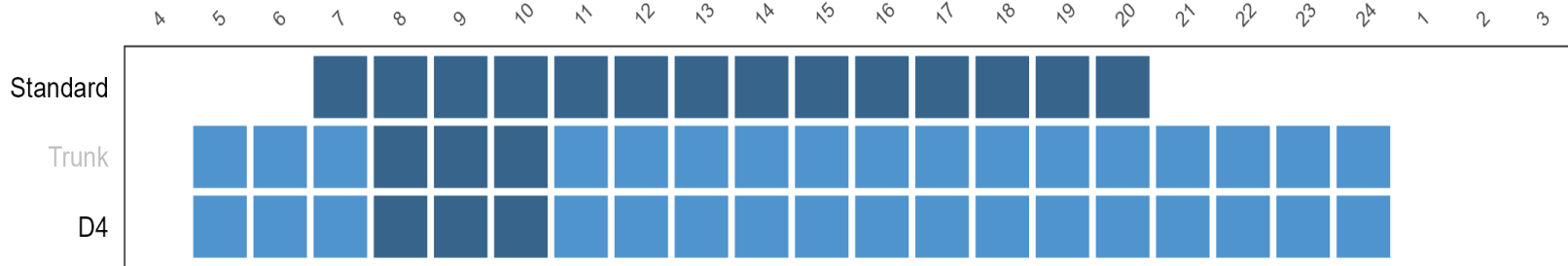
C Ivy City-Franklin Square

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:10 AM - 11:56 PM	-	A	4:44 AM - 12:08 AM	-	A	5:18 AM - 12:08 AM	-	A
Frequency of Service | varies	Peak: 19.9 / Off-Peak: 34.7	Peak: 19 / Off-Peak: 27.6	A	30.1	29.7	A	30.0	30.0	A
Productivity									
Passengers per Revenue Hour | 20	18.0	21.1	D	17.4	18.6	D	16.1	16.6	D
Passengers per Revenue Mile | 4	2.7	2.9	E	2.2	2.3	E	2.0	2.0	E
Reliability									
On-Time Performance | 79%	76%	76%	C	78%	76%	C	88%	80%	A
Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.25	Off-Peak: 0.24 Peak: 0.33	A	0.17	0.22	A	0.15	0.2	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$6.64	$ 5.78	E	$6.86	$ 6.56	E	$7.42	$ 7.31	E
Cost Recovery | 25%	13%	14%	E	12%	13%	E	12%	12%	E

metrobus

Route D4

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	6.5	6.5	E
Route Design	Circuity | N/A	1.28	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	18.0	21.1	D	17.4	18.6	D	16.1	16.6	D
	Passengers per Revenue Mile | 4	2.7	2.9	E	2.2	2.3	E	2.0	2.0	E
	Unique Segment Ridership | 10%	33%	46%	A	-	-	-	36%	45%	A
Reliability	On-Time Performance | 79%	76%	76%	C	78%	76%	C	88%	80%	A
	Crowding | 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.25	Off-Peak: 0.25 Peak: 0.35	A	0.17	0.23	A	0.15	0.21	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$6.64	$ 5.78	E	$6.86	$ 6.56	E	$7.42	$ 7.31	E
	Cost Recovery | 25%	13%	14%	E	12%	12%	E	12%	11%	E
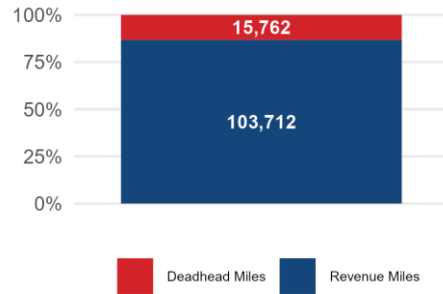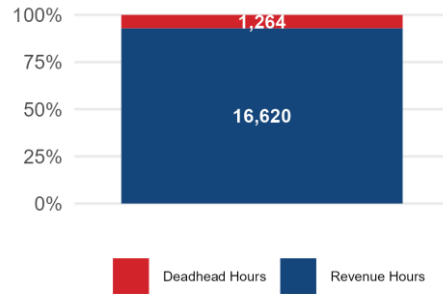
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 15,762
Revenue Miles: 103,712

Hours Allocation

Deadhead Hours: 1,264
Revenue Hours: 16,620

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D4	7.70	2,575	2,567 (99.7%)

Service Change Summary

Route D4 - Dec 2021:
Weekday: Change all trips to be called D4 rather than D4/ (internal change only); Saturday: No change;
Sunday: No change;
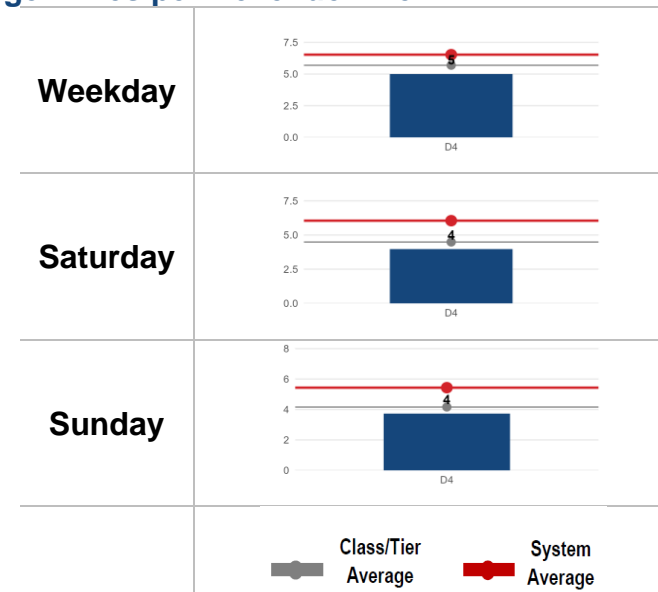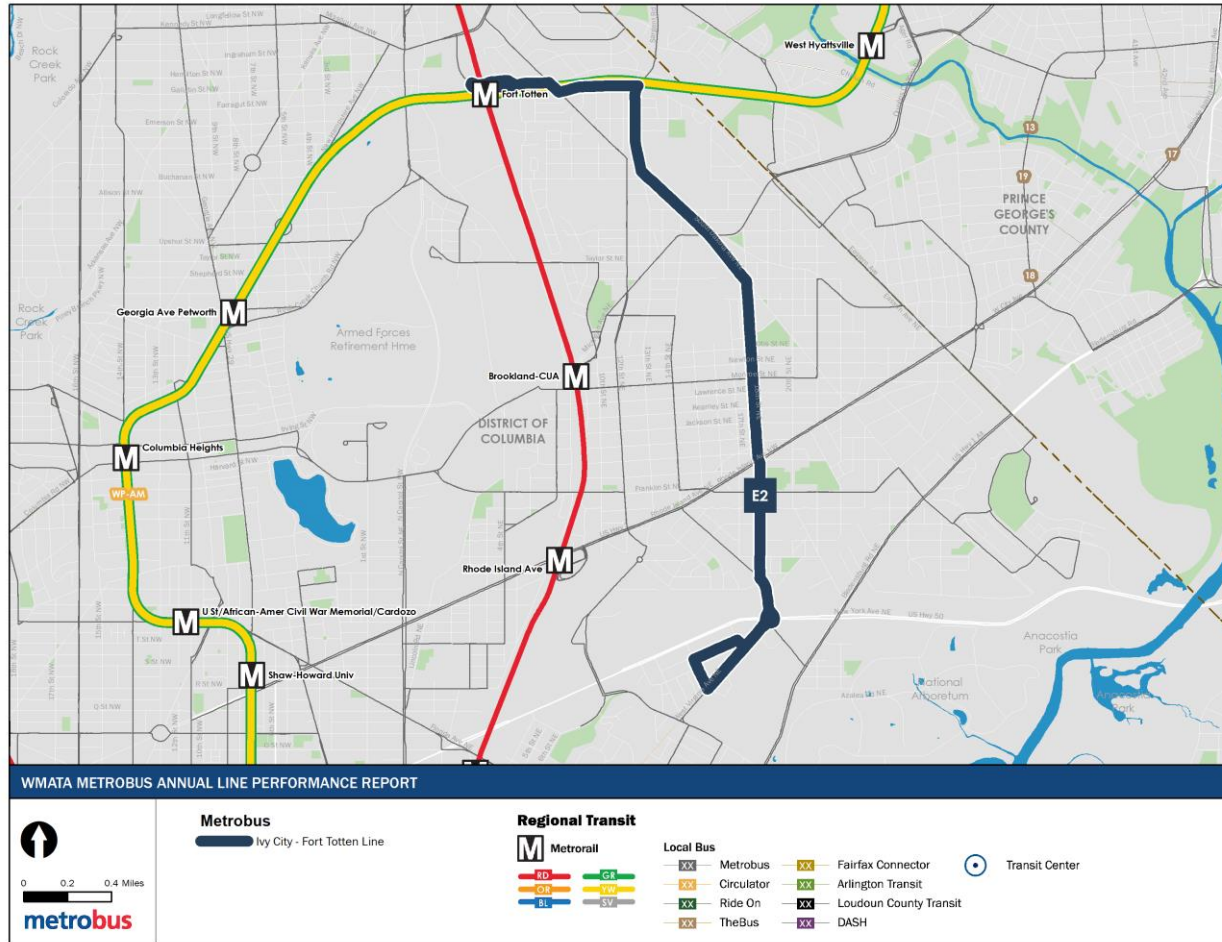
Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Ivy City - Fort Totten Line

Regional Transit

M Metrorail

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

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   **B**

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

metrobus

Line Benefit Score

14

Out of 100
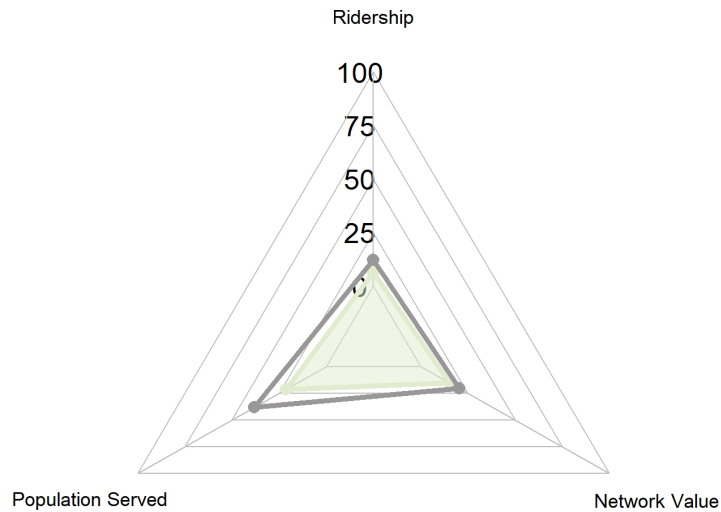
Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	21	15	7	

Operating Statistics

Annual Operating Costs	$958,569
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

Service Area Population			18,210
People of Color Population	*Service Area*		14,091
	% Riders Surveyed		84%
Low Income Household	*Service Area*		5,022
	% Riders Surveyed		40%

Facilities/Amenities

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

Ridership

Annual Ridership

E2 — **189,530**

(bar chart axis: 0 — 100,000 — 200,000)

Top Transfer Locations

Fort Totten

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
E2 — **684**	E2 — **366**	E2 — **204**

Average Trip Ridership and Maximum Load by Time Period

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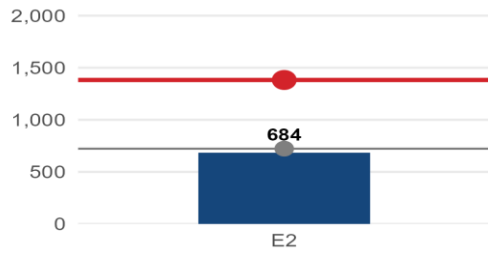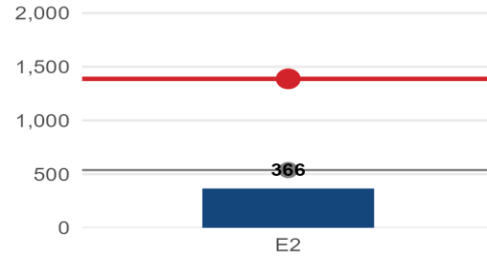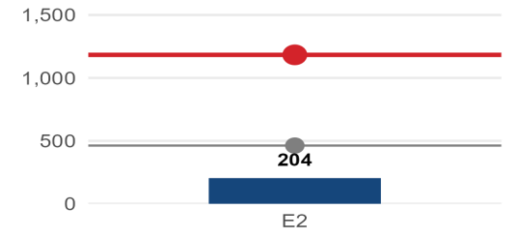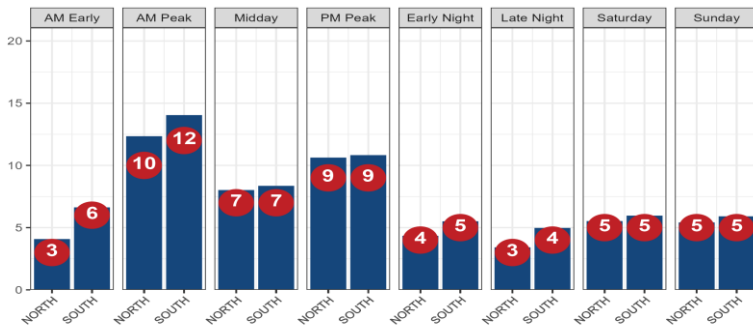
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.24	0.25
	Off-Peak Maximum Target: 1.0	0.13	0.14
	Saturday Maximum Target: 1.0	0.12	0.12
	Sunday Maximum Target: 1.0	0.12	0.12

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus
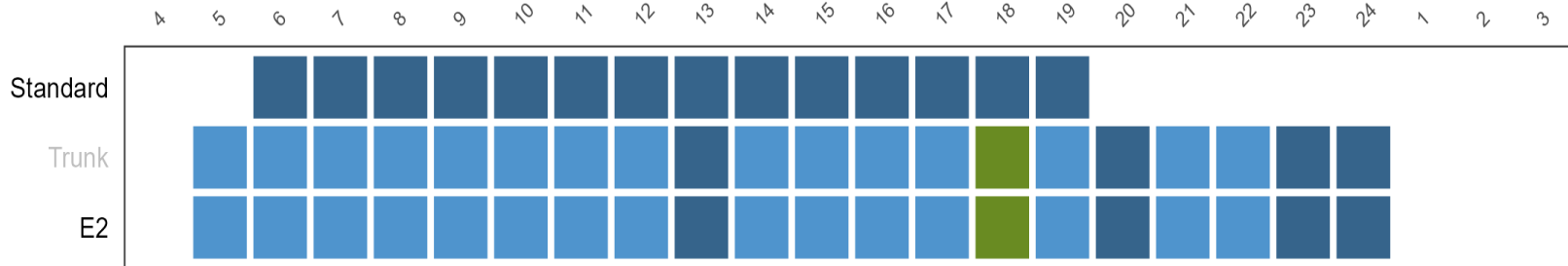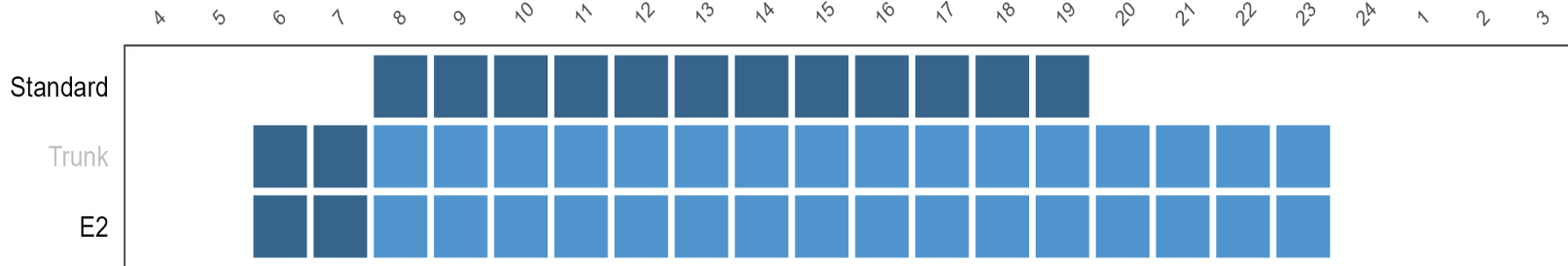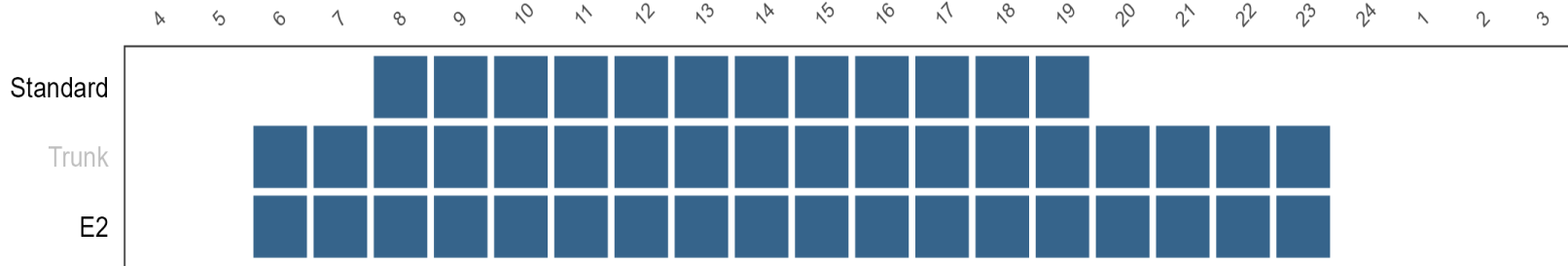
B Ivy City - Fort Totten

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:25 AM - 12:02 AM	-	A	6:05 AM - 11:50 PM	-	A	6:05 AM - 11:50 PM	-	A
	Frequency of Service | varies	Peak: 22.7 / Off-Peak: 29.8	Peak: 29.7 / Off-Peak: 41.4	A	30.0	46.6	A	60.0	48.8	B
Productivity	**Passengers per Revenue Hour | 10**	17.4	17	A	11.9	19	A	11.8	19	A
	Passengers per Revenue Mile | 1	2.1	1.4	A	1.4	1.5	A	1.4	1.5	A
Reliability	**On-Time Performance | 79%**	84%	82%	A	88%	79%	A	84%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.24	Off-Peak: 0.19 Peak: 0.24	A	0.12	0.22	A	0.12	0.2	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$6.88	$ 7.90	A	$10.01	$ 6.88	E	$10.12	$ 6.81	E
	Cost Recovery | 20%	15%	11%	D	10%	9%	E	10%	9%	E

metrobus

Route E2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7.4	5	E
Route Design	**Circuity |** N/A	1.13	1.8	-

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	17.4	17	A	11.9	19	A	11.8	19	A
	Passengers per Revenue Mile | 1	2.1	1.4	A	1.4	1.5	A	1.4	1.5	A
	Unique Segment Ridership | 10%	35%	47%	A	40%	59%	A	40%	61%	A
Reliability	**On-Time Performance |** 79%	84%	82%	A	88%	79%	A	84%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.24	Off-Peak: 0.19 Peak: 0.24	A	0.12	0.22	A	0.12	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.88	$ 7.90	A	$10.01	$ 6.88	E	$10.12	$ 6.81	E
	Cost Recovery | 20%	15%	10%	D	10%	9%	E	10%	9%	E

Operational Analysis
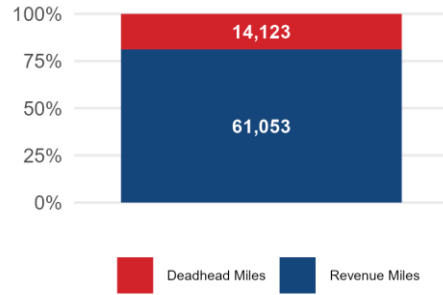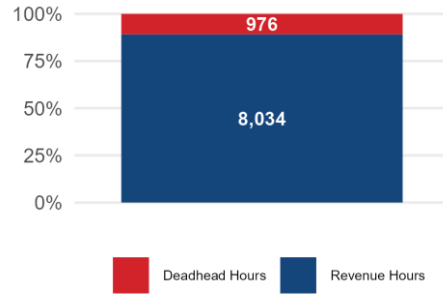
Miles Allocation

- Deadhead Miles: 14,123
- Revenue Miles: 61,053

Hours Allocation

- Deadhead Hours: 976
- Revenue Hours: 8,034

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
E2	8.00	2,258	2,246 (99.5%)

Service Change Summary

Route E2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday	5
Saturday	3
Sunday	3

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Kenilworth Avenue Line

Regional Transit

M Metrorail

Local Bus

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

Service Classification

Framework

Activity Tier

3

Overall Grade

Line   **C**

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

metrobus
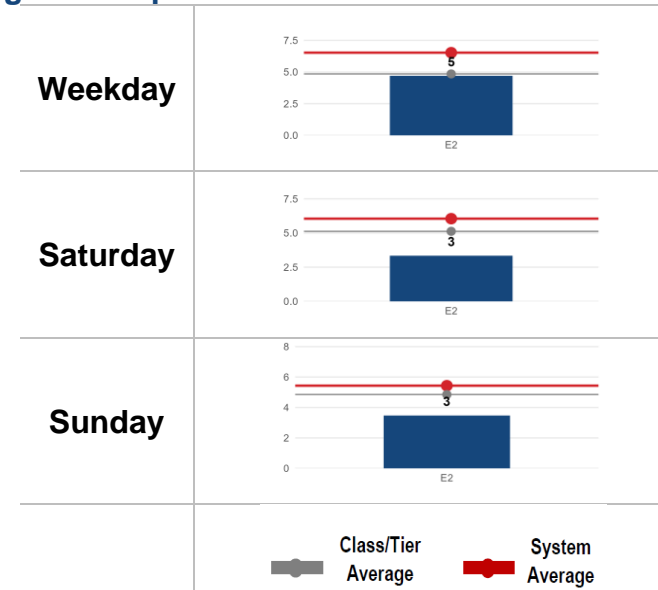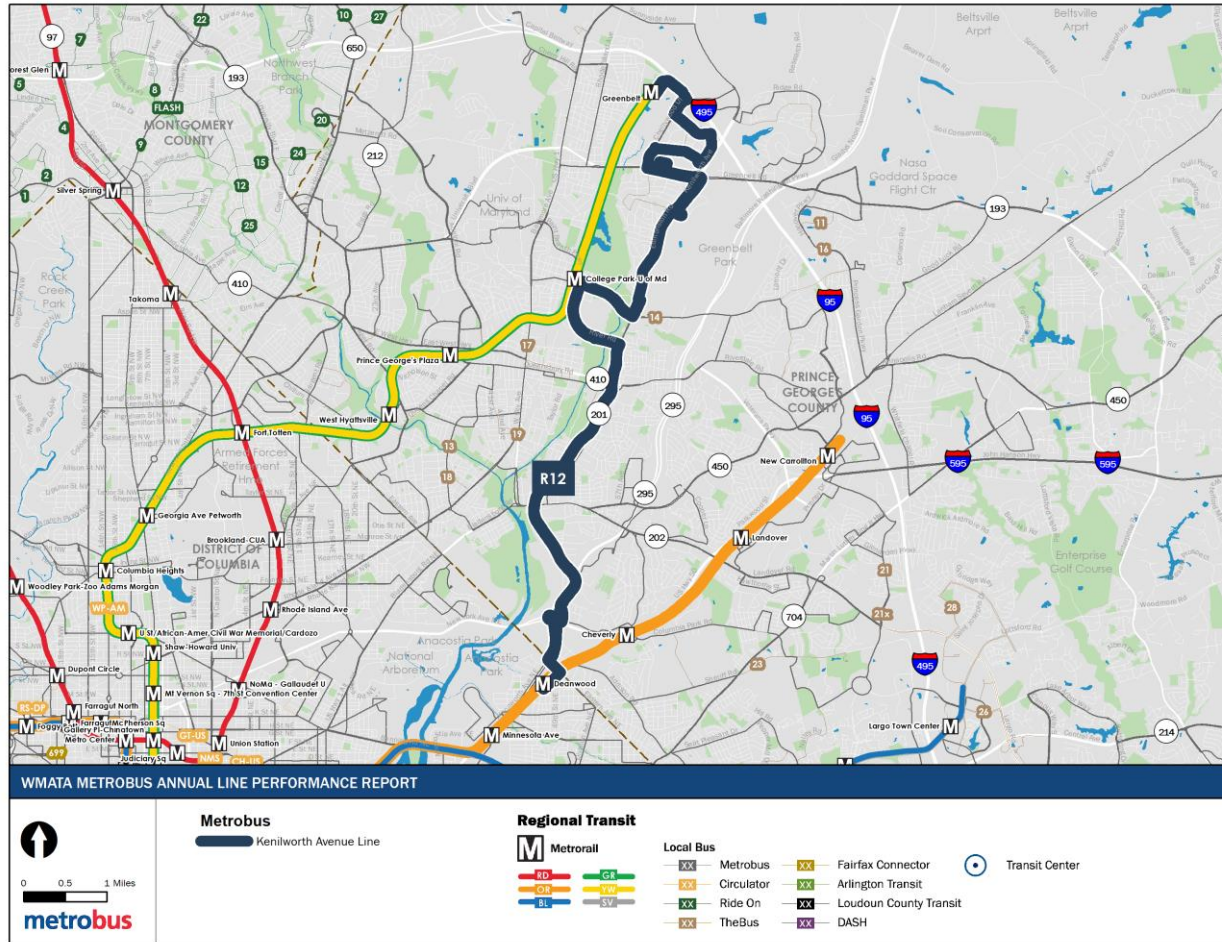
Line Benefit Score

16

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	23	18	7	
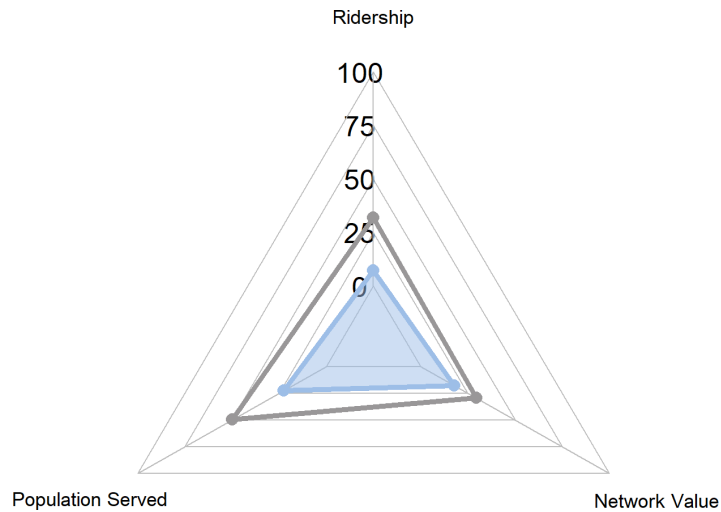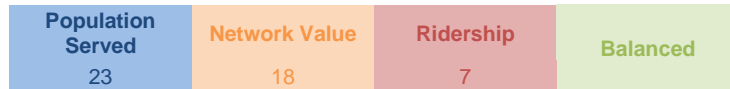
Operating Statistics

Annual Operating Costs	$1,213,640
Peak Vehicles	6
Vehicle Type(s)	40 Foot

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

	Service Area Population		25,277
	People of Color Population	*Service Area*	11,200
		% Riders Surveyed	89%
	Low Income Household	*Service Area*	9,198
		% Riders Surveyed	45%

Facilities/Amenities

	Bus Stops	108
	% Stops With Shelters	10%
	% Stops With Benches	21%
	% Stops With Real-Time Signs	0%

metrobus

Ridership
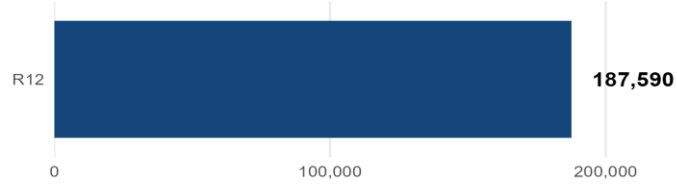
Annual Ridership	R12 ▬▬▬▬▬▬▬ **187,590**
Top Transfer Locations	**Greenbelt, College Park-U of MD, Deanwood**

Average Daily Ridership
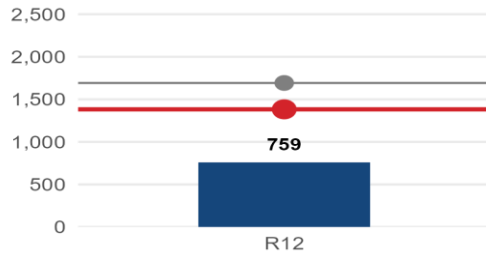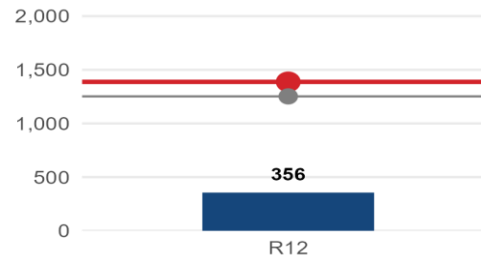
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
R12 — **759**	R12 — **356**	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Saturday
NORTH **10** / SOUTH **9**	NORTH **10** / SOUTH **10**	NORTH **9** / SOUTH **9**	NORTH **9** / SOUTH **11**	NORTH **5** / SOUTH **8**	NORTH **7** / SOUTH **8**
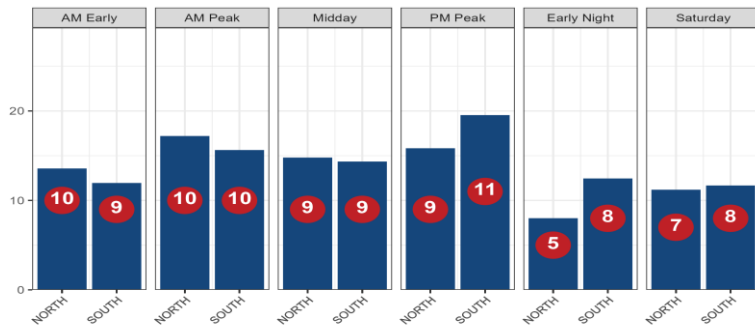
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.24	0.26
	Off-Peak Maximum Target: 1.0	0.2	0.21
	Saturday Maximum Target: 1.0	0.18	0.19
	Sunday Maximum Target: 1.0		

Span and Frequency

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT
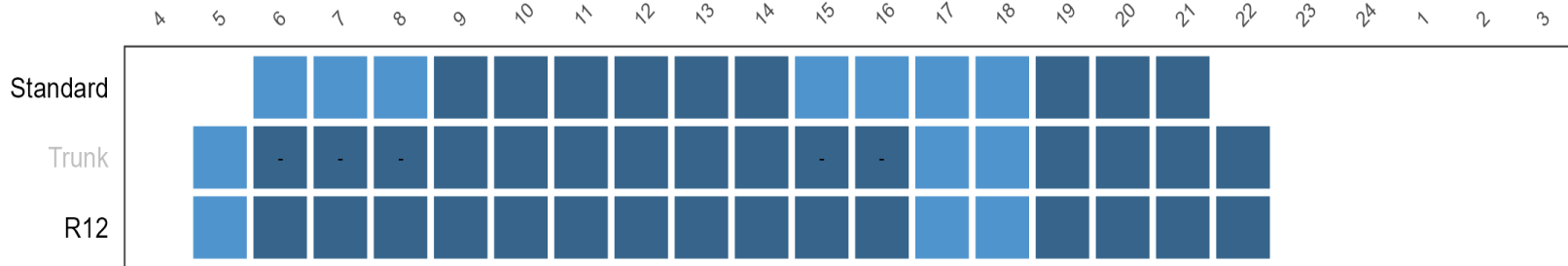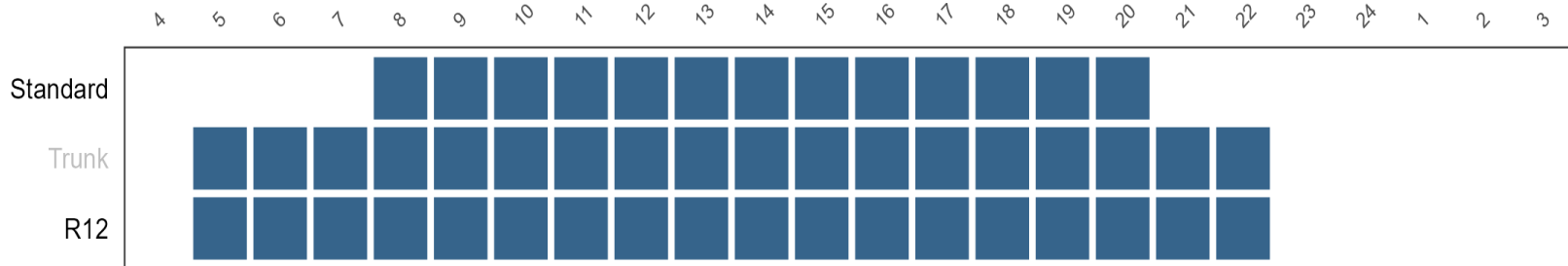
C Kenilworth Avenue

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	5:00 AM - 10:00 PM	-	A	5:00 AM - 10:47 PM	-	A	-	-	-
Frequency of Service | varies	Peak: 30.6 / Off-Peak: 47.4	Peak: 22.8 / Off-Peak: 34.7	C	60.2	41.6	C	-	-	-
Productivity — Passengers per Revenue Hour | 15	15.3	20.5	B	12.0	17.8	D	-	-	-
Passengers per Revenue Mile | 1	1.2	1.7	A	0.9	1.5	D	-	-	-
Reliability — On-Time Performance | 79%	82%	79%	B	87%	77%	A	-	-	-
Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.25	Off-Peak: 0.27 Peak: 0.35	A	0.19	0.26	A	-	-	-
Cost Effectiveness — Operating Cost per Passenger Trip | $7	$7.79	$ 6.46	C	$9.92	$ 7.22	E	-	-	-
Cost Recovery | 20%	11%	13%	E	8%	11%	E	-	-	-

metrobus

Route R12

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.3	4.7	E
Route Design	**Circuity |** 1.75	1.55	2.2	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	15.3	20.5	B	12.0	17.8	D	-	-	-
	Passengers per Revenue Mile | 1	1.2	1.7	A	0.9	1.5	D	-	-	-
	Unique Segment Ridership | 10%	46%	40%	A	38%	56%	A	-	-	-
Reliability	**On-Time Performance |** 79%	82%	79%	B	87%	77%	A	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.25	Off-Peak: 0.29 Peak: 0.35	A	0.19	0.26	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.79	$ 6.46	C	$9.92	$ 7.22	E	-	-	-
	Cost Recovery | 20%	11%	14%	E	8%	11%	E	-	-	-
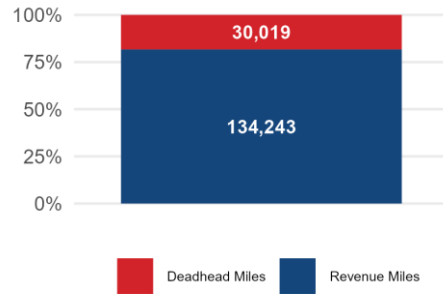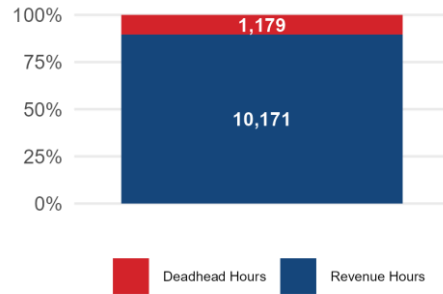
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 30,019
- Revenue Miles: 134,243

Hours Allocation

- Deadhead Hours: 1,179
- Revenue Hours: 10,171

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
R12	34.40	1,279	1,268 (99.1%)

Service Change Summary

Route R12 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — R12

Saturday — R12

Sunday — No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Kings Park-North Springfield Line

Regional Transit

Ⓜ Metrorail

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

0   0.5   1 Miles

metrobus

Service Classification

Commuter

Activity Tier

2

Overall Grade

Line	C

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

metrobus

Line Benefit Score

30
Out of 100

Ridership
100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
82	8	1	
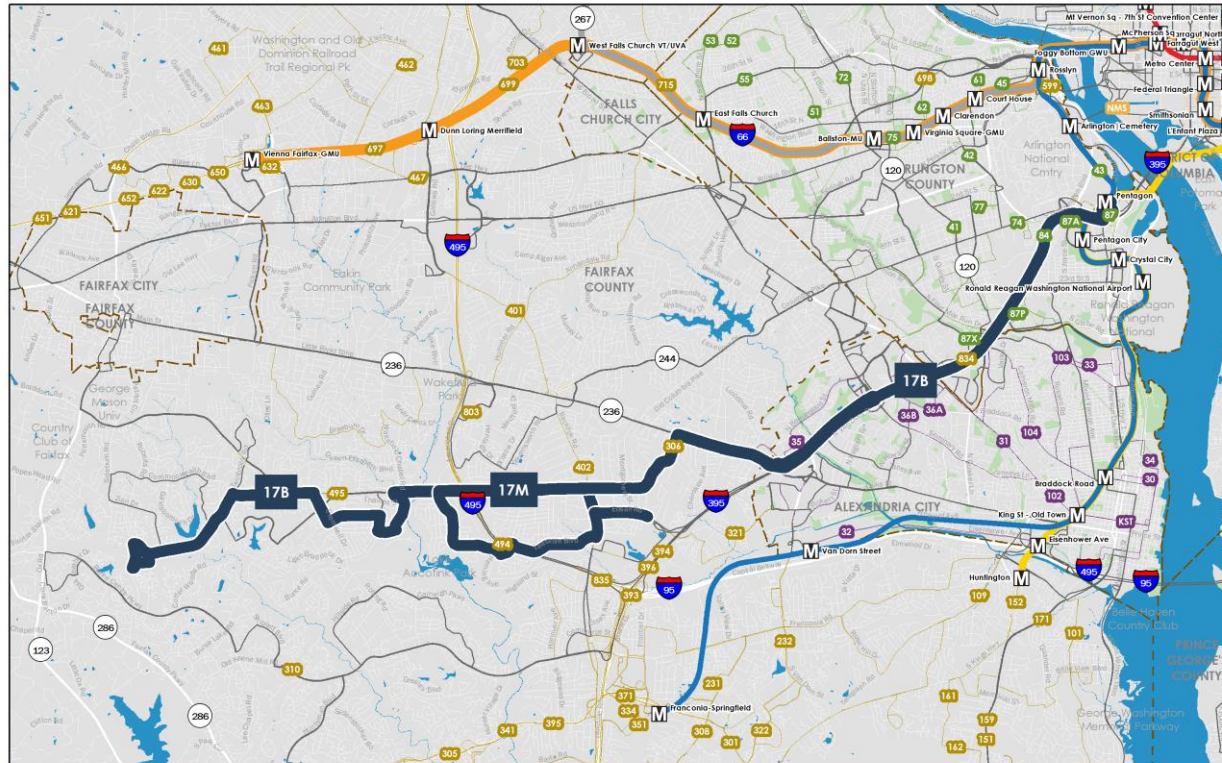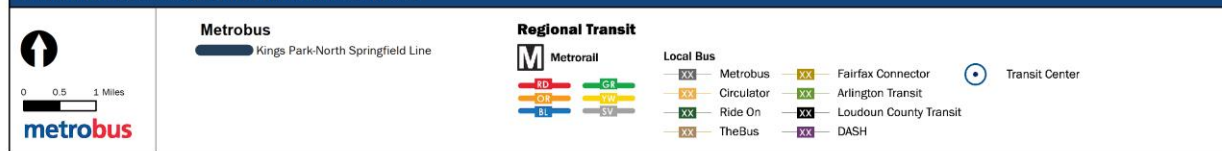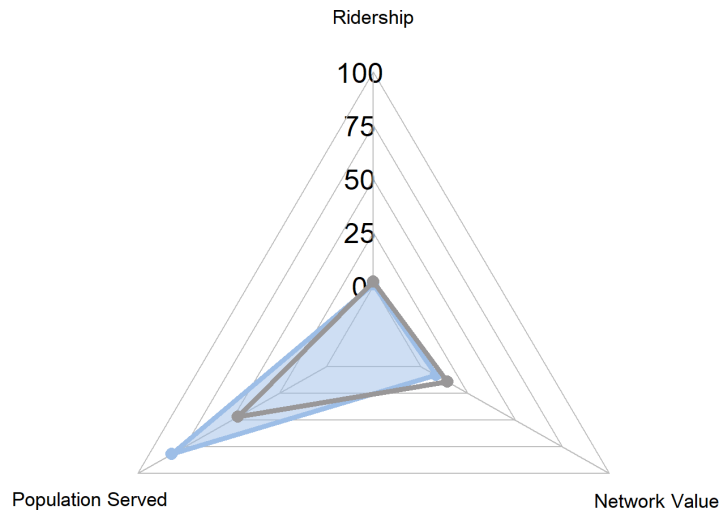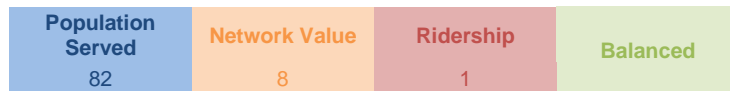
Operating Statistics

	Annual Operating Costs	$407,430
	Peak Vehicles	0
	Vehicle Type(s)	40 Foot

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

	Service Area Population		45,336
	People of Color Population	Service Area	17,774
		% Riders Surveyed	69%
	Low Income Household	Service Area	8,740
		% Riders Surveyed	13%

Facilities/Amenities

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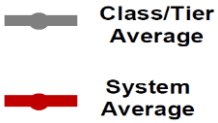
metrobus

Ridership

Annual Ridership

17M	16,679
17B	4,807

(Bar chart axis: 0, 5,000, 10,000, 15,000, 20,000, 25,00(0))

Top Transfer Locations

Pentagon

Weekday	Saturday	Sunday

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday chart (axis: 0, 500, 1,000, 1,500, 2,000):
- 17B: 20
- 17M: 73

Saturday: *No Service*

Sunday: *No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night
NORTH: 9	NORTH: 6	NORTH: 4	SOUTH: 5	SOUTH: 4
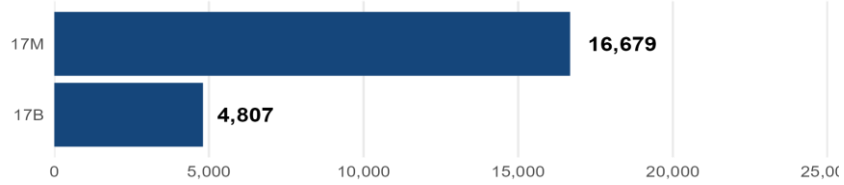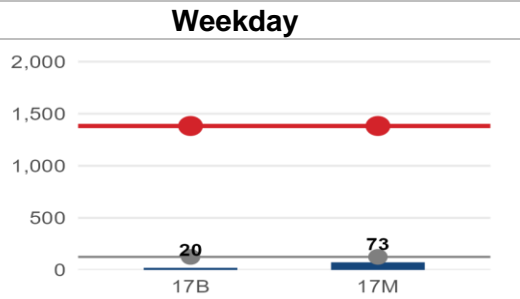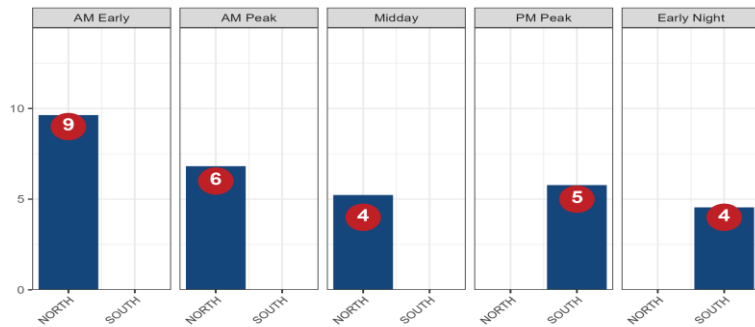
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.16	0.12
	Off-Peak Maximum Target: 1.0	0.16	0.09
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

metrobus
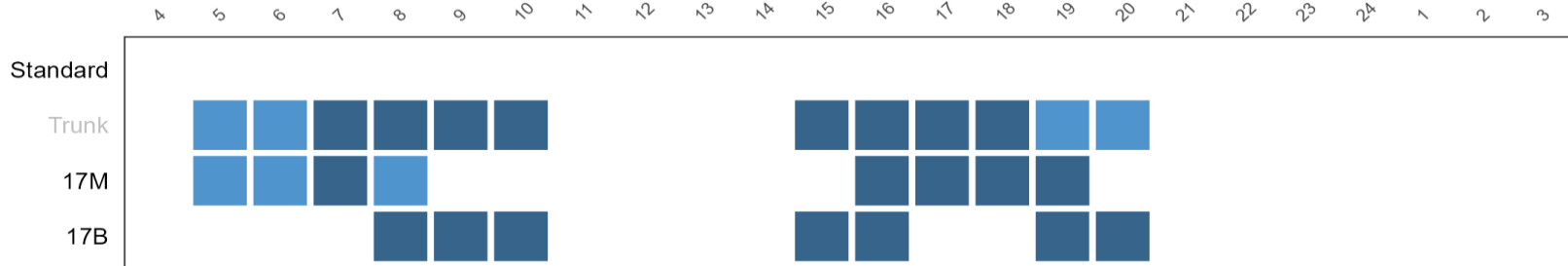
C Kings Park-North Springfield

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	5:56 AM - 10:00 AM; 3:40 PM - 8:08 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 49.4 / Off-Peak: 50.0	Peak: 32.1 / Off-Peak: 37	-	-	-	-	-	-	-
Productivity — Passengers per Revenue Hour | N/A	7	9.5	E	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.4	0.6	E	-	-	-	-	-	-
Reliability — On-Time Performance | 79%	80%	75%	B	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.14	Off-Peak: 0.12 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness — Operating Cost per Passenger Trip | $7	$17.10	$14.01	E	-	-	-	-	-	-
Cost Recovery | 20%	17%	15%	D	-	-	-	-	-	-

metrobus

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	1.37	1.44	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	5.6	9.5	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.3	0.6	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	21%	26%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	71%	75%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.1 Peak: 0.12	Off-Peak: 0.13 Peak: 0.16	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$21.40	$14.01	E	-	-	-	-	-	-
	Cost Recovery | 20%	13%	15%	E	-	-	-	-	-	-

metrobus

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	1.44	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour | N/A**	7.5	9.5	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.4	0.6	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	16%	26%	B	-	-	-	-	-	-
Reliability	**On-Time Performance | 79%**	84%	75%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.14	Off-Peak: 0.13 Peak: 0.16	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$15.88	$14.01	E	-	-	-	-	-	-
	Cost Recovery | 20%	19%	15%	C	-	-	-	-	-	-

Operational Analysis
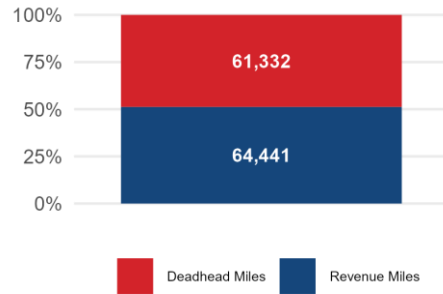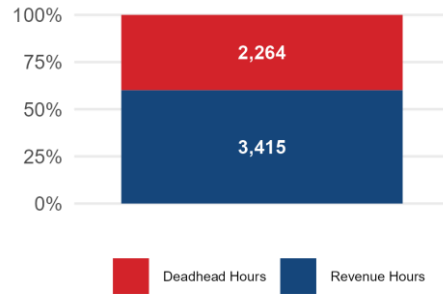
Miles Allocation

Deadhead Miles: 61,332
Revenue Miles: 64,441

Hours Allocation

Deadhead Hours: 2,264
Revenue Hours: 3,415

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
17B	44.40	84	84 (100.0%)
17M	33.30	231	222 (96.1%)

Service Change Summary

Route 17B - Dec 2021:
Weekday: No Change; Saturday: No change; Sunday: No change;
Route 17M - Dec 2021:
Weekday: No Change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

17B: 2.8
17M: 3.8

Saturday

No Service

Sunday

No Service

Class/Tier Average   System Average
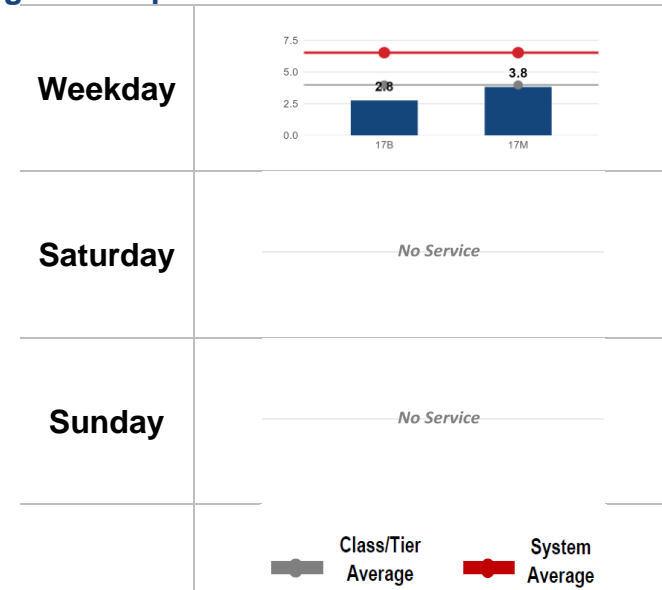
LINE: 61 - Kings Park Express

ROUTE(S): 17G, 17K

About the Line
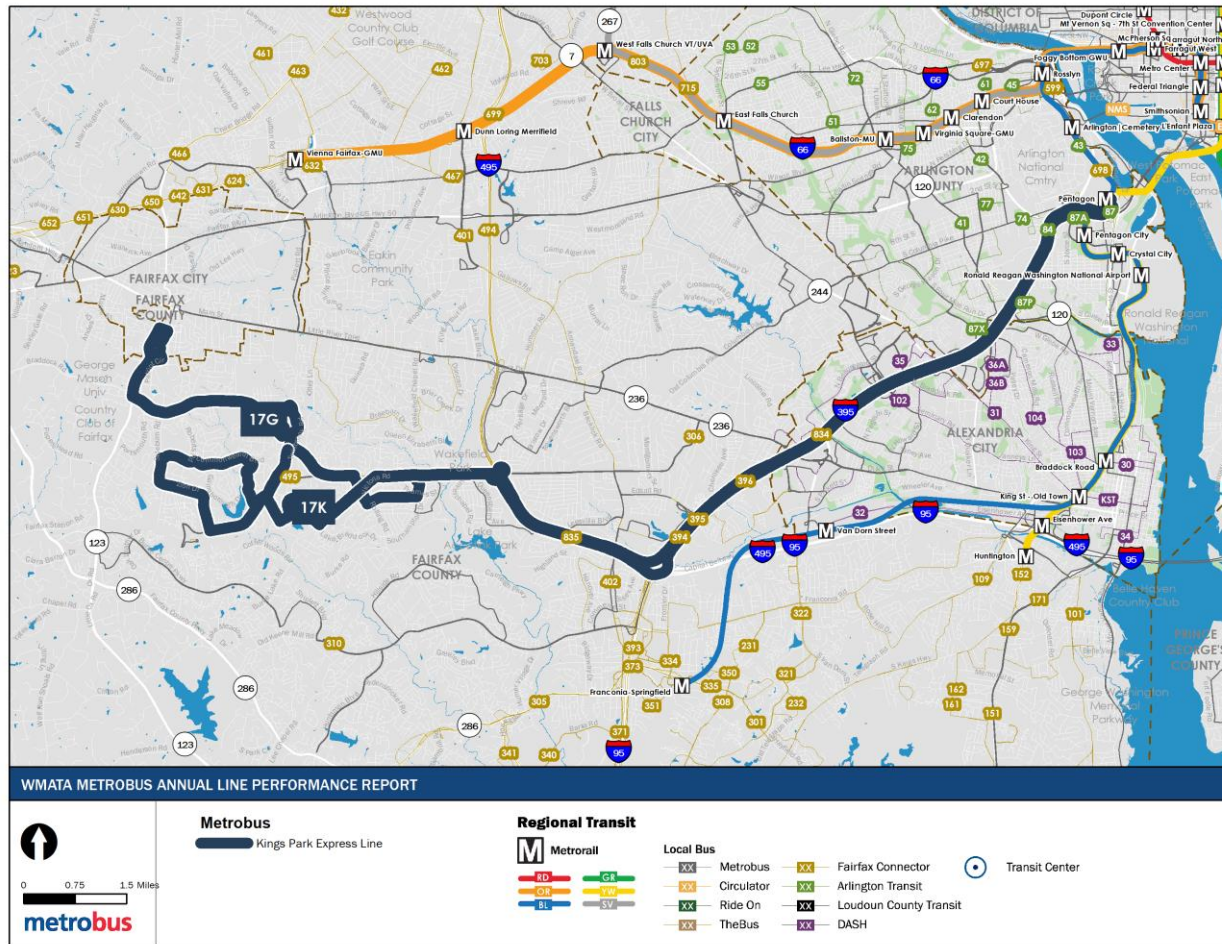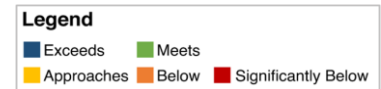
WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Kings Park Express Line

Regional Transit
Ⓜ Metrorail

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

0   0.75   1.5 Miles

metrobus

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	C

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

Line Benefit Score

<div style="display:inline-block">

28

Out of 100

</div>

Radar chart with axes: Ridership (top), Population Served (bottom left), Network Value (bottom right). Scale marks: 100, 75, 50, 25, 0.

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	68	13	3	
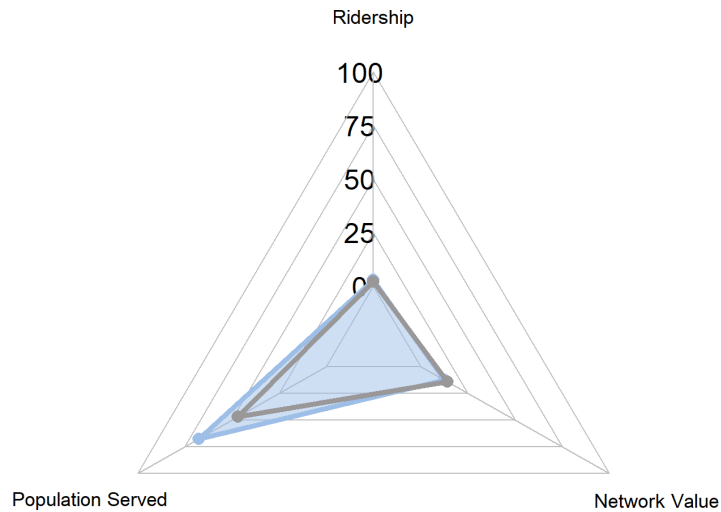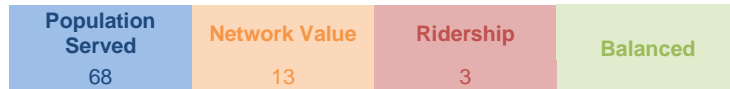
Operating Statistics

Annual Operating Costs		$1,078,462
Peak Vehicles		24
Vehicle Type(s)		40 Foot

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

Service Area Population			39,028
People of Color Population	Service Area		11,094
	% Riders Surveyed		45%
Low Income Household	Service Area		4,230
	% Riders Surveyed		9%

Facilities/Amenities

Bus Stops		152
% Stops With Shelters		7%
% Stops With Benches		7%
% Stops With Real-Time Signs		1%

metrobus

Ridership

Annual Ridership

Route	Ridership
17K	35,237
17G	26,480

(Bar chart axis: 0, 10,000, 20,000, 30,000, 40,000, 50,000)

Top Transfer Locations

Pentagon

Average Daily Ridership

	Weekday	Saturday	Sunday

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

Weekday chart (axis: 0, 500, 1,000, 1,500, 2,000):
- 17G: 123
- 17K: 170

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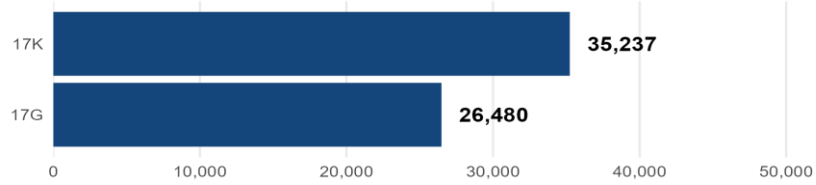
Sunday: *No Service*

Average Trip Ridership and Maximum Load by Time Period
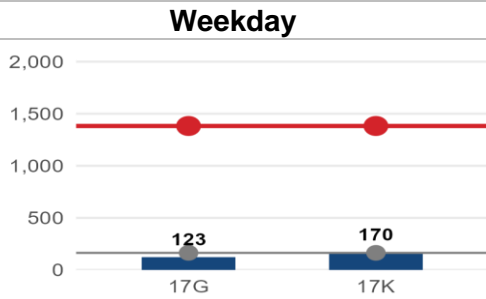
Time Period	Direction	Value
AM Early	NORTH	8
AM Peak	NORTH	11
PM Peak	SOUTH	8
Early Night	SOUTH	4
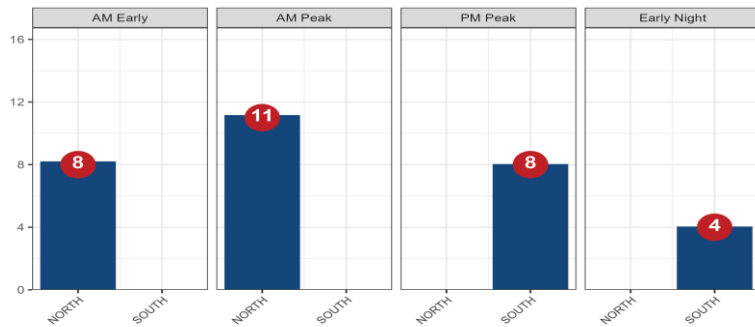
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.28	0.19
	Off-Peak Maximum Target: 1.0	0.2	0.09
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
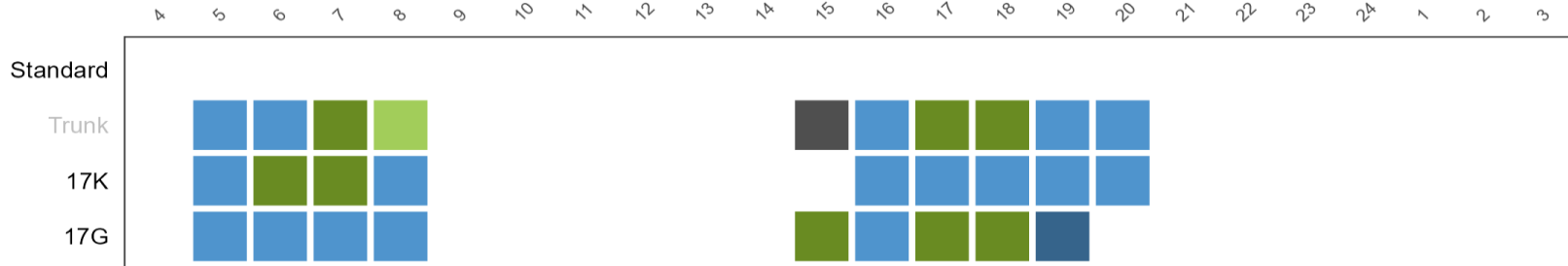
C Kings Park Express

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: 20.2 / Off-Peak: NA	Peak: 56.8 / Off-Peak: 60.7	-	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | N/A	8.5	10.7	D	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.4	0.6	E	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	70%	77%	D	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.22	Off-Peak: 0.18 Peak: 0.22	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$14.10	$12.25	E	-	-	-	-	-	-
Cost Recovery | 20%	22%	17%	A	-	-	-	-	-	-

metrobus

Route 17G

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | N/A	2	2.4	-
Route Design Circuity | N/A	1.39	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	7.4	10.7	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.4	0.6	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	16%	29%	B	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	72%	77%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.19	Off-Peak: 0.17 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$16.19	$12.25	E	-	-	-	-	-	-
	Cost Recovery | 20%	18%	15%	C	-	-	-	-	-	-

metrobus

Route 17K

Measure	Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** N/A	2.5	2.4	-
Route Design	**Circuity |** N/A	1.56	1.37	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	9.5	10.7	C	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.4	0.6	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	41%	29%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	68%	77%	E	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.26	Off-Peak: 0.17 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$12.59	$12.25	E	-	-	-	-	-	-
	Cost Recovery | 20%	26%	15%	A	-	-	-	-	-	-
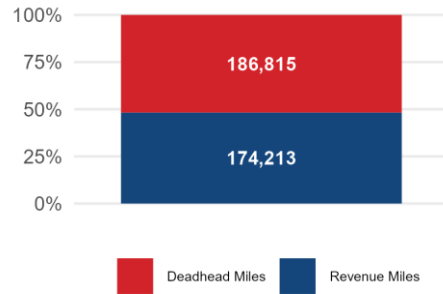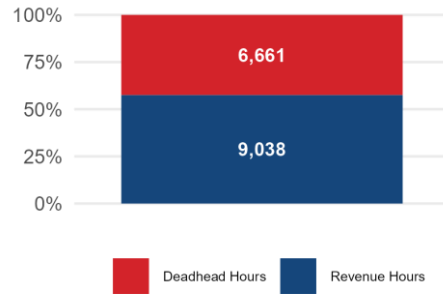
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 186,815
- Revenue Miles: 174,213

Hours Allocation

- Deadhead Hours: 6,661
- Revenue Hours: 9,038

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
17G	42.90	315	313 (99.4%)
17K	43.50	378	357 (94.4%)

Service Change Summary

Route 17G - Dec 2021:
Weekday: No Change; Saturday: No change; Sunday: No change;
Route 17K - Dec 2021:
Weekday: No Change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- 17G: 5.5
- 17K: 6.8

Saturday: No Service

Sunday: No Service

Class/Tier Average — System Average

LINE: 3 - Landmark-Ballston   ROUTE(S): 25B

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Landmark-Ballston Line

Regional Transit

Ⓜ **Metrorail**

RD		GR
OR		YW
BL		SV

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

⊙ Transit Center

0   0.275   0.55 Miles

metrobus

Service Classification

Framework

Activity Tier

1

Overall Grade

Line   **D**

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

metrobus

Line Benefit Score

23

Out of 100

Radar Chart Axes:
- Ridership
- Network Value
- Population Served
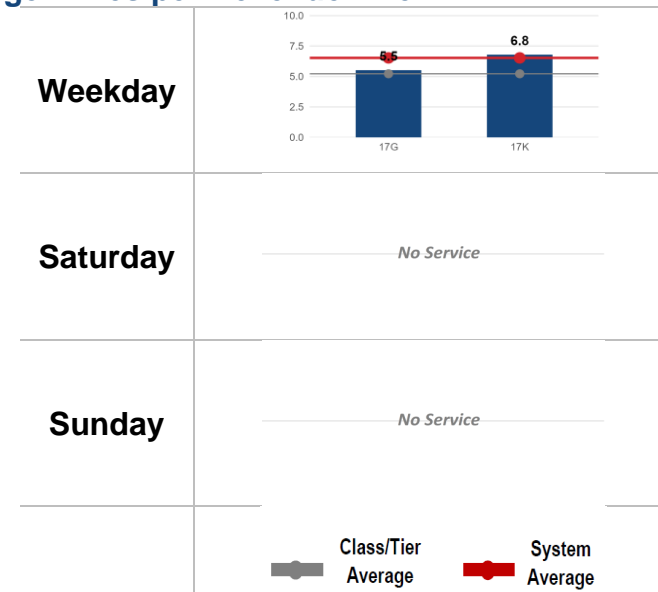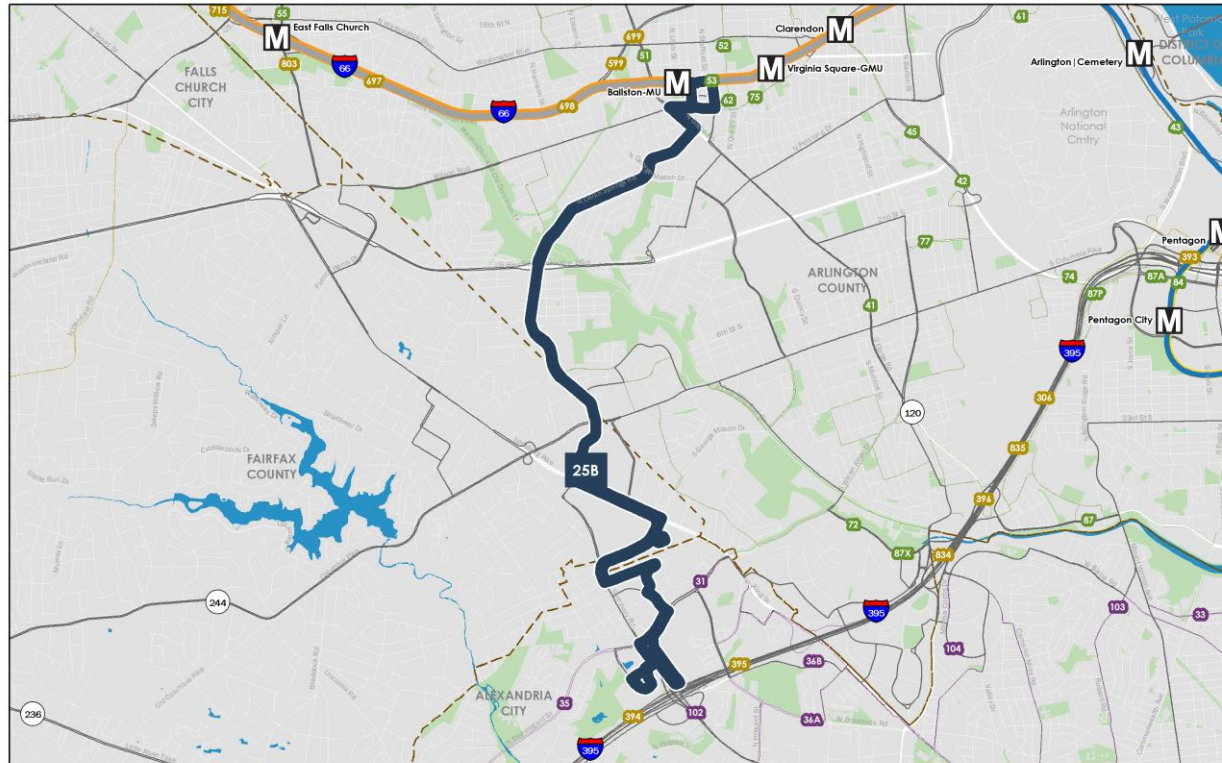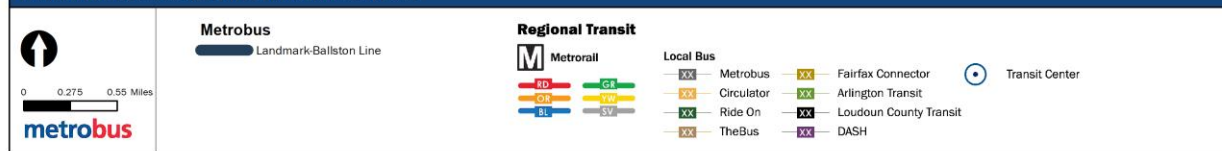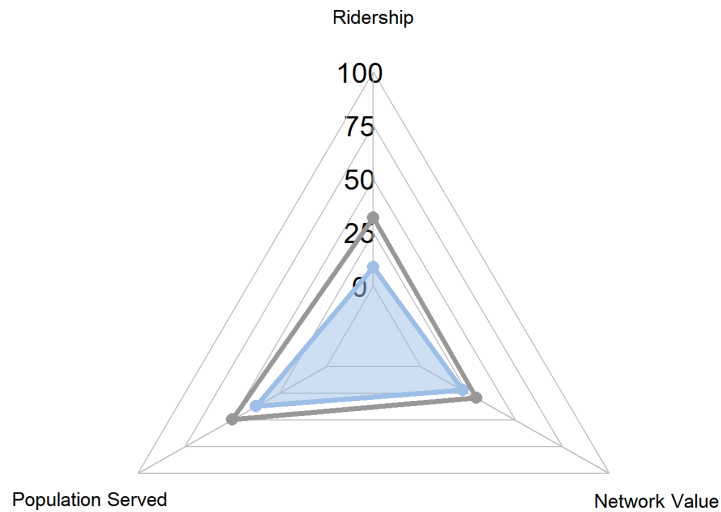
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	37	22	9	

Operating Statistics

Annual Operating Costs		$3,057,824
Peak Vehicles		9
Vehicle Type(s)		40 Foot

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

Service Area Population			45,261
People of Color Population	Service Area	17,463
	% Riders Surveyed	71%
Low Income Household	Service Area	9,720
	% Riders Surveyed	57%

Facilities/Amenities

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

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership

25B — 247,361
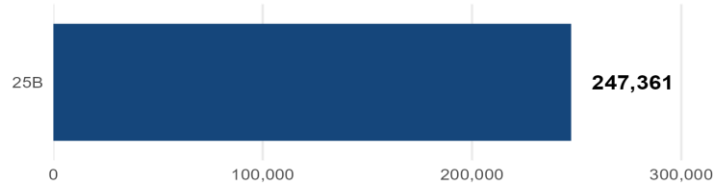
Top Transfer Locations

Ballston

Average Daily Ridership
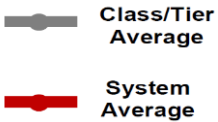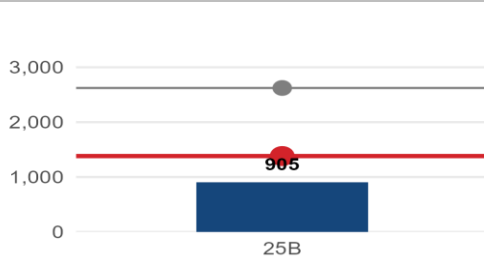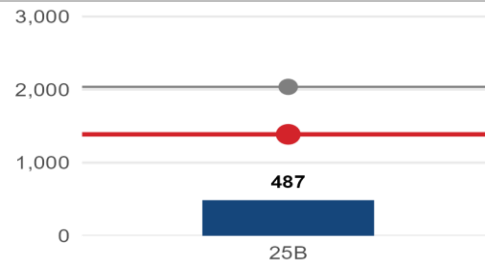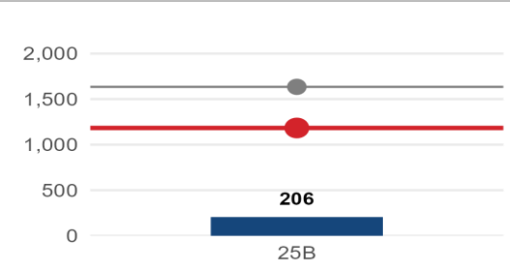
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
905	487	206

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Saturday	Sunday
NORTH	14	11	9	7	4	7	6
SOUTH		5	7	10	7	6	6
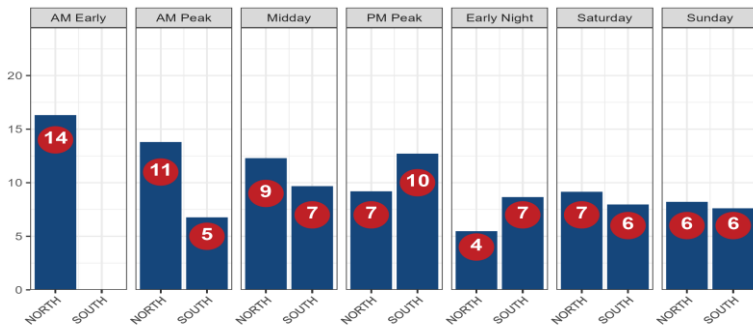
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.21	0.19
	Off-Peak Maximum Target: 1.0	0.2	0.17
	Saturday Maximum Target: 1.0	0.17	0.15
	Sunday Maximum Target: 1.0	0.16	0.15

metrobus

Span and Frequency

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

Weekday (by Hour) — Standard, Trunk, 25B
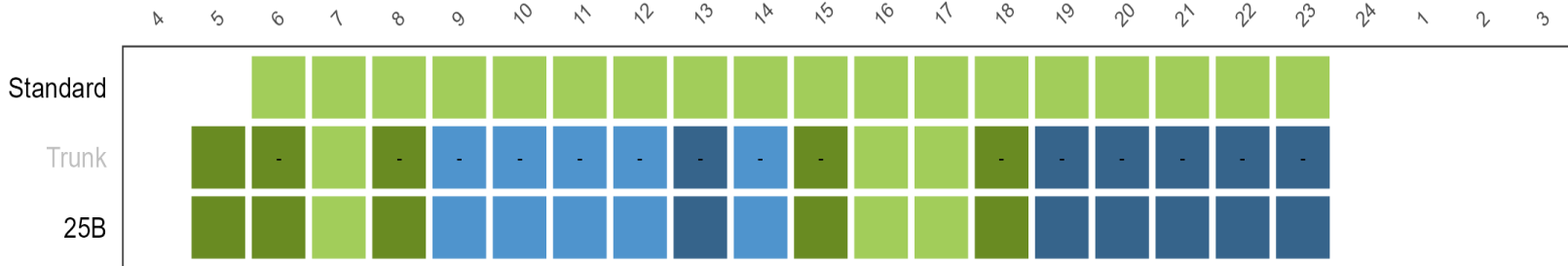
Saturday (by Hour) — Standard, Trunk, 25B

Sunday (by Hour) — Standard, Trunk, 25B
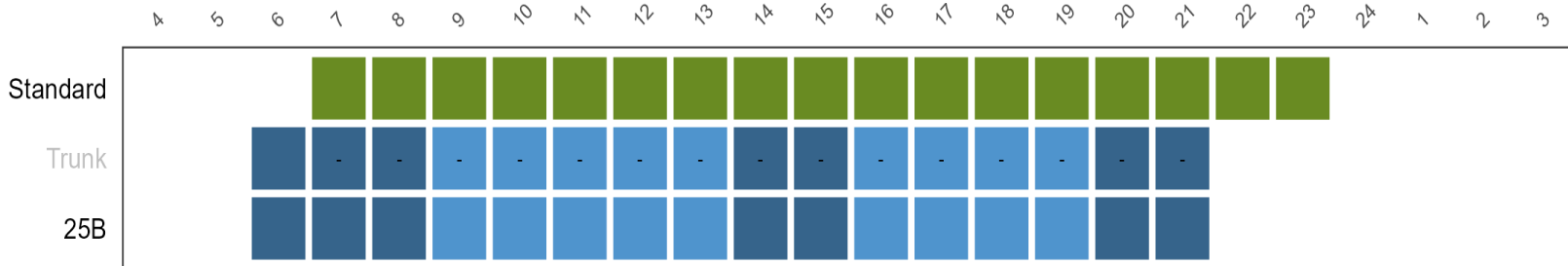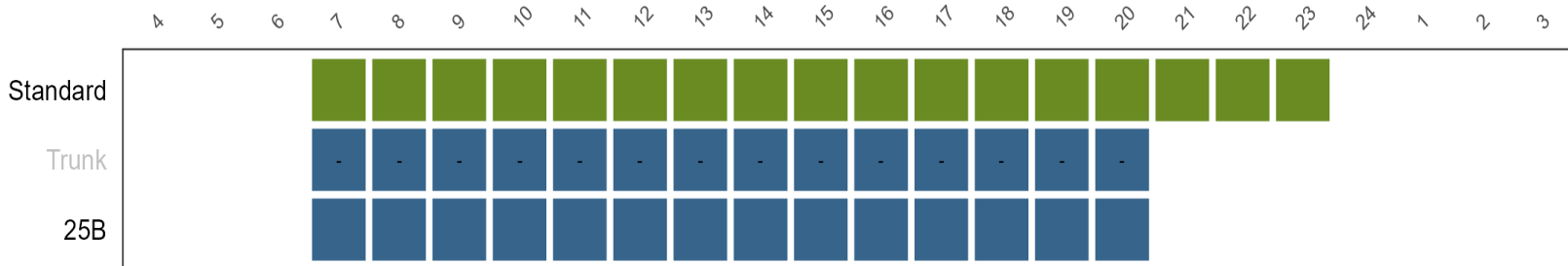
D Landmark-Ballston

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:40 AM - 11:00 PM	-	C	6:10 AM - 9:45 PM	-	C	7:41 AM - 8:40 PM	-	C
	Frequency of Service | varies	Peak: 16.9 / Off-Peak: 29.5	Peak: 16.6 / Off-Peak: 20	C	31.7	22.5	E	60.4	25.9	E
Productivity	**Passengers per Revenue Hour | 30**	12.4	24.4	E	11.4	21.6	E	15.2	20.0	E
	Passengers per Revenue Mile | 4	1.4	3.2	E	1.2	2.7	E	1.3	2.4	E
Reliability	**On-Time Performance | 79%**	86%	74%	A	82%	72%	B	66%	76%	E
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.2	Off-Peak: 0.29 Peak: 0.38	A	0.16	0.29	A	0.16	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$9.59	$ 5.47	E	$10.44	$ 6.24	E	$7.83	$ 6.78	E
	Cost Recovery | 25%	12%	21%	E	11%	18%	E	15%	17%	E

metrobus

Route 25B

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	4.3	5.2	A
Route Design Circuity | 1.75	1.9	1.29	C

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	12.4	24.4	E	11.4	21.6	E	15.2	20.0	E
	Passengers per Revenue Mile | 4	1.4	3.2	E	1.2	2.7	E	1.3	2.4	E
	Unique Segment Ridership | 10%	38%	22%	A	59%	34%	A	60%	34%	A
Reliability	On-Time Performance | 79%	86%	74%	A	82%	72%	B	66%	76%	E
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.2	Off-Peak: 0.29 Peak: 0.38	A	0.16	0.29	A	0.16	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$9.59	$ 5.47	E	$10.44	$ 6.24	E	$7.83	$ 6.78	E
	Cost Recovery | 25%	12%	21%	E	11%	18%	E	15%	17%	E

Operational Analysis
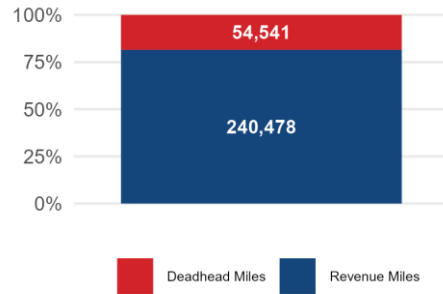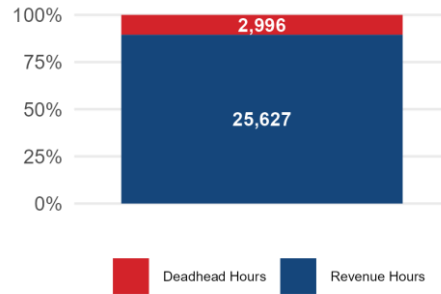
Miles Allocation

Deadhead Miles: 54,541
Revenue Miles: 240,478

Hours Allocation

Deadhead Hours: 2,996
Revenue Hours: 25,627

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
25B	17.80	2,216	2,194 (99.0%)

Service Change Summary

Route 25B - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday:
No Change;

Passenger Miles per Revenue Mile

Weekday — 25B

Saturday — 25B

Sunday — 25B

Class/Tier Average — System Average

LINE: 68 - Landmark - Holmes Run Parkway   ROUTE(S): 21C

About the Line

Metrobus
— Landmark - Holmes Run Parkway Line

Regional Transit

M Metrorail

RD   GR
OR   YW
BL   SV

Local Bus

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

Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	C

Legend

■ Exceeds   ■ Meets
■ Approaches   ■ Below   ■ Significantly Below

Line Benefit Score

29
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	65	22	2	
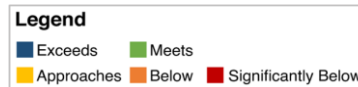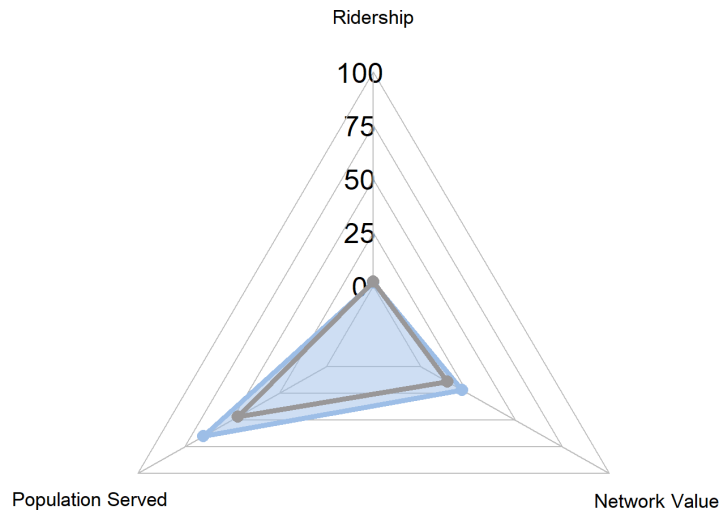
Operating Statistics

Annual Operating Costs		
Peak Vehicles		3
Vehicle Type(s)		40 Foot

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

Service Area Population			36,986
People of Color Population	Service Area		18,660
	% Riders Surveyed		51%
Low Income Household	Service Area		10,899
	% Riders Surveyed		23%

Facilities/Amenities

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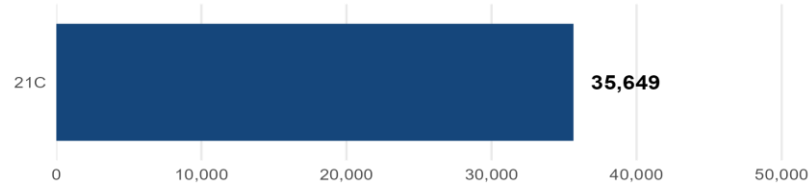
metrobus

Ridership

Annual Ridership	21C — 35,649

Top Transfer Locations: Pentagon

Average Daily Ridership

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

Weekday	Saturday	Sunday
21C: 161	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period
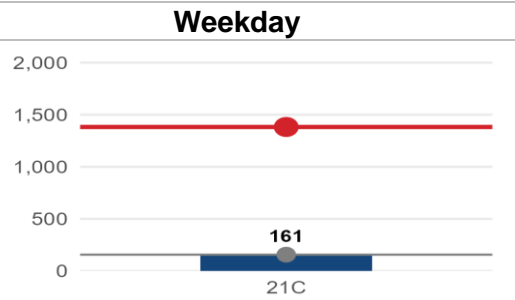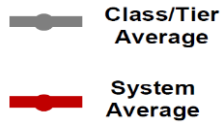
	NORTH	SOUTH
AM Early	10	
AM Peak	9	
PM Peak		8
Early Night		3
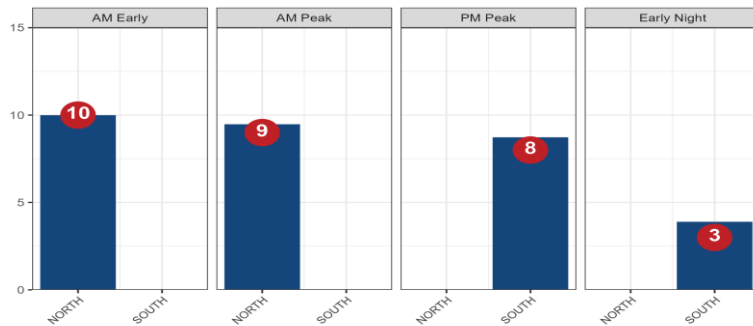
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.23	0.2
	Off-Peak Maximum Target: 1.0	0.24	0.07
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

FY 2022 ANNUAL LINE PERFORMANCE REPORT

metrobus

C 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: 21.2 / Off-Peak: NA	Peak: 36.9 / Off-Peak: 59.5	-	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | N/A	14	12.6	E	-	-	-	-	-	-
Passengers per Revenue Mile | 1.5	1	1.1	E	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	95%	78%	A	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.21	Off-Peak: 0.12 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$8.52	$14.23	D	-	-	-	-	-	-
Cost Recovery | 25%	16%	17%	E	-	-	-	-	-	-

metrobus

Route 21C

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** N/A	2.7	2.2	-
Route Design — **Circuity |** N/A	1.33	1.27	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** N/A	14	12.6	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1.5	1	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	58%	34%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	95%	78%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.21	Off-Peak: 0.12 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.52	$14.23	D	-	-	-	-	-	-
	Cost Recovery | 25%	16%	17%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

No Service

Hours Allocation

No Service

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
21C	18.90	399	363 (91.0%)

Service Change Summary

Route 21C - Dec 2021:
Weekday: 21C - New route established in June 21; Trips added to address crowding in Sep 21; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

No Service

Sunday

No Service

— Class/Tier Average   ▬ System Average

LINE: 96 - Langley Park -Cheverly   ROUTE(S): F8

About the Line

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line   C

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

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Langley Park -Cheverly Line

Regional Transit
- M Metrorail
  - RD
  - OR
  - BL
  - GR
  - YW
  - SV
- Local Bus
  - XX Metrobus
  - XX Circulator
  - XX Ride On
  - XX TheBus
  - XX Fairfax Connector
  - XX Arlington Transit
  - XX Loudoun County Transit
  - XX DASH
- ⊙ Transit Center

0   0.425   0.85 Miles

metrobus

metrobus   FY 2022 ANNUAL LINE PERFORMANCE REPORT

577

Line Benefit Score

28
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	60	18	7	

Operating Statistics

Annual Operating Costs	$1,281,439
Peak Vehicles	5
Vehicle Type(s)	40 Foot

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

Service Area Population			45,435
People of Color Population	Service Area		14,591
	% Riders Surveyed		84%
Low Income Household	*Service Area*		16,252
	% Riders Surveyed		64%

Facilities/Amenities

Bus Stops	138
% Stops With Shelters	14%
% Stops With Benches	14%
% Stops With Real-Time Signs	1%

metrobus

Ridership

Annual Ridership

F8	212,441

(bar chart: F8 = 212,441, x-axis 0 to 300,000)

Top Transfer Locations

West Hyattsville, Prince George's Plaza, Cheverly

Average Daily Ridership
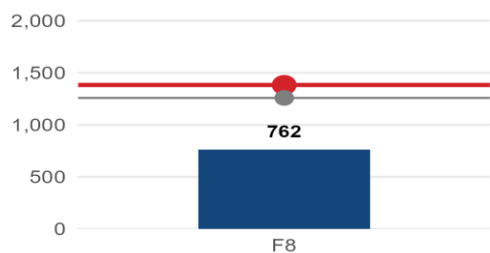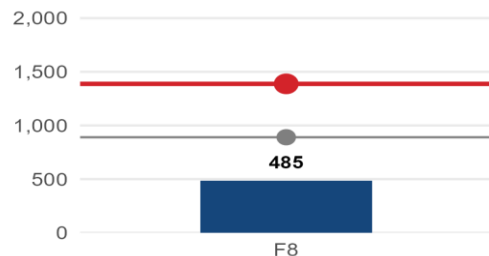
— ⬤ Class/Tier Average
— ⬤ System Average

Weekday	Saturday	Sunday
F8: 762	F8: 485	F8: 359

Average Trip Ridership and Maximum Load by Time Period

(bar chart with time periods: AM Early, AM Peak, Midday, PM Peak, Early Night, Saturday, Sunday — each with NORTH and SOUTH)

Time Period	NORTH	SOUTH
AM Early	7	9
AM Peak	12	11
Midday	13	11
PM Peak	11	12
Early Night	8	8
Saturday	10	10
Sunday	11	11
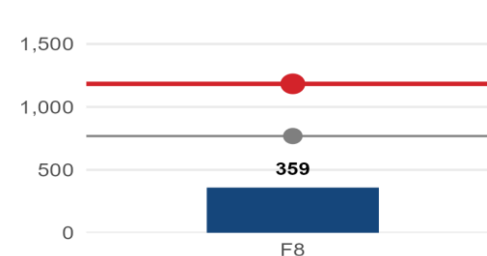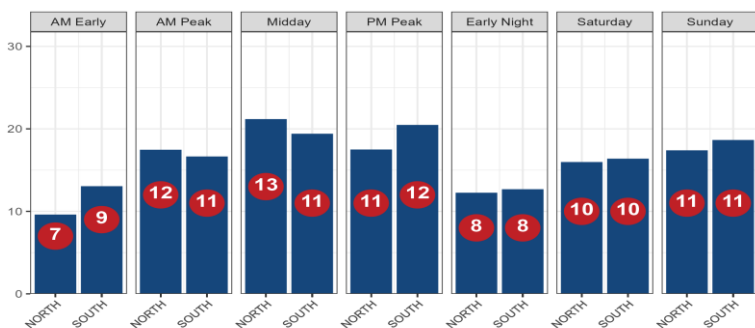
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.28	0.3
	Off-Peak Maximum Target: 1.0	0.28	0.26
	Saturday Maximum Target: 1.0	0.24	0.25
	Sunday Maximum Target: 1.0	0.26	0.28

Span and Frequency

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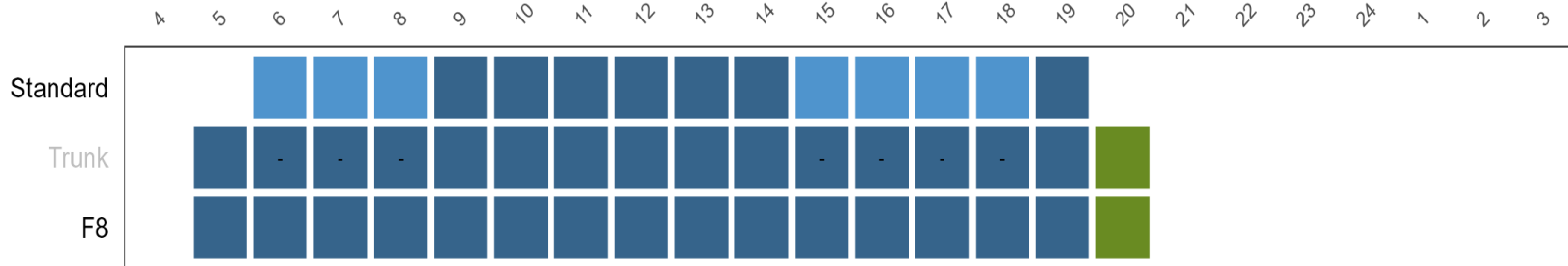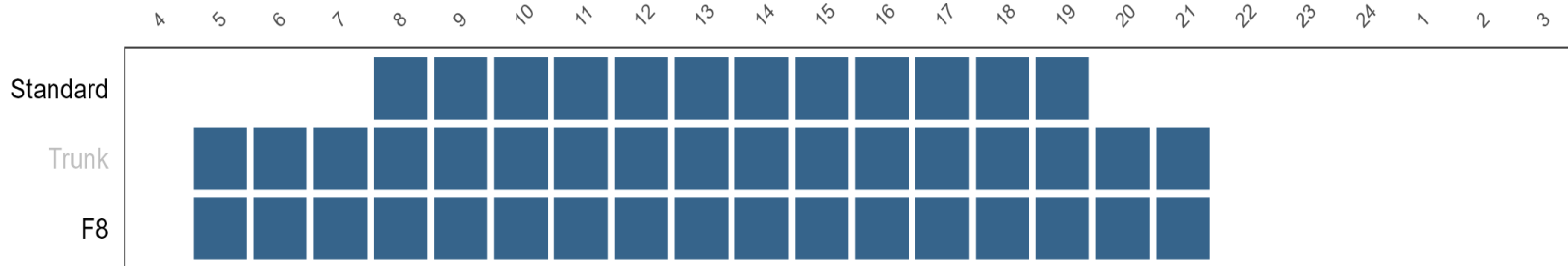
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
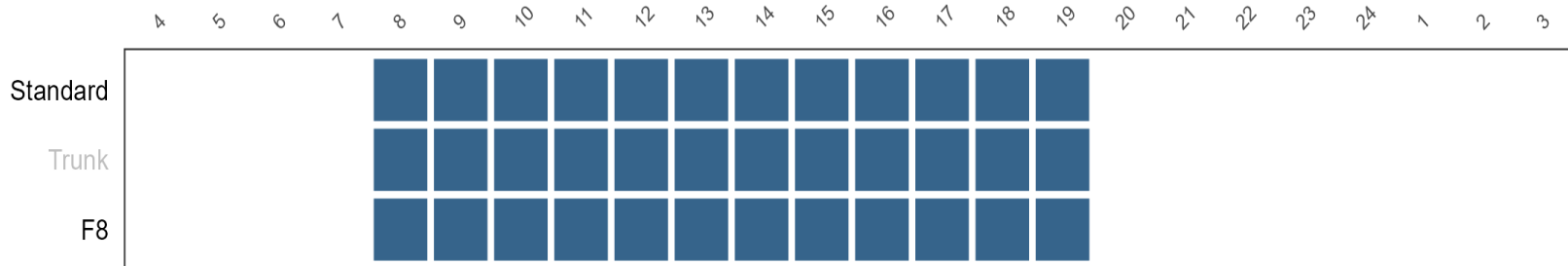
Langley Park -Cheverly

	Measure	Standard	Weekday			Saturday			Sunday		
			Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**		5:35 AM - 8:41 PM	-	A	5:42 AM - 9:25 PM	-	A	8:55 AM - 7:48 PM	-	C
	Frequency of Service | varies		Peak: 34.9 / Off-Peak: 49.9	Peak: 26.3 / Off-Peak: 36.7	C	63.5	39.6	C	60.1	40.8	C
Productivity	**Passengers per Revenue Hour | 15**		16.4	25.1	B	15.7	24.3	B	17.2	22.5	A
	Passengers per Revenue Mile | 2		1.4	2.9	E	1.2	2.6	E	1.4	2.3	E
Reliability	**On-Time Performance | 79%**		75%	82%	C	68%	82%	E	77%	81%	C
	Crowding | 5%		0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0		Off-Peak: 0.27 Peak: 0.29	Off-Peak: 0.23 Peak: 0.29	A	0.25	0.22	A	0.27	0.2	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**		$7.29	$ 5.84	E	$7.61	$ 6.11	E	$6.94	$ 6.59	E
	Cost Recovery | 20%		12%	13%	E	12%	12%	E	13%	11%	E

metrobus

Route F8

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.4	6.3	A
Route Design	**Circuity |** N/A	2.09	2.5	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	16.4	25.1	B	15.7	24.3	B	17.2	22.5	A
	Passengers per Revenue Mile | 2	1.4	2.9	E	1.2	2.6	E	1.4	2.3	E
	Unique Segment Ridership | 10%	40%	29%	A	50%	43%	A	44%	52%	A
Reliability	**On-Time Performance |** 79%	75%	82%	C	68%	82%	E	77%	81%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.29	Off-Peak: 0.25 Peak: 0.32	A	0.25	0.24	A	0.27	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.29	$ 5.84	E	$7.61	$ 6.11	E	$6.94	$ 6.59	E
	Cost Recovery | 20%	12%	13%	E	12%	12%	E	13%	11%	E

Operational Analysis
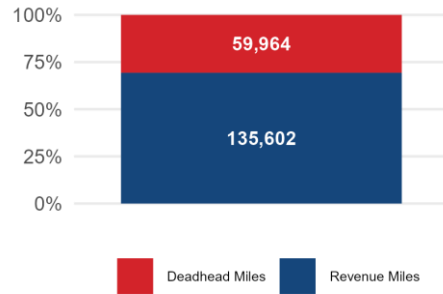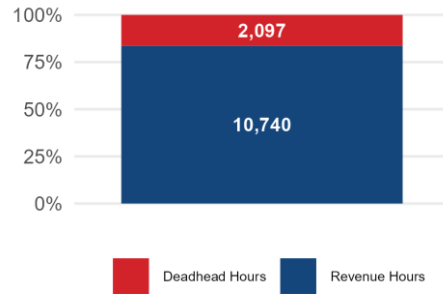
Miles Allocation

- Deadhead Miles: 59,964
- Revenue Miles: 135,602

Hours Allocation

- Deadhead Hours: 2,097
- Revenue Hours: 10,740

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F8	34.60	1,175	1,148 (97.7%)

Service Change Summary

Route F8 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

- Class/Tier Average
- System Average

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

Legend

Exceeds | Meets
Approaches | Below | Significantly Below

Line Benefit Score

19
Out of 100

Ridership

100
75
50
25
0
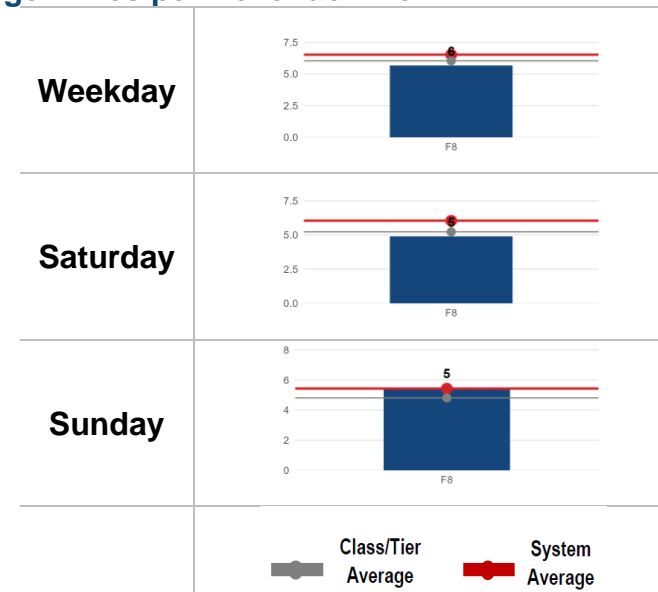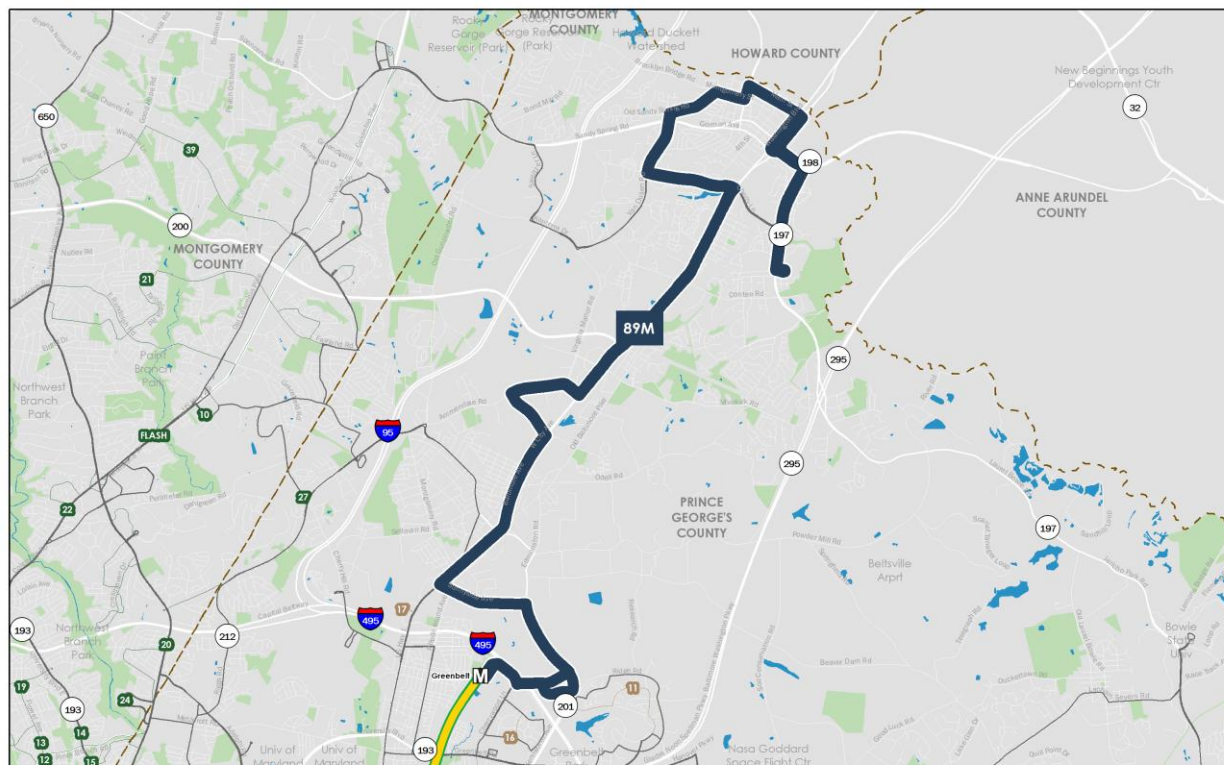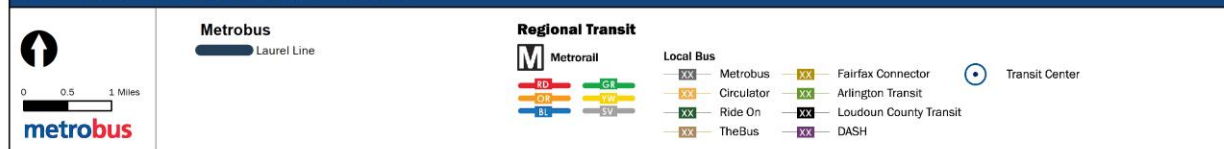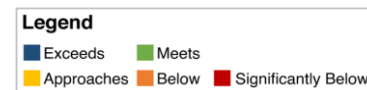
Population Served
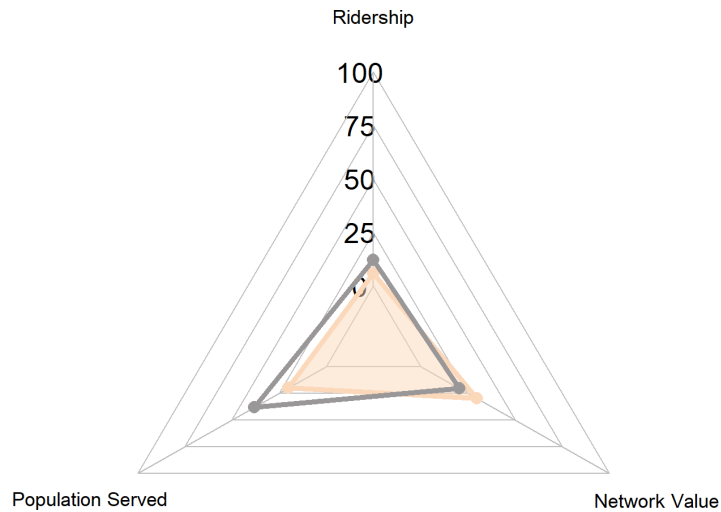
Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	20	30	6	

Operating Statistics

Annual Operating Costs	$1,066,936
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

Service Area Population		22,113
People of Color Population	Service Area	12,482
	% Riders Surveyed	91%
Low Income Household	Service Area	5,675
	% Riders Surveyed	53%

Facilities/Amenities

Bus Stops	90
% Stops With Shelters	16%
% Stops With Benches	16%
% Stops With Real-Time Signs	0%

metrobus

Ridership

Annual Ridership

89M ▮▮▮▮▮▮▮▮▮▮▮▮ **143,364**

0	50,000	100,000	150,000	200,000	
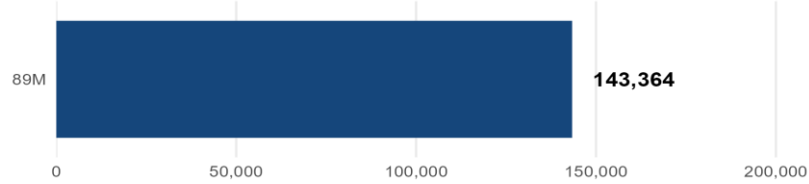
Top Transfer Locations

Greenbelt

Average Daily Ridership
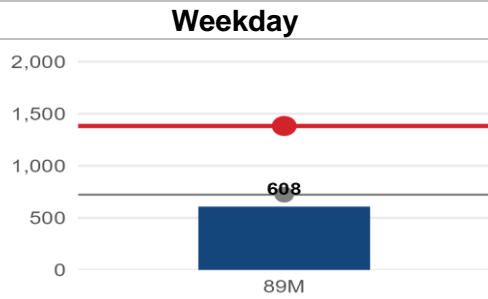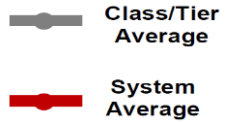
━●━ Class/Tier Average

━●━ System Average

Weekday	Saturday	Sunday
608 (89M)	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night
NORTH	5	17	12	13	8	
SOUTH	21	11	12	14	8	3
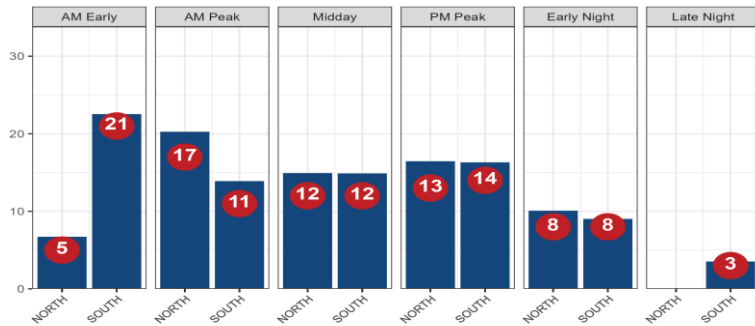
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.37	0.31
	Off-Peak Maximum Target: 1.0	0.25	0.27
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
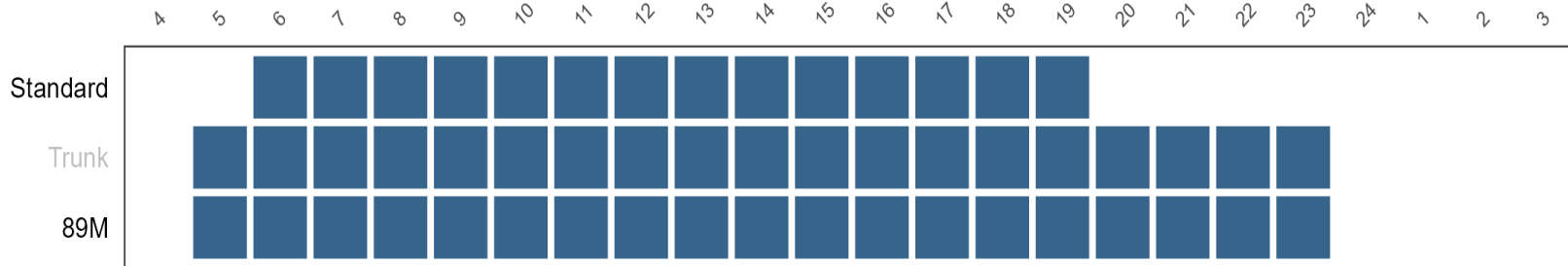
B Laurel

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:20 AM - 11:47 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 44.6 / Off-Peak: 54.7	Peak: 29.7 / Off-Peak: 41.4	A	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | 10	16.3	17	A	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.9	1.4	C	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	71%	82%	D	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.34	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$7.32	$ 7.90	B	-	-	-	-	-	-
Cost Recovery | 20%	12%	11%	E	-	-	-	-	-	-

metrobus

Route 89M

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	2.4	5	E
Route Design **Circuity |** N/A	2.21	1.8	-

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity **Passengers per Revenue Hour |** 10	16.3	17	A	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.9	1.4	C	-	-	-	-	-	-
Unique Segment Ridership | 10%	81%	47%	A	-	-	-	-	-	-
Reliability **On-Time Performance |** 79%	71%	82%	D	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.34	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness **Operating Cost per Passenger Trip |** $7	$7.32	$ 7.90	B	-	-	-	-	-	-
Cost Recovery | 20%	12%	10%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 66,369
- Revenue Miles: 166,194

Hours Allocation

- Deadhead Hours: 2,772
- Revenue Hours: 8,942

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
89M	38.00	882	871 (98.8%)

Service Change Summary

Route 89M - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — 89M: 8

Saturday — No Service

Sunday — No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
—— Laurel-Burtonsville Express Line

Regional Transit
Ⓜ Metrorail

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

metrobus

0   0.5   1 Miles

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line   C

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

metrobus

Line Benefit Score

17

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	35	14	2	
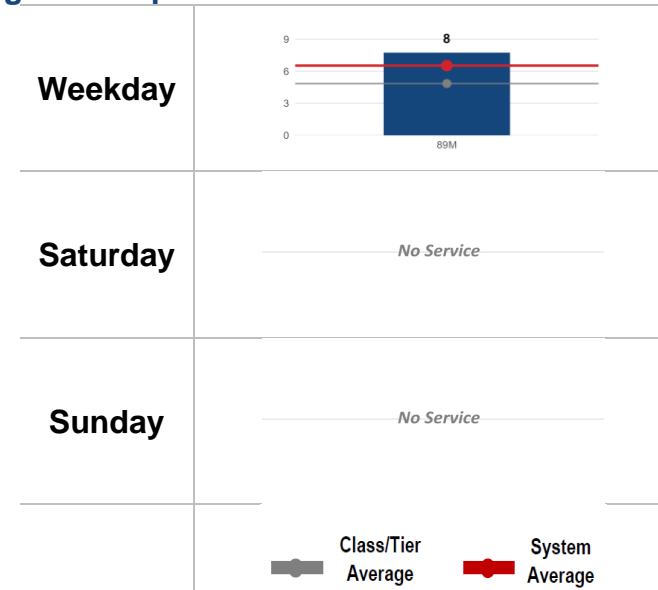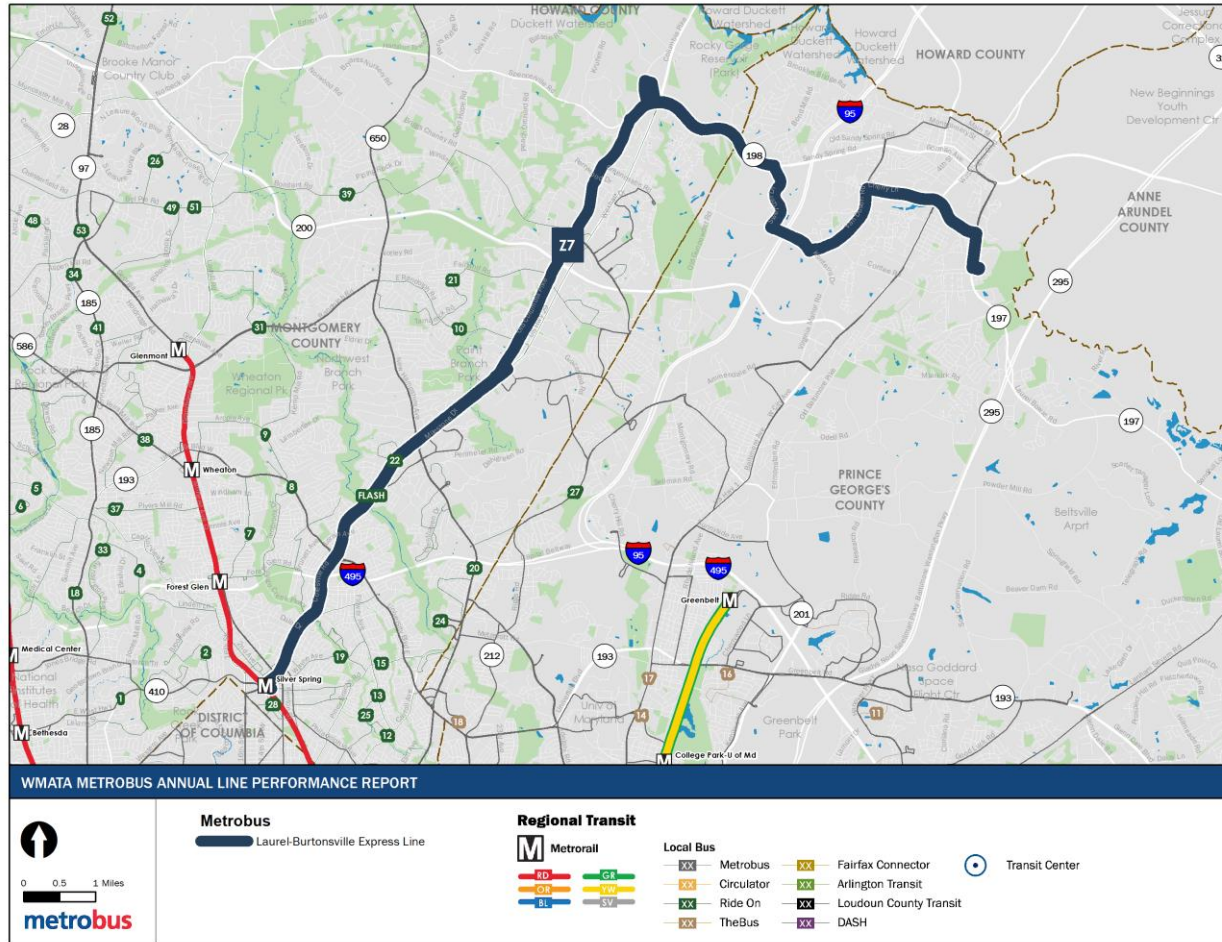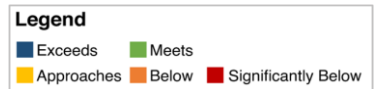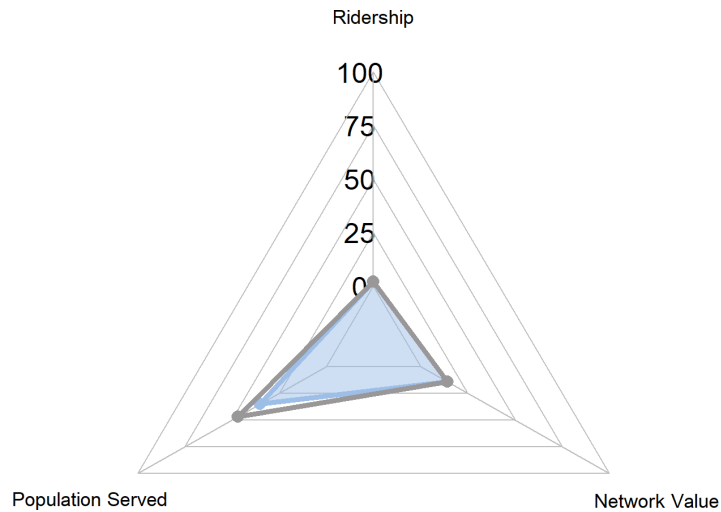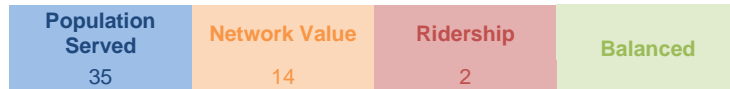
Operating Statistics

	Annual Operating Costs	$587,842
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population		29,725
	People of Color Population	Service Area	17,971
		% Riders Surveyed	86%
	Low Income Household	Service Area	5,621
		% Riders Surveyed	54%

Facilities/Amenities

	Bus Stops	95
	% Stops With Shelters	21%
	% Stops With Benches	24%
	% Stops With Real-Time Signs	1%
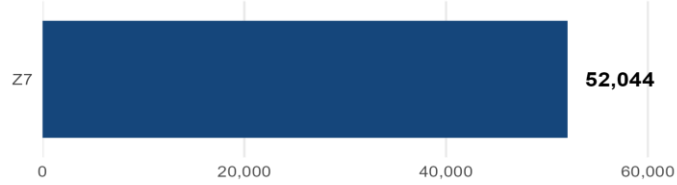
metrobus

Ridership

Annual Ridership

Z7   52,044

Top Transfer Locations

Silver Spring

Weekday	Saturday	Sunday

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday: 216 (Z7)

Saturday: *No Service*

Sunday: *No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early: SOUTH 12
AM Peak: NORTH 11, SOUTH 10
PM Peak: NORTH 10, SOUTH 9
Early Night: NORTH 7
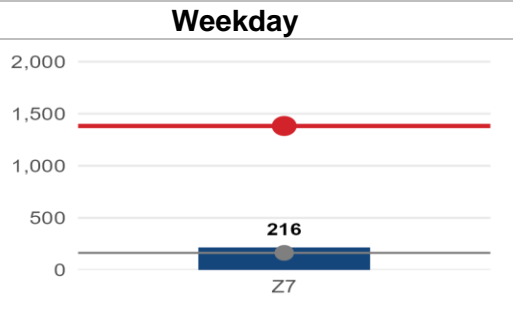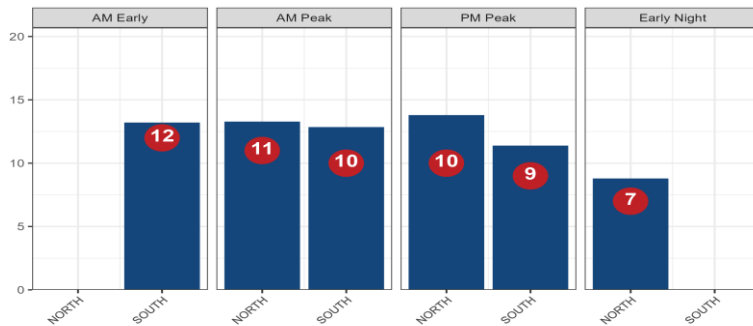
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.26	0.23
	Off-Peak Maximum Target: 1.0	0.17	0.29
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

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

Standard

Trunk

Z7

Saturday (by Hour)

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

No Service

Sunday (by Hour)

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

No Service

C Laurel-Burtonsville Express

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	4:59 AM - 8:58 AM; 3:17 PM - 8:31 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 111.2 / Off-Peak: NA	Peak: 56.8 / Off-Peak: 60.7	-	-	-	-	-	-	-
Productivity — Passengers per Revenue Hour | N/A	10.8	10.7	B	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.7	0.6	E	-	-	-	-	-	-
Reliability — On-Time Performance | 79%	73%	77%	D	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.24	Off-Peak: 0.18 Peak: 0.22	A	-	-	-	-	-	-
Cost Effectiveness — Operating Cost per Passenger Trip | $7	$11.10	$12.25	E	-	-	-	-	-	-
Cost Recovery | 20%	11%	17%	E	-	-	-	-	-	-

metrobus

Route Z7

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | N/A	2.6	2.4	-
Route Design Circuity | N/A	1.4	1.37	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | N/A	10.8	10.7	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	0.6	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	37%	29%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	73%	77%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.24	Off-Peak: 0.17 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$11.10	$12.25	E	-	-	-	-	-	-
	Cost Recovery | 20%	11%	15%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 84,952
- Revenue Miles: 77,934

Hours Allocation

- Deadhead Hours: 3,041
- Revenue Hours: 4,927

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Z7	37.50	357	357 (100.0%)

Service Change Summary

Route Z7 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday	6
Saturday	No Service
Sunday	No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ Lee Highway-Farragut Square Line

0　　0.325　　0.65 Miles

metrobus

Regional Transit

Ⓜ Metrorail

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

Service Classification

Commuter

Activity Tier

2

Overall Grade

Line	C

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

Line Benefit Score

-

Out of 100

Line Benefit Score cannot be calculated for this line.

Classification Average

Population Served	**Network Value**	**Ridership**	**Balanced**

Line Focus:

Line Score: 77 · · · 1

Operating Statistics

Annual Operating Costs	
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

Service Area Population		39,464
People of Color Population	*Service Area*	8,758
	% Riders Surveyed	39%
Low Income Household	*Service Area*	4,711
	% Riders Surveyed	7%

Facilities/Amenities

M metro	**Bus Stops**	102
	% Stops With Shelters	34%
	% Stops With Benches	36%
9:00	**% Stops With Real-Time Signs**	4%

Ridership

Annual Ridership	3Y ████████████████ 14,306
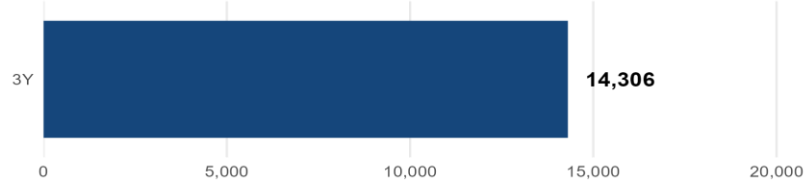
Top Transfer Locations

Farragut North, East Falls Church, Farragut West
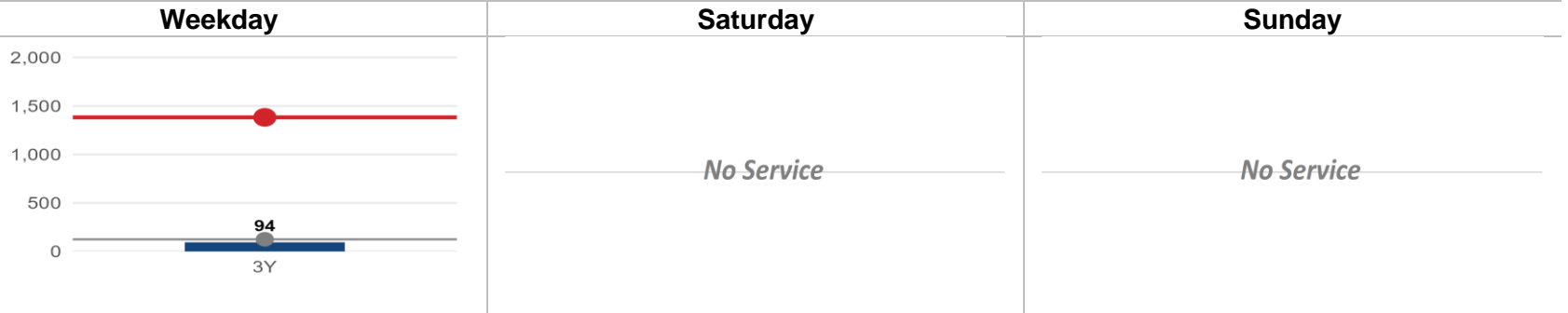
	Weekday	Saturday	Sunday
Average Daily Ridership	94	*No Service*	*No Service*

— Class/Tier Average
— System Average

Average Trip Ridership and Maximum Load by Time Period

AM Early — EAST: 3
AM Peak — EAST: 7
PM Peak — WEST: 6
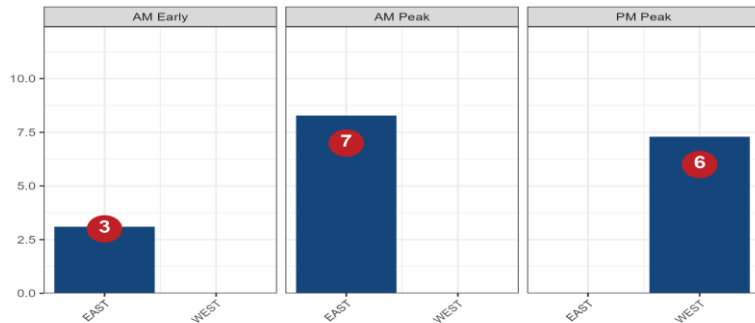
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.19	0.15
	Off-Peak Maximum Target: 1.0	0.07	
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT
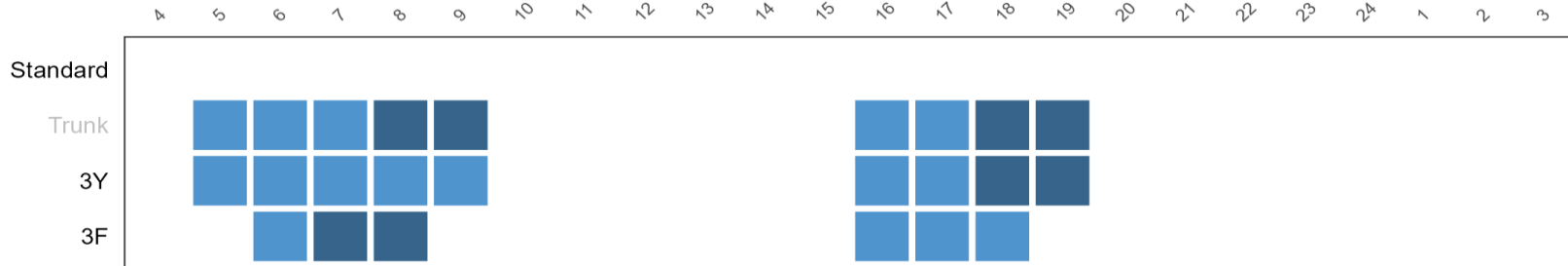
Performance Report Card

C Lee Highway-Farragut Square

Measure	Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability										
Span of Service | varies		5:45 AM - 9:10 AM; 4:15 PM - 7:23 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies		Peak: 29.9 / Off-Peak: NA	Peak: 32.1 / Off-Peak: 37	-	-	-	-	-	-	-
Productivity										
Passengers per Revenue Hour | N/A		9.7	9.5	E	-	-	-	-	-	-
Passengers per Revenue Mile | 1		0.9	0.6	C	-	-	-	-	-	-
Reliability										
On-Time Performance | 79%		53%	75%	E	-	-	-	-	-	-
Crowding | 5%		0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0		Off-Peak: 0.07 Peak: 0.17	Off-Peak: 0.12 Peak: 0.17	A	-	-	-	-	-	-
Cost Effectiveness										
Operating Cost per Passenger Trip | $7		$12.28	$14.01	E	-	-	-	-	-	-
Cost Recovery | 20%		14%	15%	E	-	-	-	-	-	-

metrobus

Route 3Y

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | N/A	4.4	2.8	-
Route Design — Circuity | N/A	1.17	1.44	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | N/A	9.7	9.5	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.9	0.6	C	-	-	-	-	-	-
	Unique Segment Ridership | 15%	44%	26%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	53%	75%	E	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.07 Peak: 0.17	Off-Peak: 0.13 Peak: 0.16	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$12.28	$14.01	E	-	-	-	-	-	-
	Cost Recovery | 20%	14%	15%	E	-	-	-	-	-	-

Route 3F

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | N/A	1.4	2.8	-
Route Design — Circuity | N/A	1.07	1.44	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | N/A	-	-	-	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	-	-	-	-	-	-	-	-	-
	Unique Segment Ridership | 15%	-	-	-	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	-	-	-	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	-	-	-	-	-	-	-	-	-
	Cost Recovery | 20%	-	-	-	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

No Service

Hours Allocation

No Service

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
3F	16.70	147	144 (98.0%)
3Y	18.50	273	261 (95.6%)

Service Change Summary

Route 3Y - Dec 2021:
Weekday: 3Y - Weekday service restored to pre-pandemic in Sept 21; Terminal change to EFC Metro;
Saturday: No change; Sunday: No change;
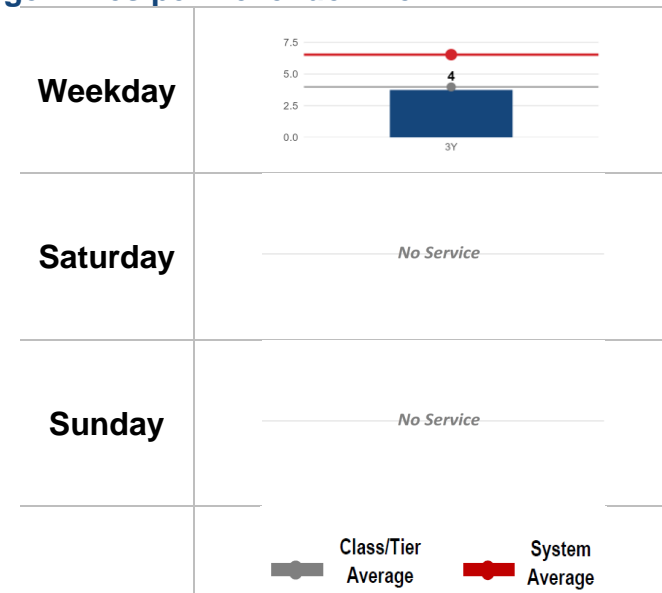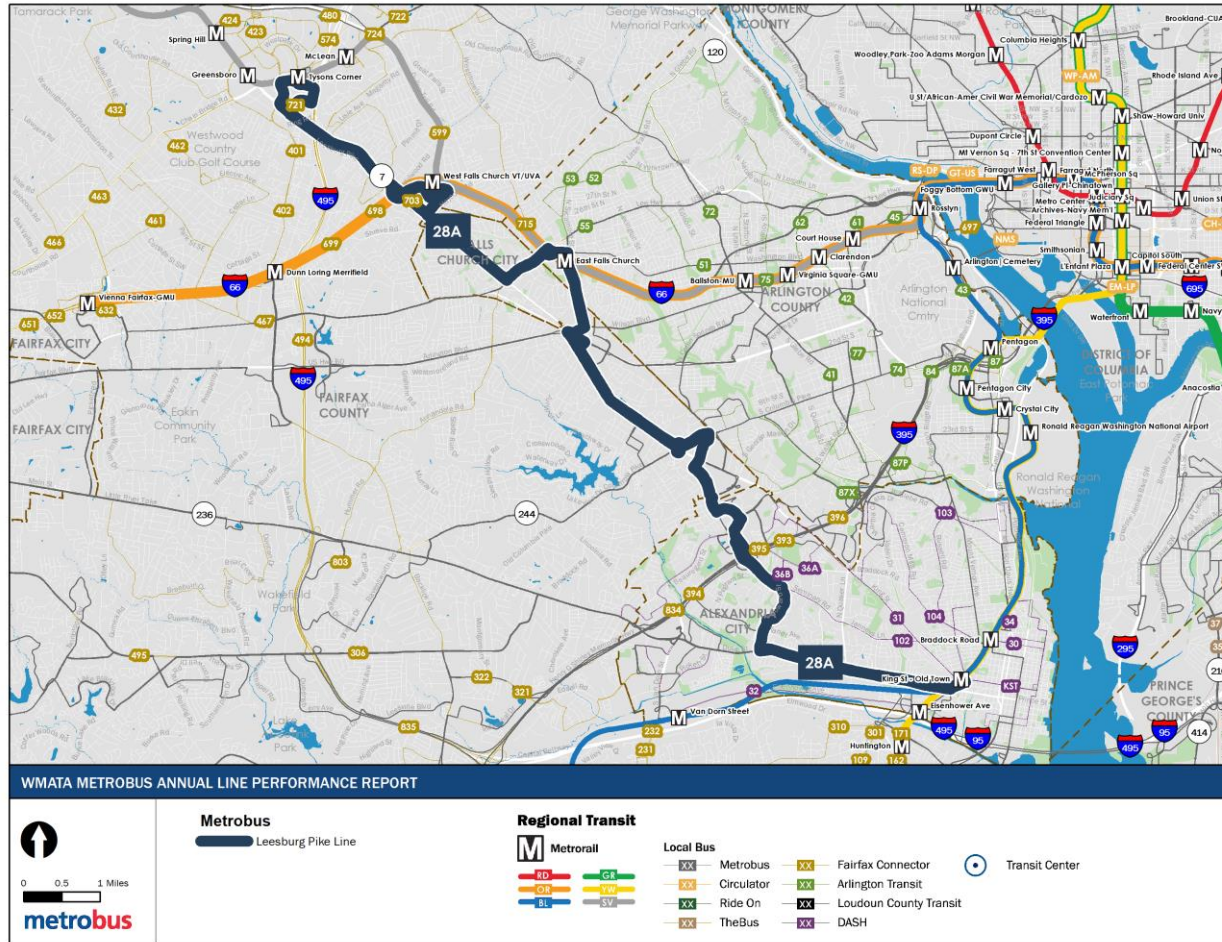
Passenger Miles per Revenue Mile

Weekday — 3Y: 4

Saturday — *No Service*

Sunday — *No Service*

— Class/Tier Average   — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ Leesburg Pike Line

Regional Transit

Ⓜ Metrorail

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

0   0.5   1 Miles

metrobus

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	C

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

Line Benefit Score

52
Out of 100
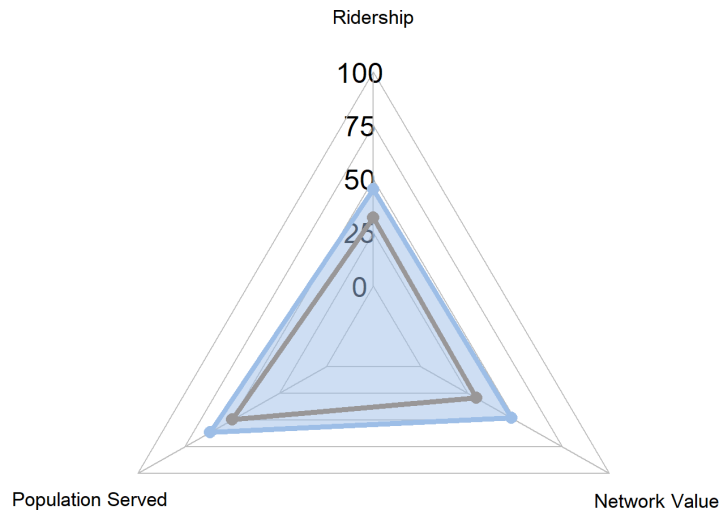
Ridership

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	62	48	45	
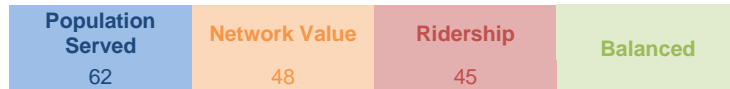
Operating Statistics

Annual Operating Costs	$6,589,065
Peak Vehicles	21
Vehicle Type(s)	40 Foot

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

Service Area Population			66,667
People of Color Population	Service Area	24,531
	% Riders Surveyed	83%
Low Income Household	Service Area	15,955
	% Riders Surveyed	62%

Facilities/Amenities

Bus Stops	152
% Stops With Shelters	25%
% Stops With Benches	30%
% Stops With Real-Time Signs	1%

metrobus

Ridership

Annual Ridership

28A: 1,463,087
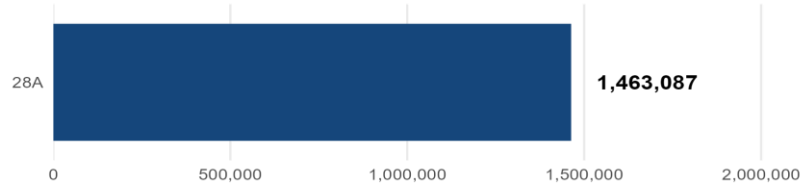
Top Transfer Locations

East Falls Church, King Street, West Falls Church

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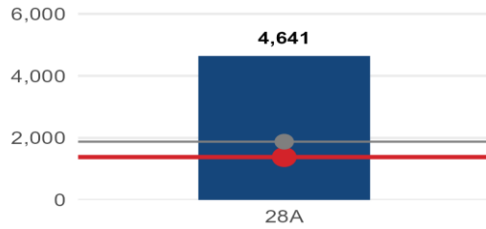
Legend:
- Class/Tier Average (gray)
- System Average (red)

Weekday	Saturday	Sunday
28A: 4,641	28A: 3,932	28A: 3,291

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	20	17
AM Peak	11	20
Midday	13	14
PM Peak	17	14
Early Night	14	9
Late Night	6	5
Saturday	12	12
Sunday	11	11
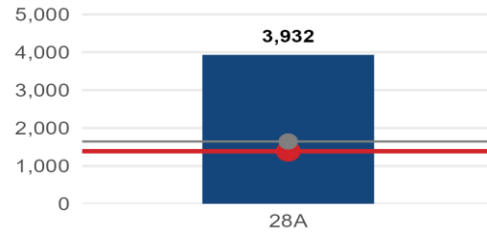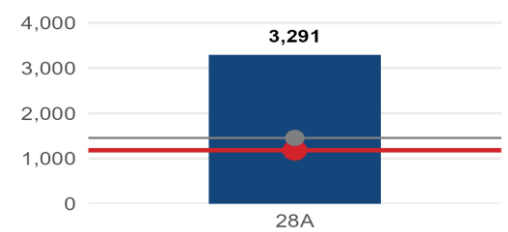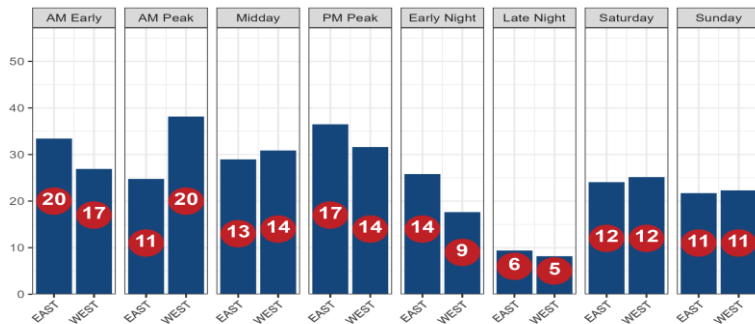
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.37	0.41
	Off-Peak Maximum Target: 1.0	0.31	0.3
	Saturday Maximum Target: 1.0	0.3	0.31
	Sunday Maximum Target: 1.0	0.26	0.27

metrobus

Span and Frequency

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

Weekday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard			13-15	13-15	13-15	13-15	13-15	13-15	13-15	13-15	13-15	13-15	13-15	13-15	13-15	13-15	13-15							
Trunk	21-30	13-15	13-15	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	21-30	21-30	21-30	>30	>30	>30
28A	21-30	13-15	13-15	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	21-30	21-30	21-30	>30	>30	>30

Saturday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard					21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30							
Trunk		21-30	21-30	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	21-30	21-30	21-30	21-30	21-30	
28A		21-30	21-30	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	21-30	21-30	21-30	21-30	21-30	

Sunday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard					21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30	21-30							
Trunk		21-30	21-30	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	16-20	21-30	21-30	21-30	21-30	21-30	
28A	21-30	21-30	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	≤12	16-20	21-30	21-30	21-30	21-30	21-30	

C Leesburg Pike

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:18 AM - 3:07 AM	-	A	5:30 AM - 2:54 AM	-	A	5:45 AM - 2:55 AM	-	A
	Frequency of Service | varies	Peak: 13.7 / Off-Peak: 12.0	Peak: 20.8 / Off-Peak: 24.1	A	14.2	27.3	A	14.5	26.9	A
Productivity	**Passengers per Revenue Hour** | 20	17.2	20.3	D	14.9	20.2	E	13.5	18.1	E
	Passengers per Revenue Mile | 2	1.5	2.0	E	1.4	1.9	E	1.2	1.6	E
Reliability	**On-Time Performance** | 79%	85%	78%	A	84%	77%	A	85%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.39	Off-Peak: 0.3 Peak: 0.36	A	0.3	0.29	A	0.27	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$6.95	$ 6.80	E	$8.01	$ 6.78	E	$8.86	$ 7.75	E
	Cost Recovery | 20%	18%	18%	D	15%	16%	D	14%	14%	E

metrobus

Route 28A

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	3.8	4.7	E
Route Design Circuity | 1.75	1.56	1.46	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	17.2	20.3	D	14.9	20.2	E	13.5	18.1	E
	Passengers per Revenue Mile | 2	1.5	2.0	E	1.4	1.9	E	1.2	1.6	E
	Unique Segment Ridership | 10%	42%	20%	A	60%	36%	A	62%	39%	A
Reliability	On-Time Performance | 79%	85%	78%	A	84%	77%	A	85%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.39	Off-Peak: 0.3 Peak: 0.36	A	0.3	0.31	A	0.27	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$6.95	$6.80	E	$8.01	$6.78	E	$8.86	$7.75	E
	Cost Recovery | 20%	18%	18%	D	15%	17%	D	14%	15%	E

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 114,564
- Revenue Miles: 625,513

Hours Allocation

- Deadhead Hours: 9,174
- Revenue Hours: 55,222
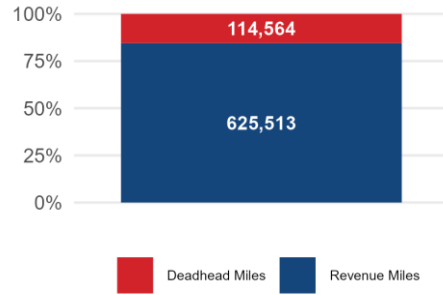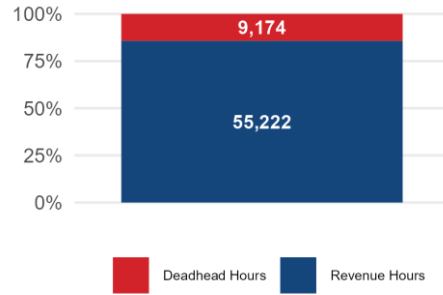
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
28A	40.80	5,274	5,225 (99.1%)

Service Change Summary

Route 28A - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday:
No Change;

Passenger Miles per Revenue Mile

Weekday — 28A: 7

Saturday — 28A: 6

Sunday — 28A: 5

- Class/Tier Average
- System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Lincolnia-North Fairlington Line

Regional Transit

M Metrorail

RD
OR
BL

GR
YW
SV

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

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

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

Line Benefit Score

30

Out of 100

Ridership / Population Served / Network Value radar chart

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	48	28	13	
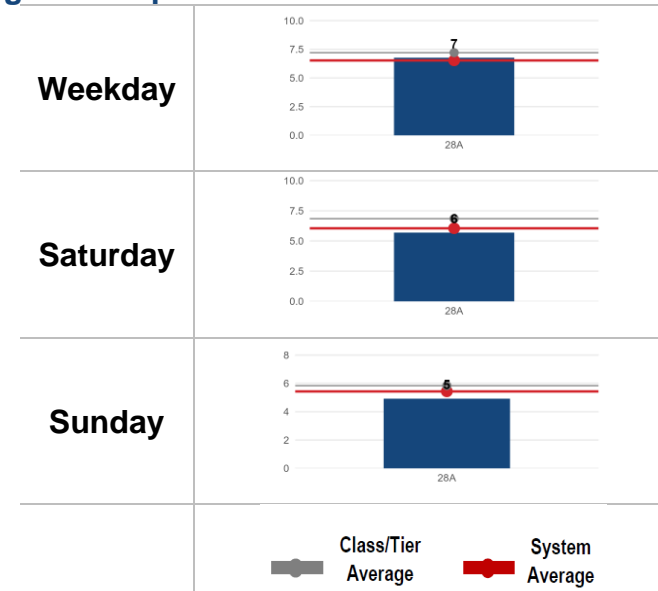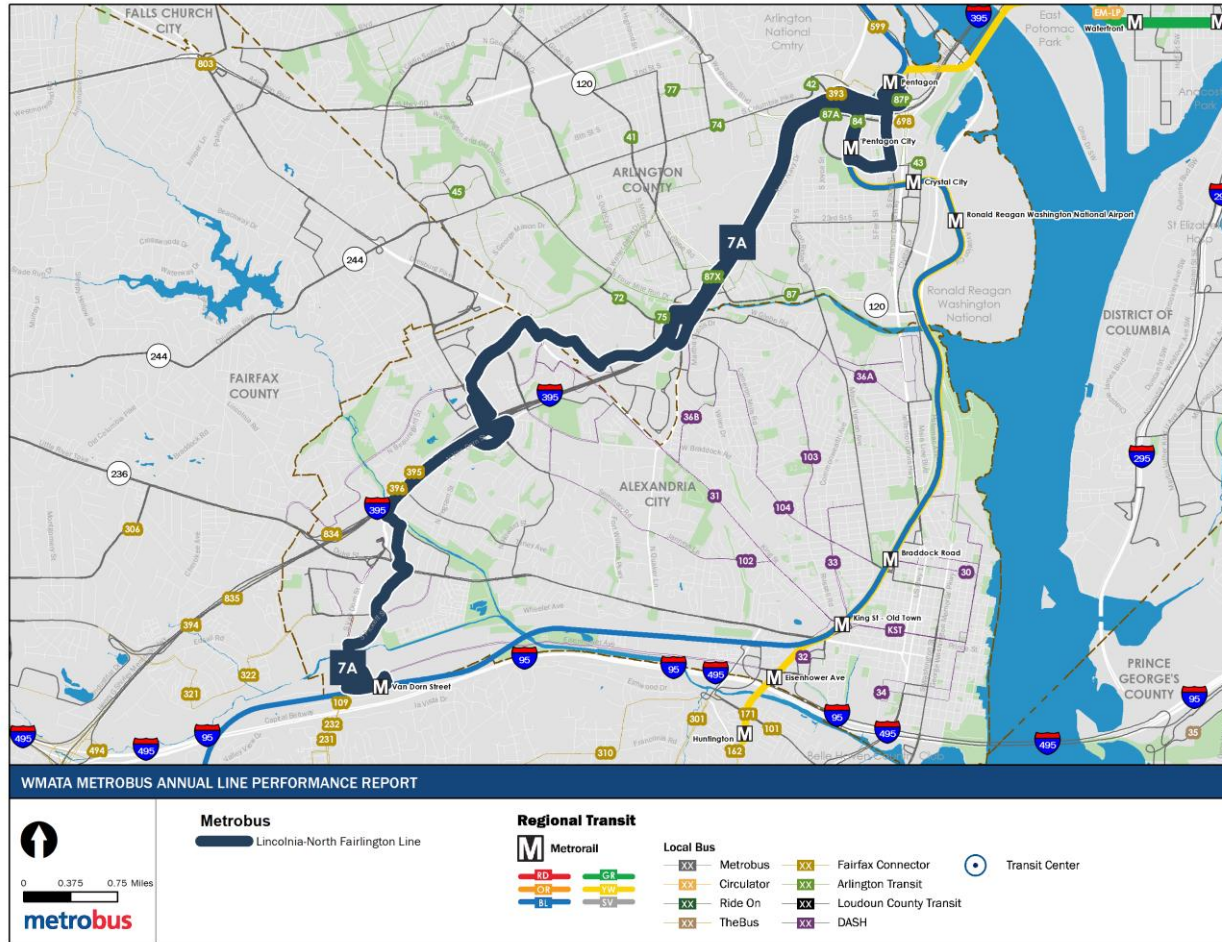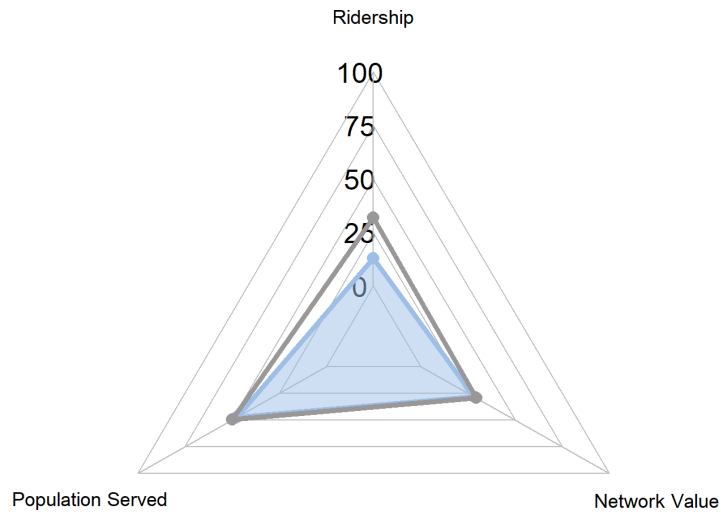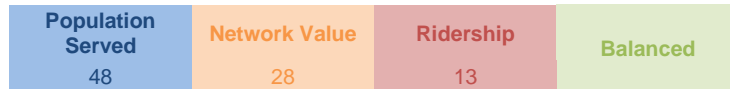
Operating Statistics

Annual Operating Costs	$4,547,184	
Peak Vehicles	9	
Vehicle Type(s)	40 Foot	

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

Service Area Population		54,927	
People of Color Population	Service Area	23,796	
	% Riders Surveyed	62%	
Low Income Household	Service Area	12,707	
	% Riders Surveyed	34%	

Facilities/Amenities

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

Ridership

Annual Ridership

7A — **385,026**

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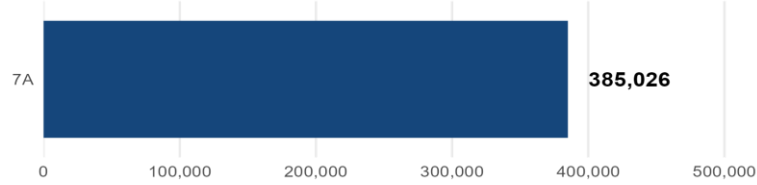
Top Transfer Locations

Pentagon, Pentagon City, Van Dorn Street

Average Daily Ridership
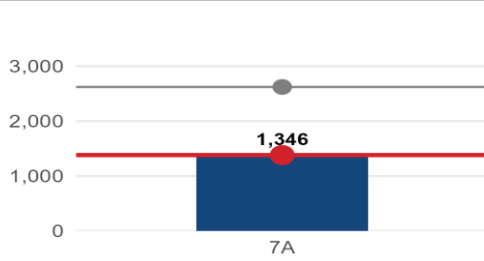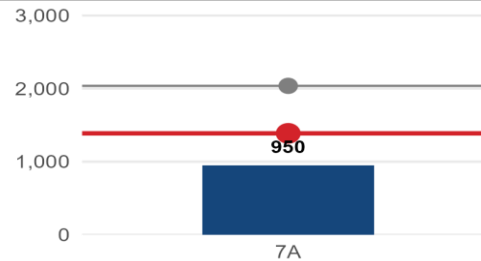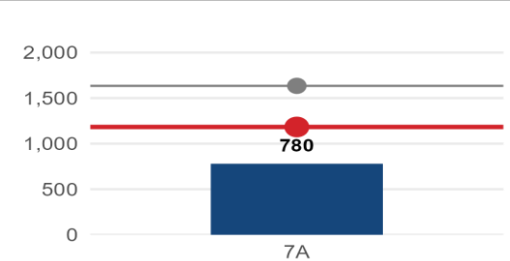
— Class/Tier Average
— System Average

	Weekday	Saturday	Sunday
7A	1,346	950	780

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	10	—
AM Peak	11	6
Midday	8	6
PM Peak	6	10
Early Night	4	9
Late Night	2	4
Saturday	7	7
Sunday	6	6
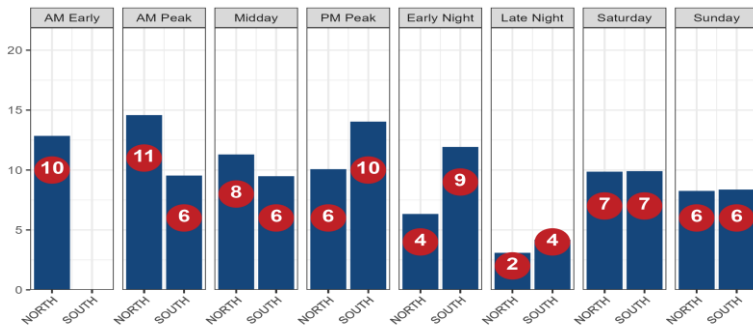
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.21	0.21
	Off-Peak Maximum Target: 1.0	0.15	0.17
	Saturday Maximum Target: 1.0	0.17	0.18
	Sunday Maximum Target: 1.0	0.14	0.15

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

C Lincolnia-North Fairlington

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:41 AM - 2:27 AM	-	A	5:20 AM - 2:21 AM	-	A	5:20 AM - 2:21 AM	-	A
Frequency of Service | varies	Peak: 16.6 / Off-Peak: 19.6	Peak: 16.6 / Off-Peak: 20	C	22.9	22.5	C	22.9	25.9	C
Productivity									
Passengers per Revenue Hour | 30	12.5	24.4	E	10.9	21.6	E	9.1	20.0	E
Passengers per Revenue Mile | 4	1.1	3.2	E	1.0	2.7	E	0.8	2.4	E
Reliability									
On-Time Performance | 79%	87%	74%	A	85%	72%	A	86%	76%	A
Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.21	Off-Peak: 0.29 Peak: 0.38	A	0.17	0.29	A	0.15	0.26	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$9.56	$ 5.47	E	$10.97	$ 6.24	E	$13.14	$ 6.78	E
Cost Recovery | 25%	13%	21%	E	11%	18%	E	9%	17%	E

Route 7A

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.6	5.2	E
Route Design	**Circuity |** 1.75	1.37	1.29	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	12.5	24.4	E	10.9	21.6	E	9.1	20.0	E
	Passengers per Revenue Mile | 4	1.1	3.2	E	1.0	2.7	E	0.8	2.4	E
	Unique Segment Ridership | 10%	48%	22%	A	57%	34%	A	58%	34%	A
Reliability	**On-Time Performance |** 79%	87%	74%	A	85%	72%	A	86%	76%	A
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.21	Off-Peak: 0.29 Peak: 0.38	A	0.17	0.29	A	0.15	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$9.56	$ 5.47	E	$10.97	$ 6.24	E	$13.14	$ 6.78	E
	Cost Recovery | 25%	13%	21%	E	11%	18%	E	9%	17%	E

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 114,644
- Revenue Miles: 441,419

Hours Allocation

- Deadhead Hours: 6,595
- Revenue Hours: 38,109
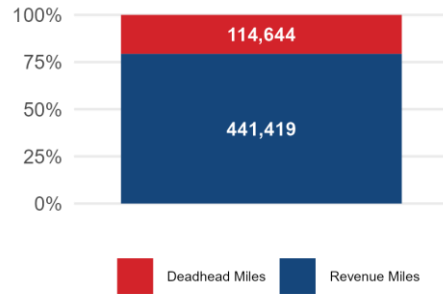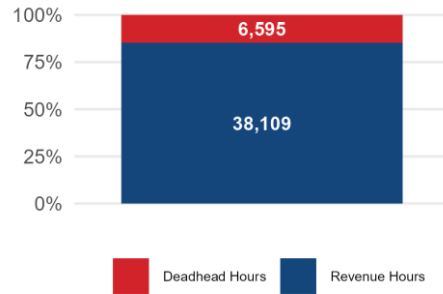
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
7A	24.30	3,909	3,880 (99.3%)

Service Change Summary

Route 7A - Dec 2021:
Weekday: Inc freq to 12 min Trunk b/t Pentagon & So. Towers; Off-peak 20 min full route; Saturday: Off-peak 20 min full route; Sunday: Off-peak 20 min full route;

Passenger Miles per Revenue Mile
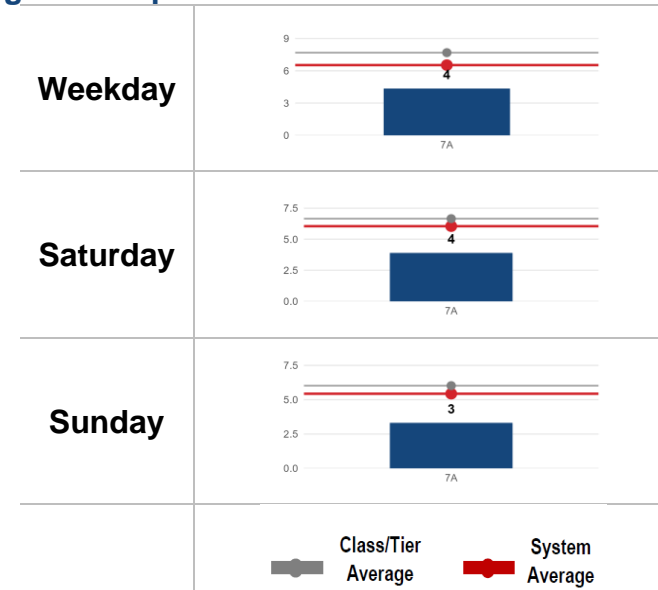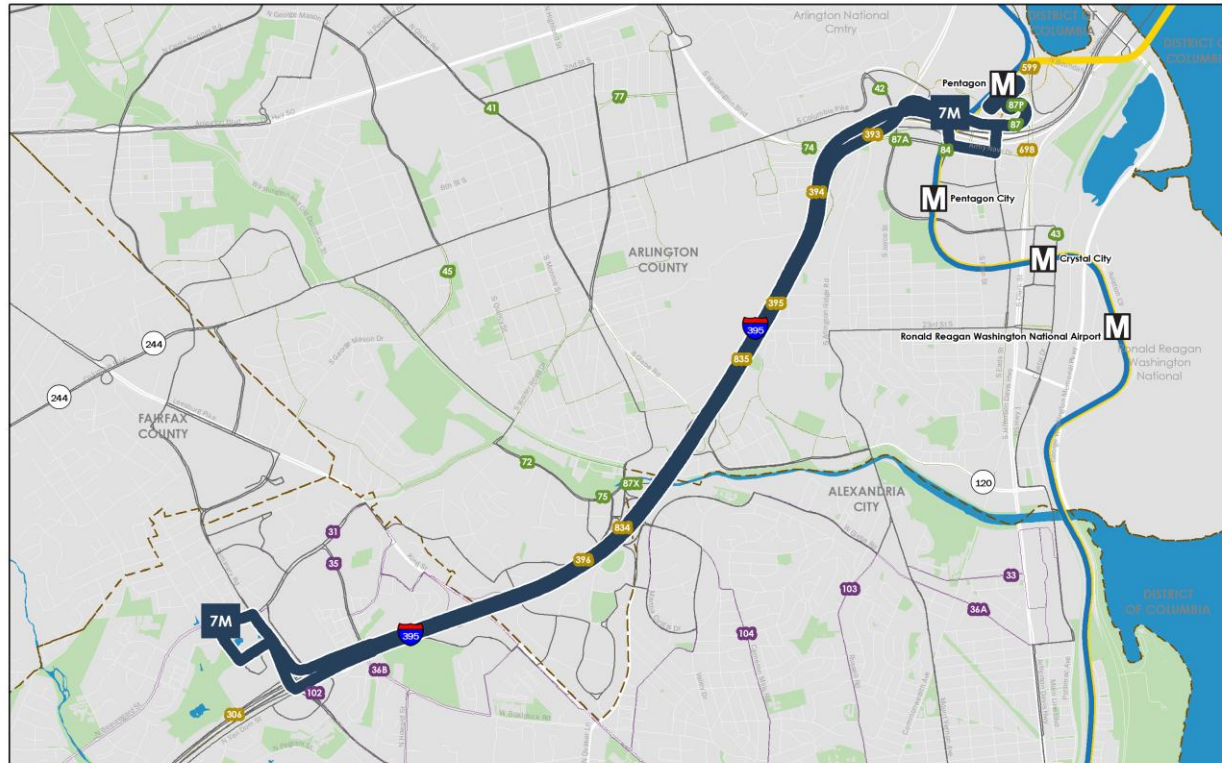
Weekday — 7A: 4

Saturday — 7A: 4

Sunday — 7A: 3

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Mark Center-Pentagon Line

Regional Transit

M Metrorail

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

● Transit Center

Service Classification

Gap

Activity Tier

1

Overall Grade

Line	-

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

metrobus

Line Benefit Score

17

Out of 100

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	9	34	6	
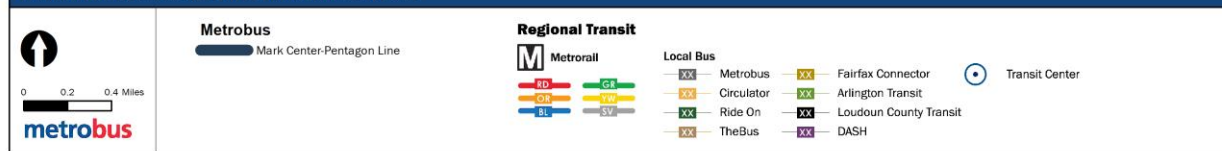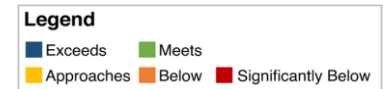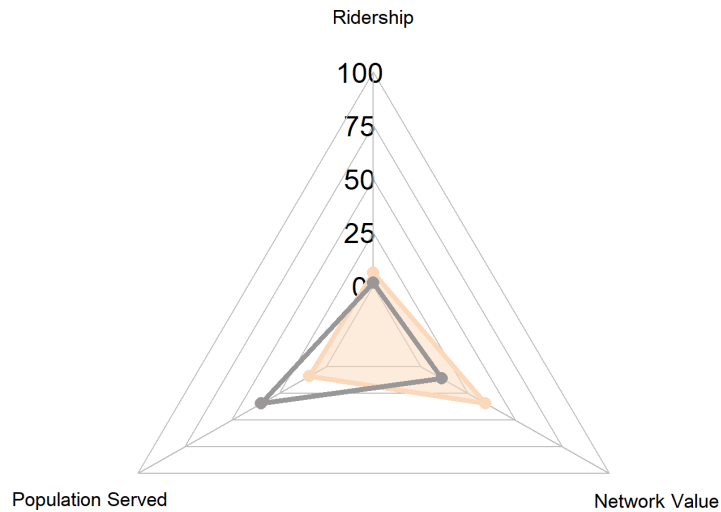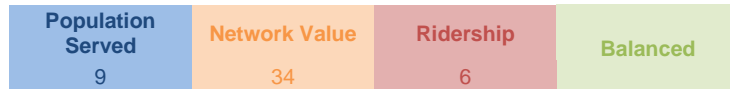
Operating Statistics

Annual Operating Costs	$1,147,620
Peak Vehicles	7
Vehicle Type(s)	40 Foot

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

Service Area Population			4,082
People of Color Population	Service Area		2,535
	% Riders Surveyed		39%
Low Income Household	Service Area		943
	% Riders Surveyed		6%

Facilities/Amenities

Bus Stops		4
% Stops With Shelters		50%
% Stops With Benches		0%
% Stops With Real-Time Signs		50%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

- 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: 10.4 / Off-Peak: 14.9	Peak: 5.2 / Off-Peak: 14.9	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |**	15.1	14.4	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	0.9	2	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	97%	97%	-	-	-	-	-	-	-
	Crowding |	0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$7.92	$ 9.38	-	-	-	-	-	-	-
	Cost Recovery |	7%	10%	-	-	-	-	-	-	-

metrobus

Route 7M

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |**	0.4	4.4	-
Route Design	**Circuity |**	1	1.37	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |**	15.1	14.4	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	0.9	2	-	-	-	-	-	-	-
	Unique Segment Ridership |	98%	40%	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	97%	97%	-	-	-	-	-	-	-
	Crowding |	0%	0%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$7.92	$ 9.38	-	-	-	-	-	-	-
	Cost Recovery |	7%	10%	-	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

100% — 11,617
75%
50% — 184,341
25%
0%

■ Deadhead Miles ■ Revenue Miles

Hours Allocation

100% — 916
75%
50% — 9,618
25%
0%

■ Deadhead Hours ■ Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
7M	11.60	2,667	2,653 (99.5%)

Service Change Summary

Route 7M - Dec 2021:
Weekday: No Change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday — *No Service*

Sunday — *No Service*

—— Class/Tier Average   —— System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Marlboro Pike Line

Regional Transit

Ⓜ Metrorail

Local Bus

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

Service Classification

Coverage

Activity Tier

3

Overall Grade

| Line | **B** |

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

Line Benefit Score

12
Out of 100

Ridership

100
75
50
25
0
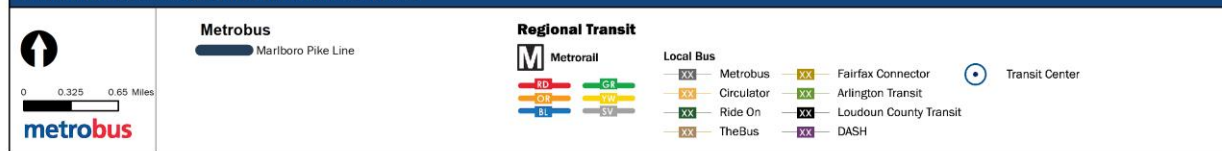
Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	18	12	6	

Operating Statistics

	Annual Operating Costs	$1,217,607
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population		18,654
	People of Color Population	Service Area	16,142
		% Riders Surveyed	98%
	Low Income Household	Service Area	4,624
		% Riders Surveyed	78%

Facilities/Amenities

	Bus Stops	80
	% Stops With Shelters	9%
	% Stops With Benches	9%
	% Stops With Real-Time Signs	1%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

628

Ridership

Annual Ridership

J12	180,569

(Bar chart: axis 0, 100,000, 200,000)

Top Transfer Locations

Addison Road

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
J12 — 642	J12 — 323	J12 — 290

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST 6 / WEST 11	EAST 7 / WEST 10	EAST 10 / WEST 9	EAST 11 / WEST 9	EAST 7 / WEST 7	EAST 6 / WEST 4	EAST 9 / WEST 9	EAST 8 / WEST 8
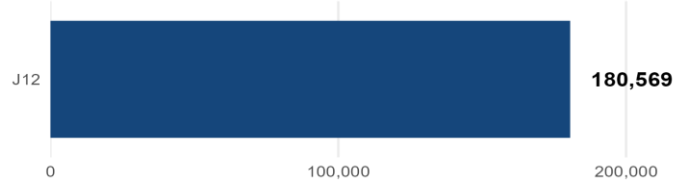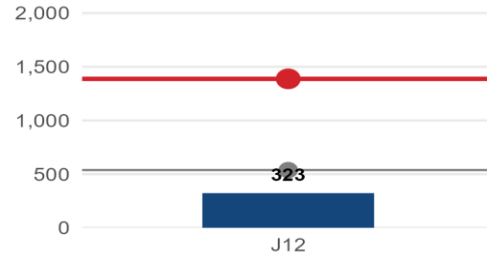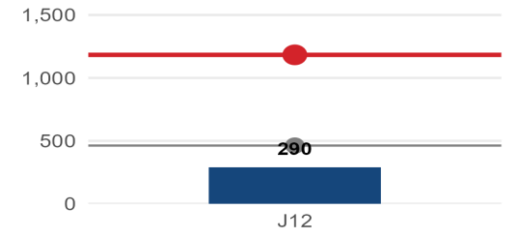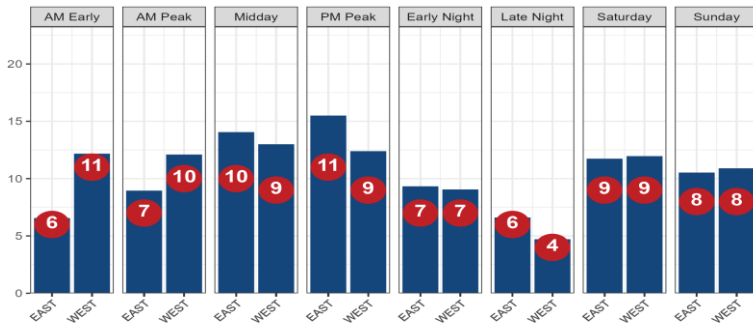
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.23	0.25
	Off-Peak Maximum Target: 1.0	0.21	0.22
	Saturday Maximum Target: 1.0	0.23	0.23
	Sunday Maximum Target: 1.0	0.2	0.21

metrobus

Span and Frequency

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

Weekday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard			■	■	■	■	■	■	■	■	■	■	■	■	■	■								
Trunk	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■				
J12	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■				

Saturday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard					■	■	■	■	■	■	■	■	■	■	■	■								
Trunk			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■				
J12			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■				

Sunday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard					■	■	■	■	■	■	■	■	■	■	■	■								
Trunk			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■					
J12			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■					
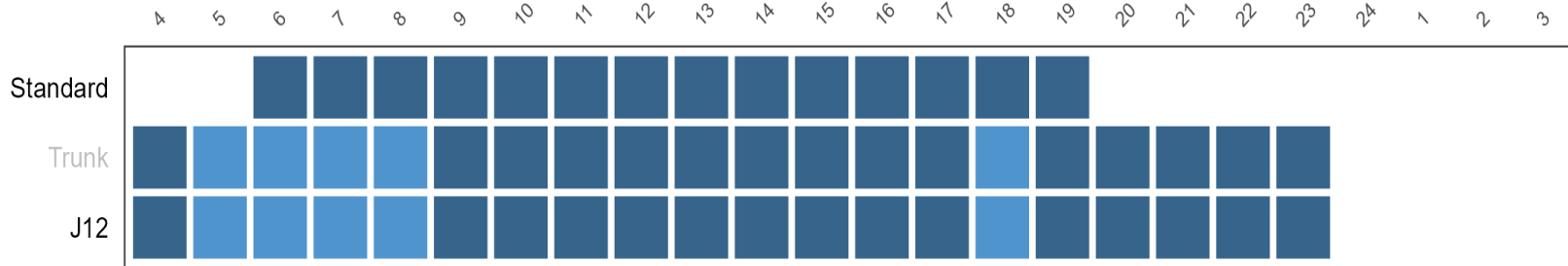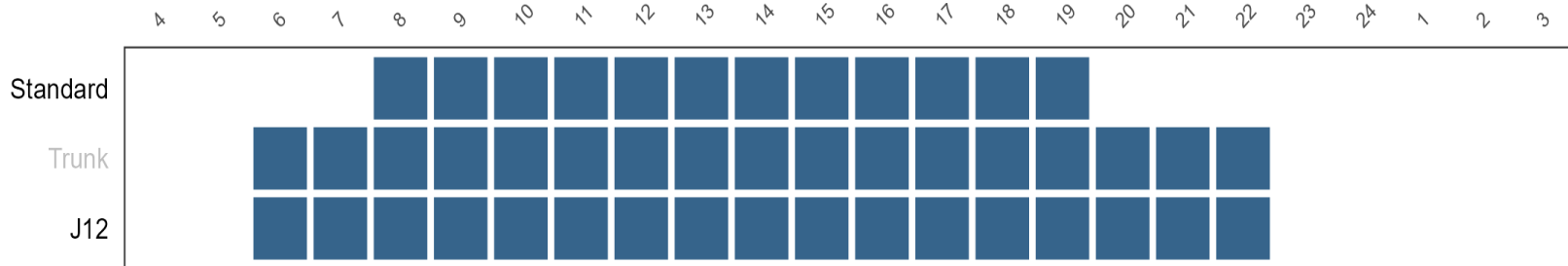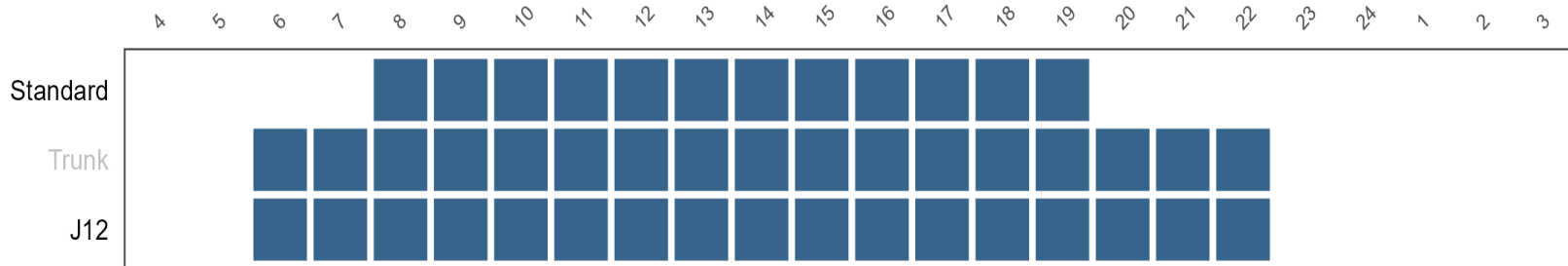
B Marlboro Pike

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:25 AM - 11:56 PM	-	A	6:15 AM - 10:26 PM	-	A	6:15 AM - 10:26 PM	-	A
	Frequency of Service | varies	Peak: 29.1 / Off-Peak: 64.5	Peak: 29.7 / Off-Peak: 41.4	A	70.0	46.6	D	70.1	48.8	E
Productivity	**Passengers per Revenue Hour | 10**	19.2	17	A	21.2	19	A	19.3	19	A
	Passengers per Revenue Mile | 1	1.4	1.4	A	1.6	1.5	A	1.4	1.5	A
Reliability	**On-Time Performance | 79%**	72%	82%	D	71%	79%	D	81%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.24	Off-Peak: 0.19 Peak: 0.24	A	0.23	0.22	A	0.21	0.2	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$6.22	$ 7.90	A	$5.62	$ 6.88	A	$6.17	$ 6.81	A
	Cost Recovery | 20%	7%	11%	E	8%	9%	E	7%	9%	E

metrobus

Route J12

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	4.5	5	A
Route Design — **Circuity |** N/A	1.79	1.8	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	19.2	17	A	21.2	19	A	19.3	19	A
	Passengers per Revenue Mile | 1	1.4	1.4	A	1.6	1.5	A	1.4	1.5	A
	Unique Segment Ridership | 10%	30%	47%	A	28%	59%	A	47%	61%	A
Reliability	**On-Time Performance |** 79%	72%	82%	D	71%	79%	D	81%	82%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.24	Off-Peak: 0.19 Peak: 0.24	A	0.23	0.22	A	0.21	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.22	$ 7.90	A	$5.62	$ 6.88	A	$6.17	$ 6.81	A
	Cost Recovery | 20%	7%	10%	E	8%	9%	E	7%	9%	E
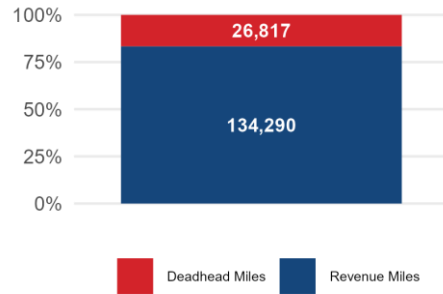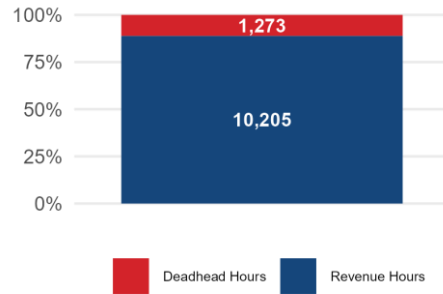
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 26,817
- Revenue Miles: 134,290

Hours Allocation

- Deadhead Hours: 1,273
- Revenue Hours: 10,205

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
J12	18.00	1,407	1,403 (99.7%)

Service Change Summary

Route J12 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Marlow Heights-Temple Hills Line

Regional Transit

Ⓜ Metrorail

Local Bus

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

0   0.225   0.45 Miles

metrobus

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   **B**

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

Line Benefit Score

16
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	18	25	6	
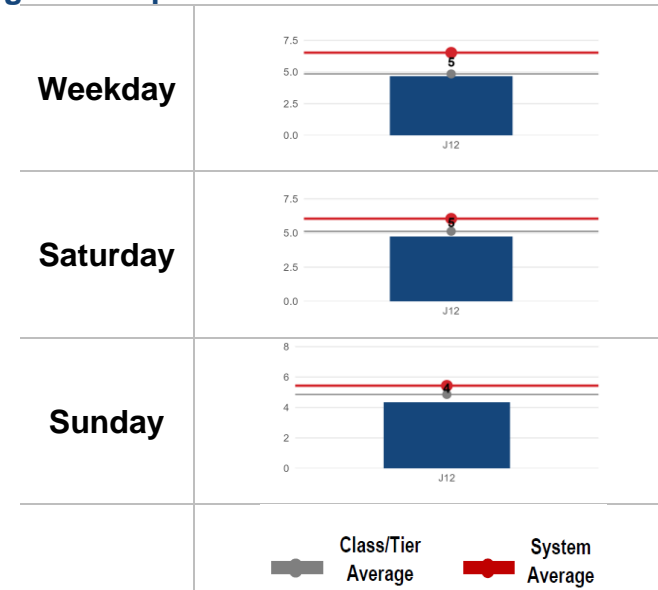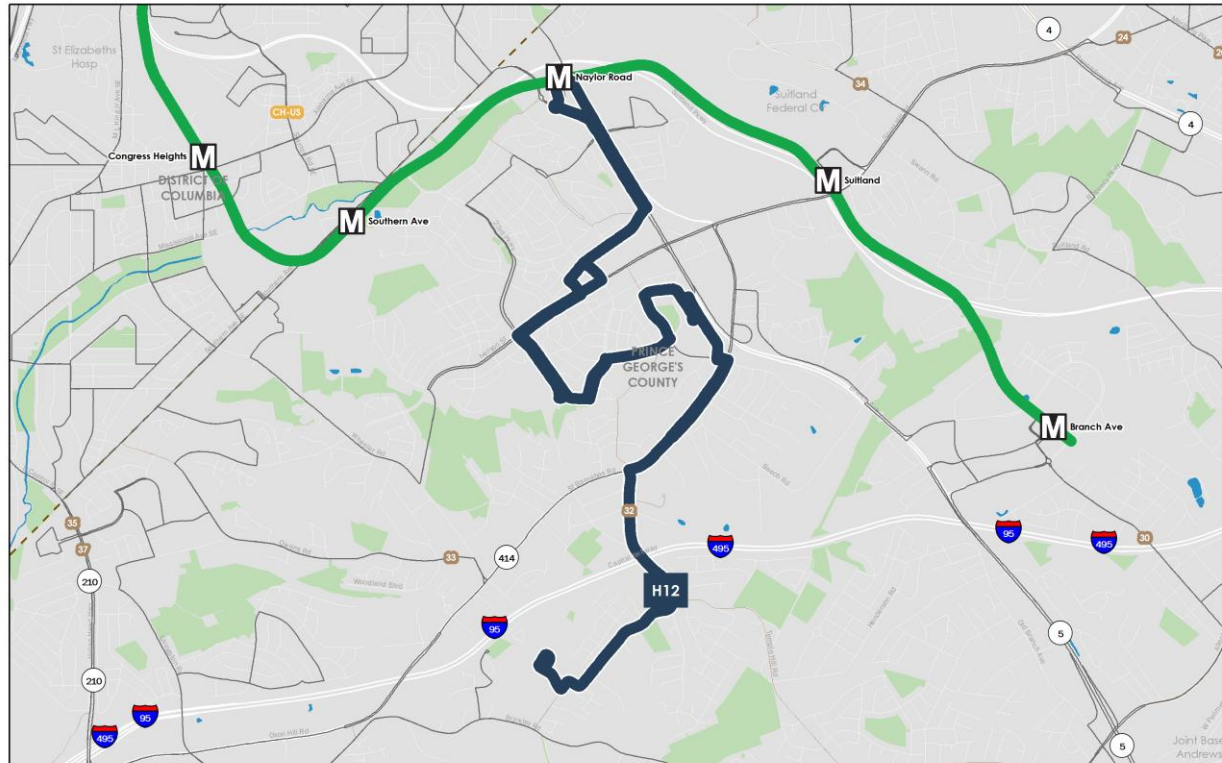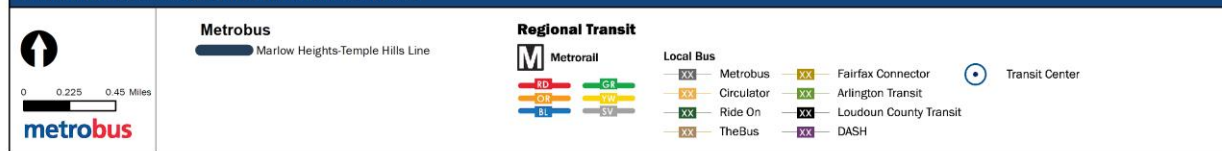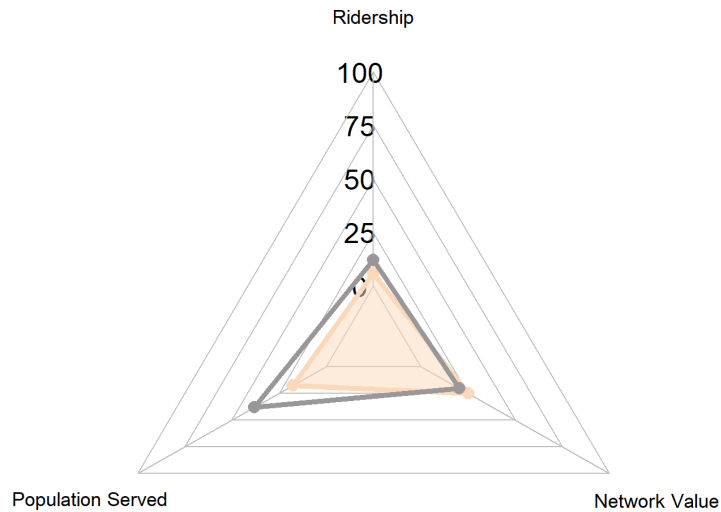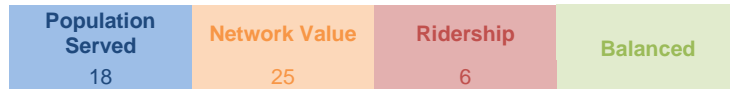
Operating Statistics

Annual Operating Costs		$792,559
Peak Vehicles		2
Vehicle Type(s)		40 Foot

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

Service Area Population			16,306
People of Color Population	Service Area	14,434	
	% Riders Surveyed	99%	
Low Income Household	Service Area	4,237	
	% Riders Surveyed	56%	

Facilities/Amenities

Bus Stops		79
% Stops With Shelters		10%
% Stops With Benches		6%
% Stops With Real-Time Signs		0%

metrobus
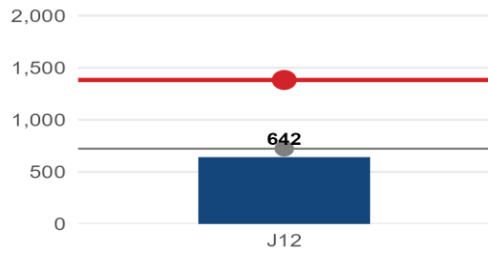
Ridership

Annual Ridership

H12 — 162,473
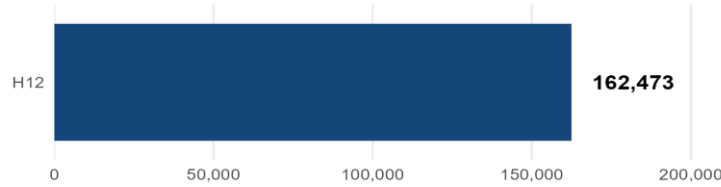
Top Transfer Locations

Naylor Road

Average Daily Ridership
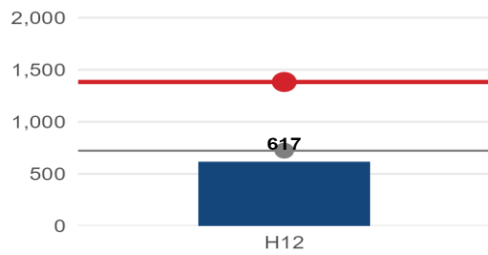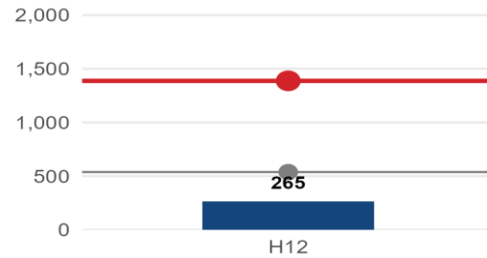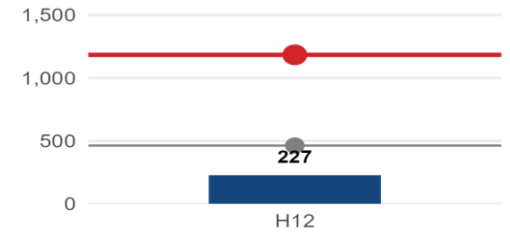
- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
H12 — 617	H12 — 265	H12 — 227

Average Trip Ridership and Maximum Load by Time Period

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

- AM Early: NORTH 13, SOUTH 2
- AM Peak: NORTH 14, SOUTH 6
- Midday: NORTH 8, SOUTH 7
- PM Peak: NORTH 8, SOUTH 13
- Early Night: NORTH 4, SOUTH 8
- Late Night: NORTH 3, SOUTH 5
- Saturday: NORTH 6, SOUTH 6
- Sunday: NORTH 6, SOUTH 7
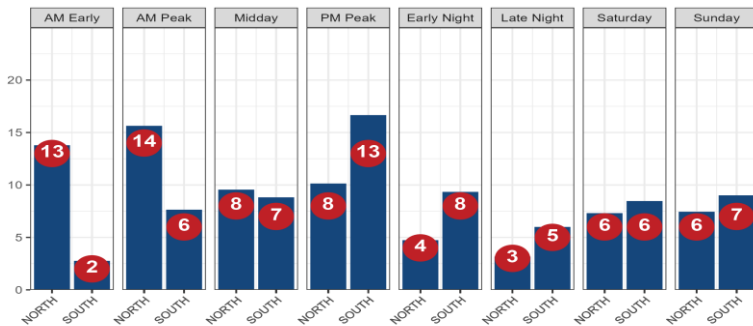
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.27	0.25
	Off-Peak Maximum Target: 1.0	0.17	0.16
	Saturday Maximum Target: 1.0	0.15	0.16
	Sunday Maximum Target: 1.0	0.15	0.17

metrobus

Span and Frequency

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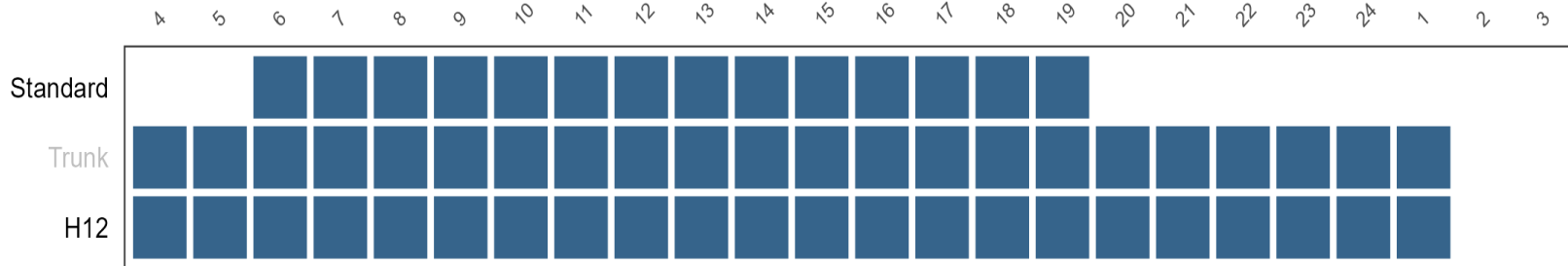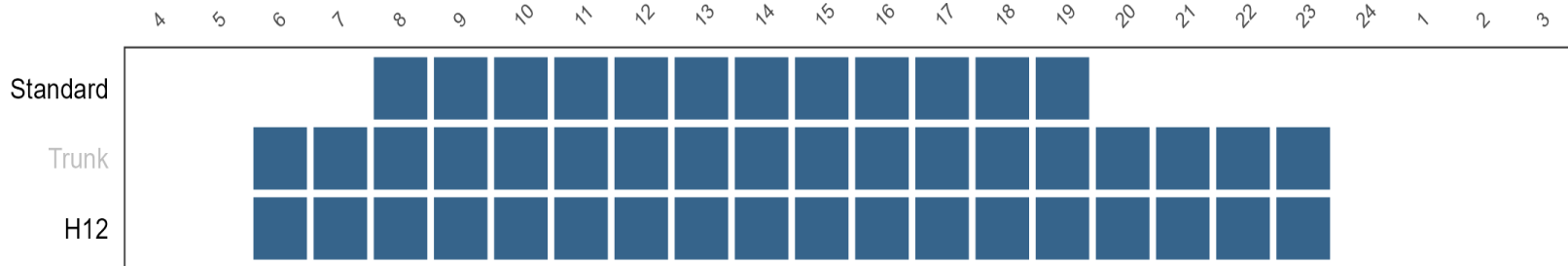
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
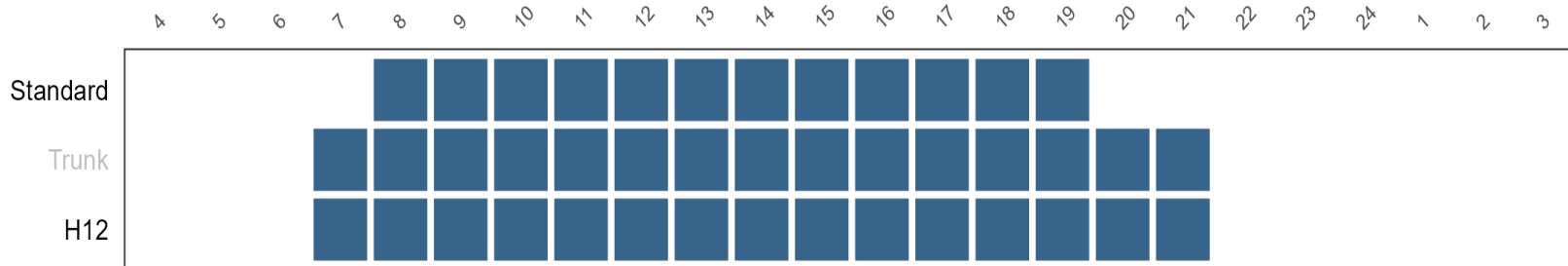
B Marlow Heights-Temple Hills

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: 35.3 / Off-Peak: 34.8	Peak: 29.7 / Off-Peak: 41.4	A	59.1	46.6	B	60.0	48.8	B
Productivity	**Passengers per Revenue Hour | 10**	17.2	17	A	15.7	19	A	16.8	19	A
	Passengers per Revenue Mile | 1	1.5	1.4	A	1.2	1.5	A	1.3	1.5	A
Reliability	**On-Time Performance | 79%**	88%	82%	A	70%	79%	D	75%	82%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.26	Off-Peak: 0.19 Peak: 0.24	A	0.15	0.22	A	0.16	0.2	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$6.95	$ 7.90	A	$7.60	$ 6.88	B	$7.10	$ 6.81	B
	Cost Recovery | 20%	8%	11%	E	8%	9%	E	8%	9%	E

Route H12

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.5	5	E
Route Design	**Circuity |** N/A	1.51	1.8	-

	Measure | Standard	Weekday			Saturday			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	17.2	17	A	15.7	19	A	16.8	19	A
	Passengers per Revenue Mile | 1	1.5	1.4	A	1.2	1.5	A	1.3	1.5	A
	Unique Segment Ridership | 10%	71%	47%	A	72%	59%	A	80%	61%	A
Reliability	**On-Time Performance |** 79%	88%	82%	A	70%	79%	D	75%	82%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.26	Off-Peak: 0.19 Peak: 0.24	A	0.15	0.22	A	0.16	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.95	$ 7.90	A	$7.60	$ 6.88	B	$7.10	$ 6.81	B
	Cost Recovery | 20%	8%	10%	E	8%	9%	E	8%	9%	E
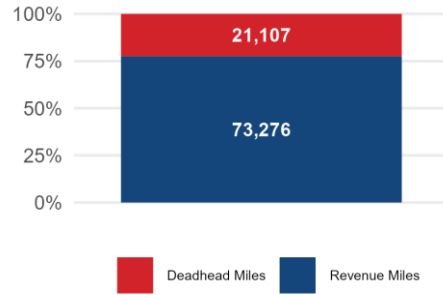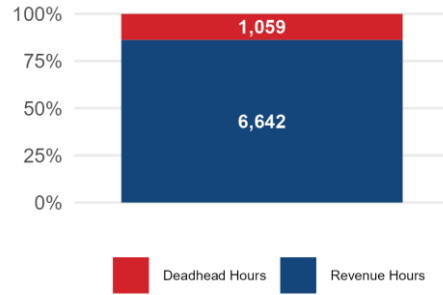
metrobus

Operational Analysis

Miles Allocation

100% — 21,107 (Deadhead Miles)
73,276 (Revenue Miles)

Legend: Deadhead Miles | Revenue Miles

Hours Allocation

1,059 (Deadhead Hours)
6,642 (Revenue Hours)

Legend: Deadhead Hours | Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H12	12.60	1,715	1,702 (99.2%)

Service Change Summary

Route H12 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — 5 (H12)
Saturday — 4 (H12)
Sunday — 4 (H12)

Legend: Class/Tier Average | System Average

About the Line

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line   **B**

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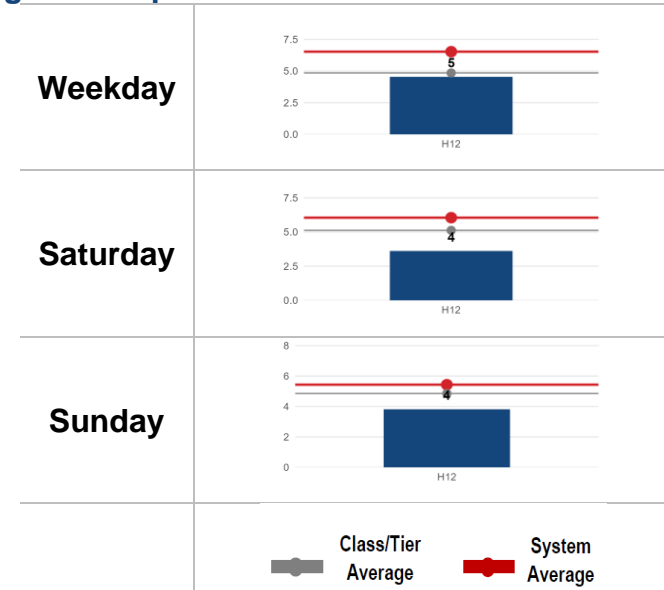
Line Benefit Score

<div style="text-align:center">

33

Out of 100
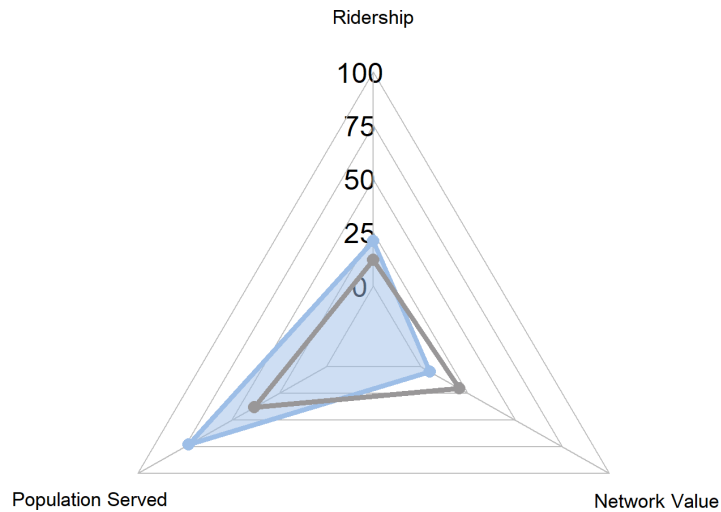
</div>

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	73	5	21	

Operating Statistics

	Annual Operating Costs	$2,701,089
	Peak Vehicles	6
	Vehicle Type(s)	40 Foot

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

	Service Area Population		66,777
	People of Color Population	*Service Area*	61,768
		% Riders Surveyed	100%
	Low Income Household	*Service Area*	35,469
		% Riders Surveyed	70%

Facilities/Amenities

	Bus Stops	73
	% Stops With Shelters	10%
	% Stops With Benches	7%
	% Stops With Real-Time Signs	3%

metrobus

Ridership

Annual Ridership

U6	329,128
U5	323,256

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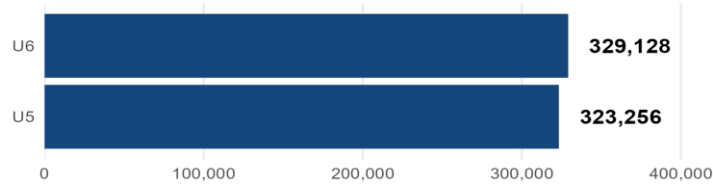
Top Transfer Locations

Benning Road, Minnesota Avenue
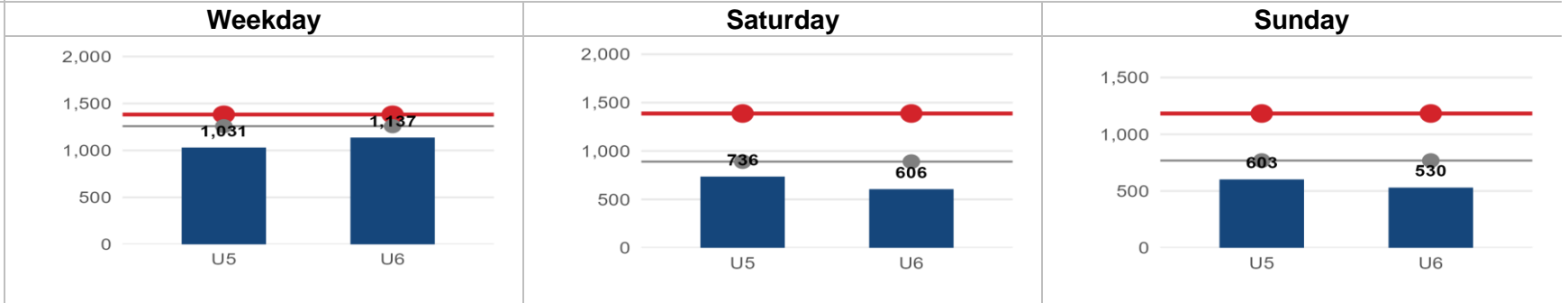
Average Daily Ridership

Legend:
— Class/Tier Average
— System Average

Weekday
- U5: 1,031
- U6: 1,137

Saturday
- U5: 736
- U6: 606

Sunday
- U5: 603
- U6: 530

Average Trip Ridership and Maximum Load by Time Period

Time periods: AM Early, AM Peak, Midday, PM Peak, Early Night, Late Night, Saturday, Sunday

EAST/WEST values:
- AM Early: 3 / 4
- AM Peak: 7 / 8
- Midday: 12 / 8
- PM Peak: 18 / 7
- Early Night: 11 / 4
- Late Night: 5 / 3
- Saturday: 9 / 5
- Sunday: 8 / 5
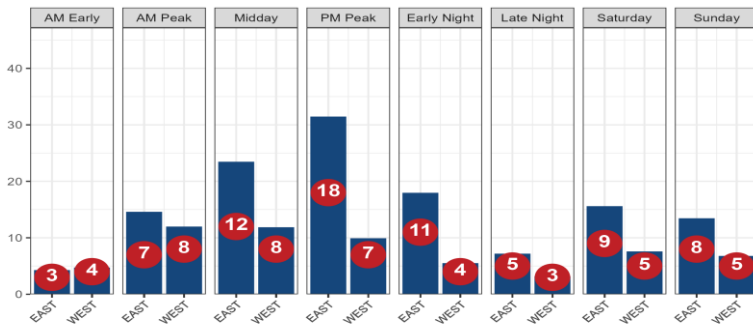
Vehicle Load Factor

Direction:	EAST	WEST
Weekday Peak — Maximum Target: 1	0.33	0.18
Weekday Off-Peak — Maximum Target: 1.0	0.24	0.14
Saturday — Maximum Target: 1.0	0.22	0.14
Sunday — Maximum Target: 1.0	0.19	0.12

Span and Frequency

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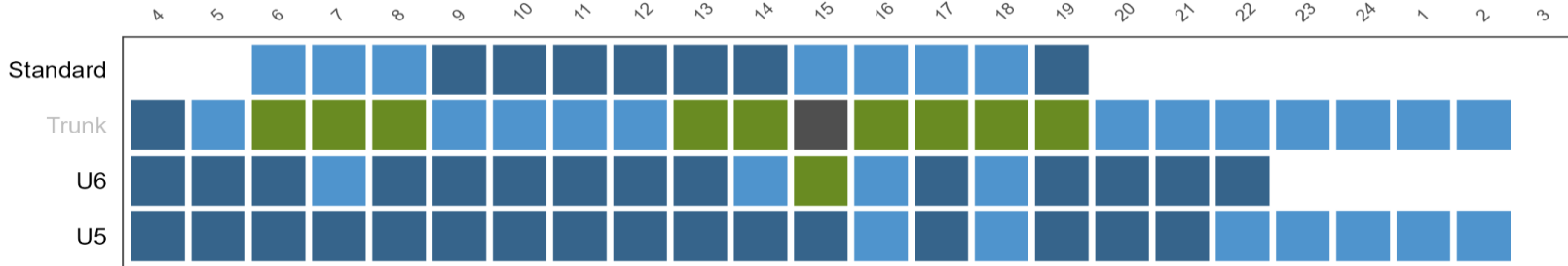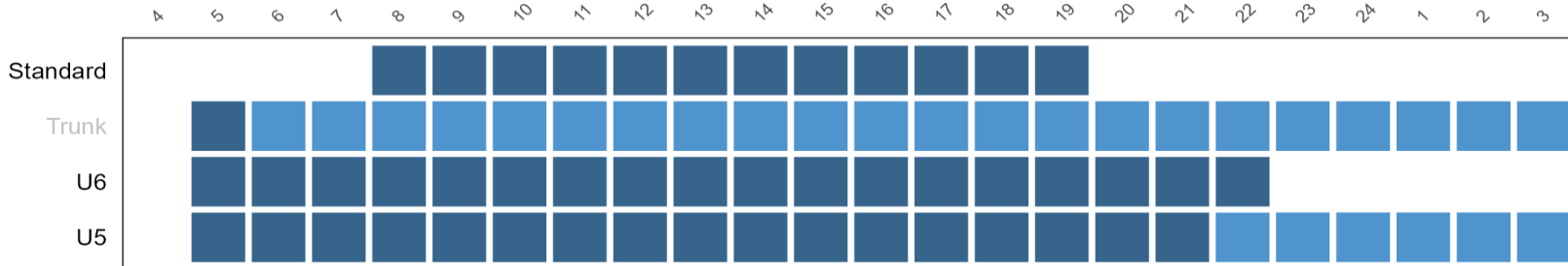
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
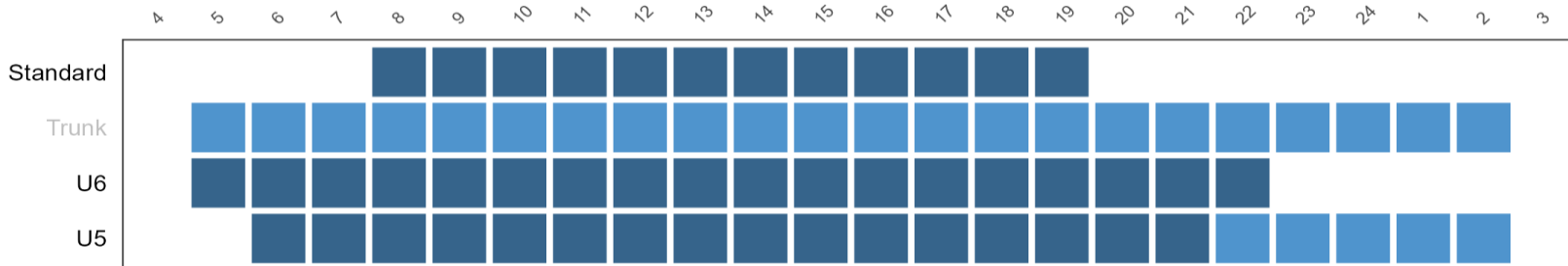
B Marshall Heights

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:20 AM - 2:23 AM	-	A	5:06 AM - 3:09 AM	-	A	5:36 AM - 2:26 AM	-	A
Frequency of Service | varies	Peak: 16.7 / Off-Peak: 21.6	Peak: 26.3 / Off-Peak: 36.7	A	24.1	39.6	A	23.6	40.8	A
Productivity									
Passengers per Revenue Hour | 15	28.8	25.1	A	25.3	24.3	A	22.2	22.5	A
Passengers per Revenue Mile | 2	3.5	2.9	A	2.7	2.6	A	2.4	2.3	A
Reliability									
On-Time Performance | 79%	82%	82%	B	73%	82%	D	81%	81%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.26	Off-Peak: 0.23 Peak: 0.29	A	0.18	0.22	A	0.16	0.2	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$4.15	$ 5.84	A	$4.72	$ 6.11	A	$5.37	$ 6.59	B
Cost Recovery | 20%	13%	13%	E	12%	12%	E	10%	11%	E

metrobus

Route U5

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	6.8	6.3	E
Route Design — Circuity | N/A	3.64	2.5	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 15	26	25.1	A	24	24.3	A	21	22.5	A
	Passengers per Revenue Mile | 2	3.1	2.9	A	2.6	2.6	A	2.3	2.3	A
	Unique Segment Ridership | 10%	9%	29%	C	10%	43%	B	9%	52%	C
Reliability	On-Time Performance | 79%	81%	82%	B	72%	82%	D	83%	81%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.17 Peak: 0.25	Off-Peak: 0.25 Peak: 0.32	A	0.17	0.24	A	0.15	0.21	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$4.59	$ 5.84	A	$4.98	$ 6.11	A	$5.68	$ 6.59	C
	Cost Recovery | 20%	10%	13%	E	10%	12%	E	8%	11%	E

metrobus

Route U6

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	3.8	2.5	-

		Weekday			Saturday			Sunday		
Measure	Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity Passengers per Revenue Hour | 15	32.0	25.1	A	27.1	24.3	A	23.8	22.5	A
Passengers per Revenue Mile | 2	4.0	2.9	A	2.9	2.6	A	2.5	2.3	A
Unique Segment Ridership | 10%	6%	29%	D	9%	43%	C	9%	52%	C
Reliability On-Time Performance | 79%	83%	82%	B	75%	82%	C	80%	81%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.26	Off-Peak: 0.25 Peak: 0.32	A	0.2	0.24	A	0.17	0.21	A
Cost Effectiveness Operating Cost per Passenger Trip | $5	$3.73	$ 5.84	A	$4.40	$ 6.11	A	$5.02	$ 6.59	B
Cost Recovery | 20%	16%	13%	D	14%	12%	E	12%	11%	E

Operational Analysis
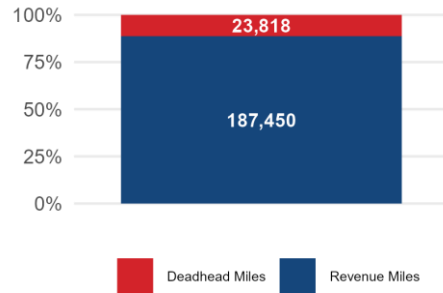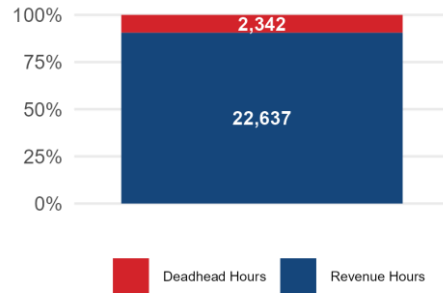
Miles Allocation

- Deadhead Miles: 23,818
- Revenue Miles: 187,450

Hours Allocation

- Deadhead Hours: 2,342
- Revenue Hours: 22,637

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U5	9.30	2,312	2,305 (99.7%)
U6	9.70	1,872	1,853 (99.0%)

Service Change Summary

Route U5 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;
Route U6 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday
- U5: 4.19
- U6: 5.08

Saturday
- U5: 3.52
- U6: 4.06

Sunday
- U5: 3.09
- U6: 3.45

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

3
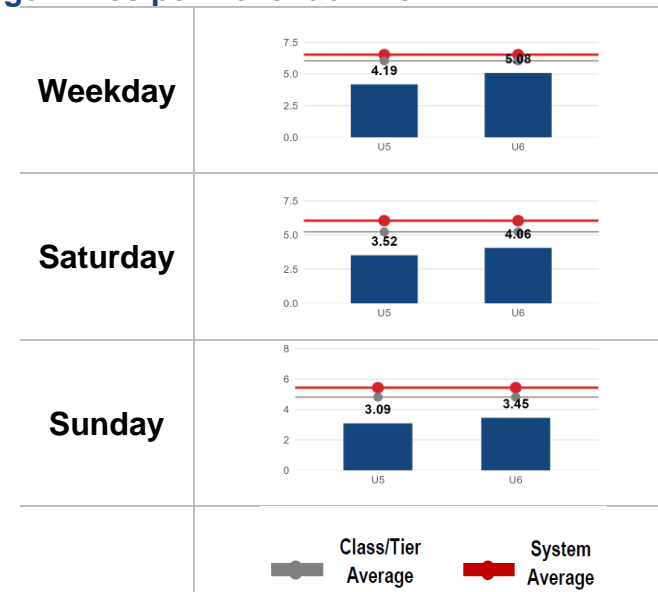
Overall Grade

Line | C

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

Line Benefit Score

25

Out of 100
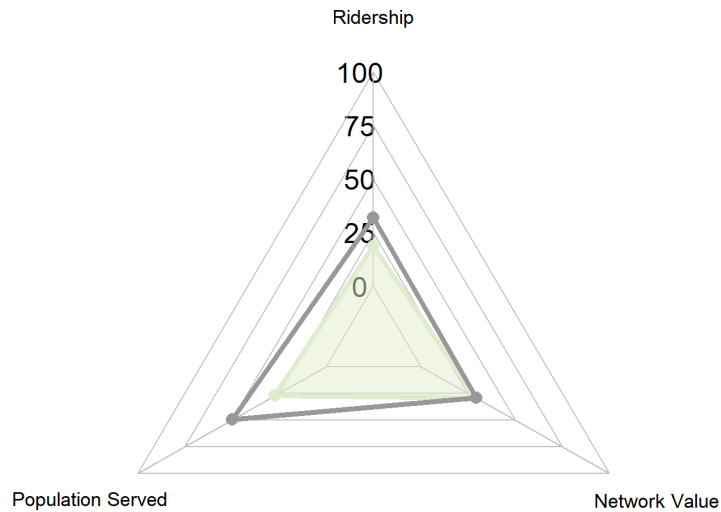
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	27	29	19	

Operating Statistics

	Annual Operating Costs	$3,704,309
	Peak Vehicles	9
	Vehicle Type(s)	40 Foot

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

	Service Area Population		30,304
	People of Color Population	Service Area	24,052
		% Riders Surveyed	96%
	Low Income Household	*Service Area*	10,243
		% Riders Surveyed	67%

Facilities/Amenities

	Bus Stops	127
	% Stops With Shelters	36%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	2%

metrobus

Ridership

Annual Ridership

A12 — 578,075

Top Transfer Locations

Landover, Addison Road, Capitol Heights

Average Daily Ridership
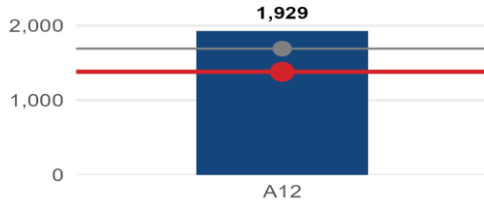
- ⬤ Class/Tier Average
- ⬤ System Average

Weekday	Saturday	Sunday
1,929	1,336	1,220

Average Trip Ridership and Maximum Load by Time Period

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

	NORTH	SOUTH
AM Early	11	13
AM Peak	13	12
Midday	10	9
PM Peak	12	14
Early Night	9	8
Late Night	5	5
Saturday	9	9
Sunday	8	8
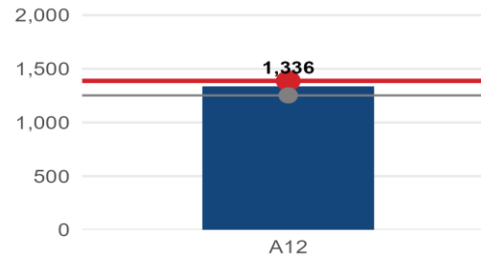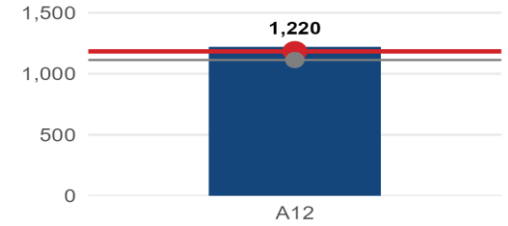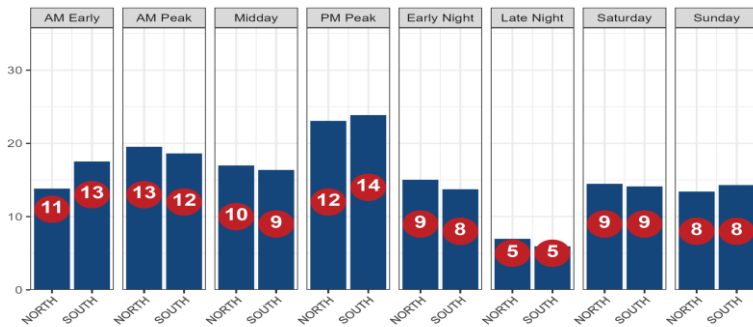
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.31	0.32
	Off-Peak Maximum Target: 1.0	0.22	0.22
	Saturday Maximum Target: 1.0	0.23	0.22
	Sunday Maximum Target: 1.0	0.2	0.21

metrobus

Span and Frequency

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus
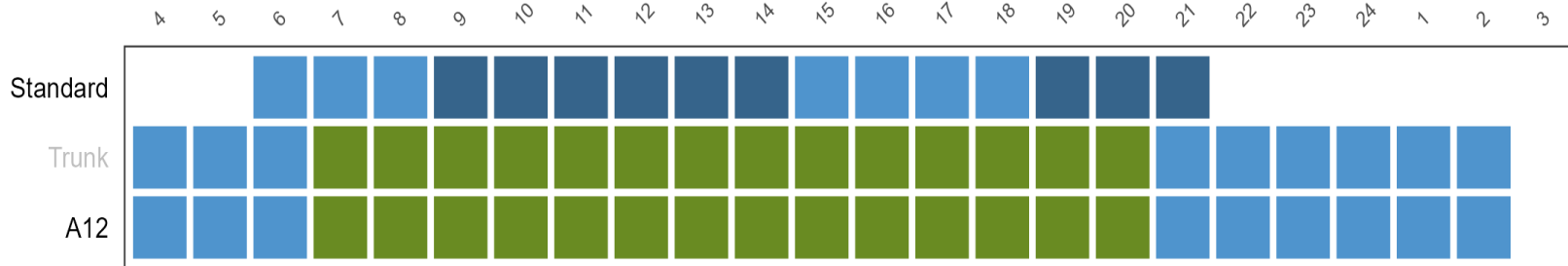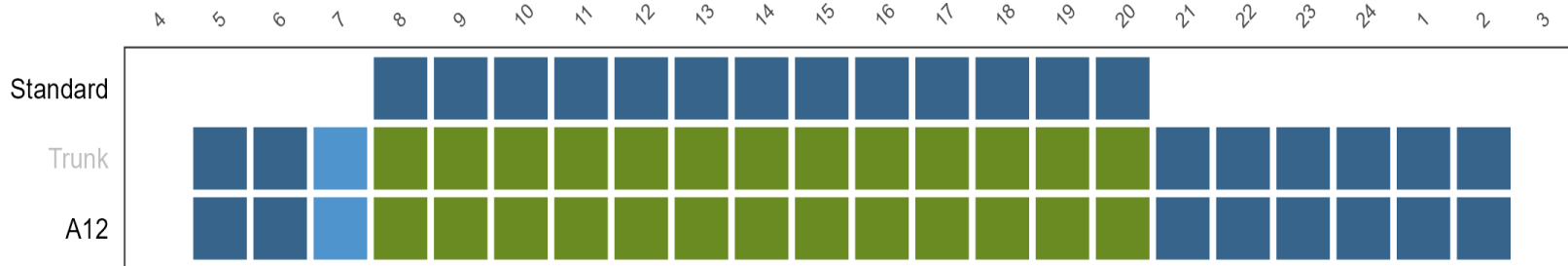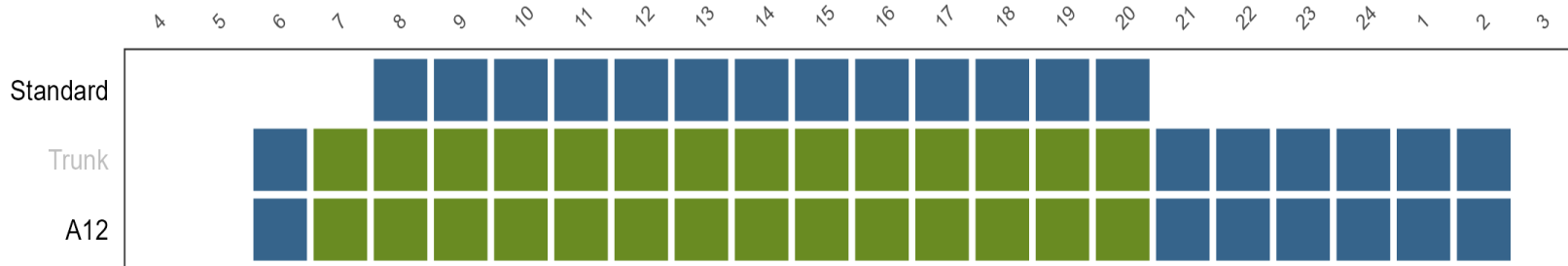
C Martin Luther King Jr. Highway

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	4:55 AM - 2:45 AM	-	A	5:40 AM - 2:50 AM	-	A	6:00 AM - 2:05 AM	-	A
Frequency of Service | varies	Peak: 20.6 / Off-Peak: 20.0	Peak: 22.8 / Off-Peak: 34.7	A	24.5	41.6	A	23.6	39.8	A
Productivity — Passengers per Revenue Hour | 15	15.8	20.5	B	12.5	17.8	D	11.5	17.0	E
Passengers per Revenue Mile | 1	1.1	1.7	A	1.0	1.5	C	0.8	1.4	D
Reliability — On-Time Performance | 79%	78%	79%	C	78%	77%	C	83%	80%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.32	Off-Peak: 0.27 Peak: 0.35	A	0.22	0.26	A	0.2	0.25	A
Cost Effectiveness — Operating Cost per Passenger Trip | $7	$7.56	$ 6.46	B	$9.55	$ 7.22	E	$10.40	$ 7.50	E
Cost Recovery | 20%	6%	13%	E	5%	11%	E	5%	11%	E

Route A12

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4	4.7	A
Route Design	**Circuity |** 1.75	3.76	2.2	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	15.8	20.5	B	12.5	17.8	D	11.5	17.0	E
	Passengers per Revenue Mile | 1	1.1	1.7	A	1.0	1.5	C	0.8	1.4	D
	Unique Segment Ridership | 10%	69%	40%	A	79%	56%	A	89%	59%	A
Reliability	**On-Time Performance |** 79%	78%	79%	C	78%	77%	C	83%	80%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.32	Off-Peak: 0.29 Peak: 0.35	A	0.22	0.26	A	0.2	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$7.56	$ 6.46	B	$9.55	$ 7.22	E	$10.40	$ 7.50	E
	Cost Recovery | 20%	6%	14%	E	5%	11%	E	5%	10%	E
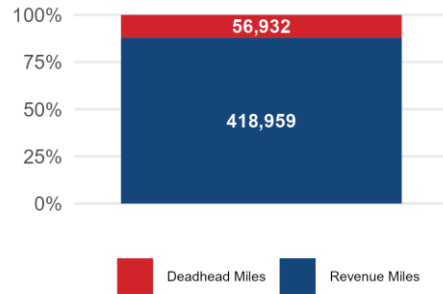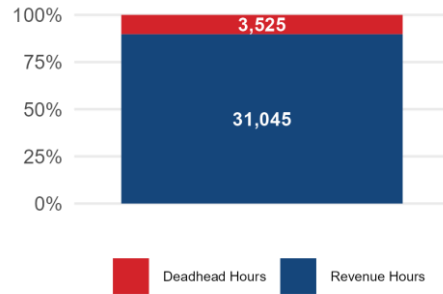
metrobus

Operational Analysis

Miles Allocation

- ■ Deadhead Miles ■ Revenue Miles

56,932
418,959

Hours Allocation

- ■ Deadhead Hours ■ Revenue Hours

3,525
31,045

Service Delivery (Monthly)

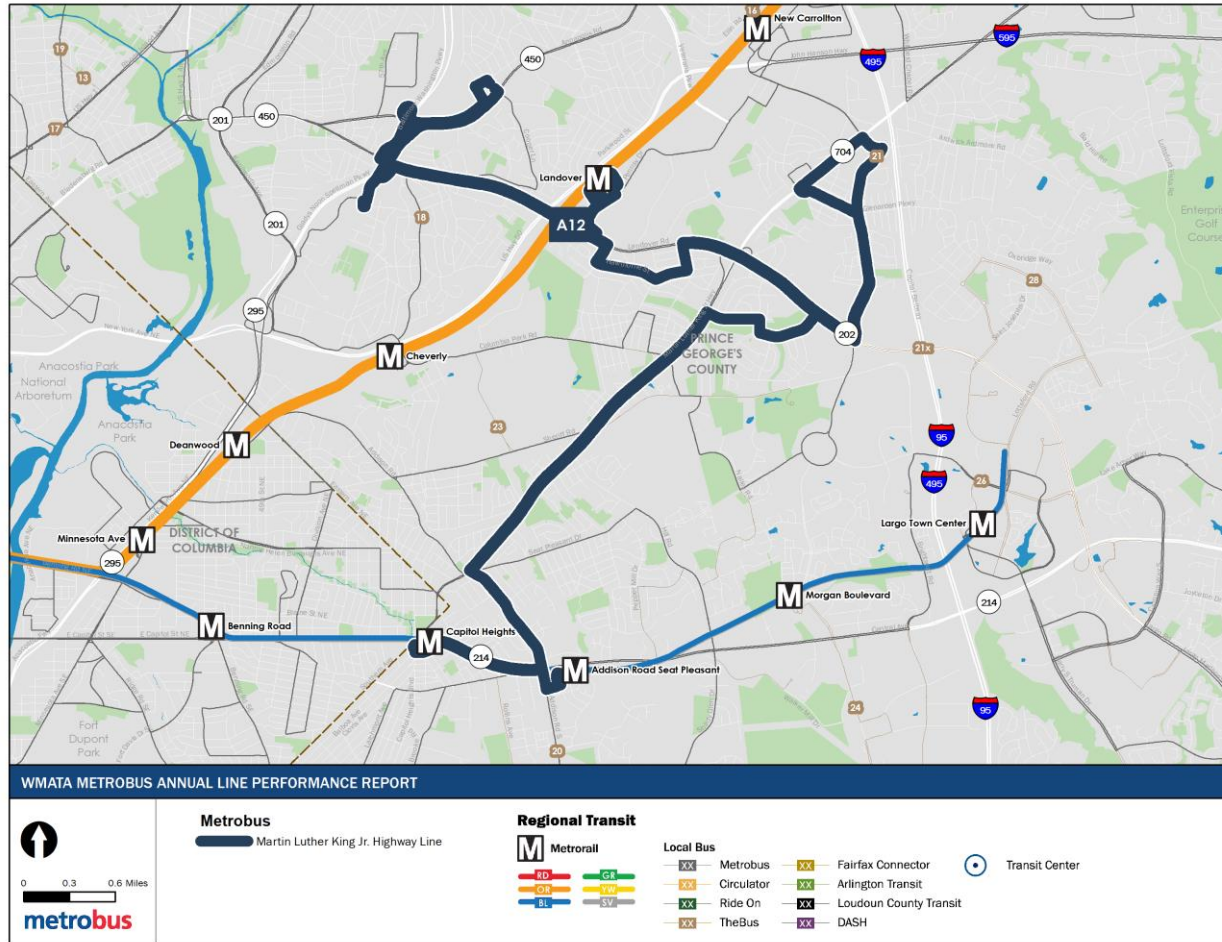| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A12	39.40	3,371	3,337 (99.0%)

Service Change Summary

Route A12 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

- ▬ Class/Tier Average ▬ System Average
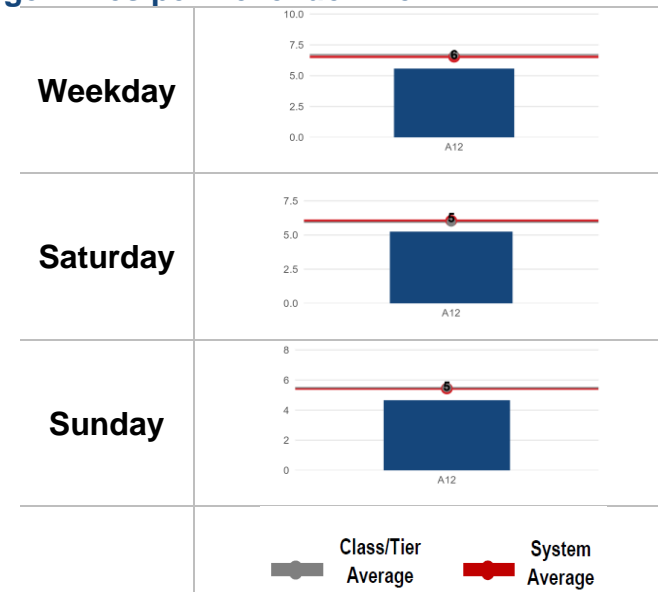
About the Line
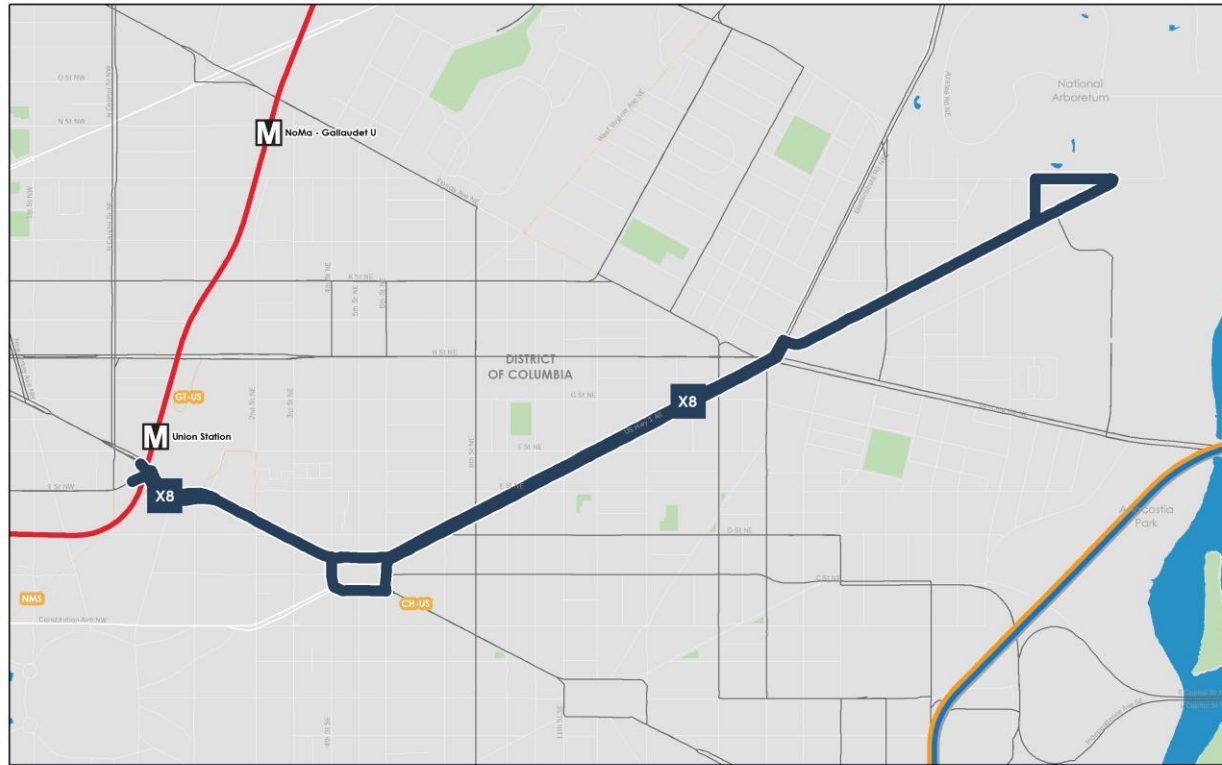
WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Maryland Avenue Line

Regional Transit
Ⓜ Metrorail

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

0   0.1   0.2 Miles

metrobus

Service Classification

Coverage

Activity Tier

1

Overall Grade

Line   C

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

Line Benefit Score

20

Out of 100

Ridership

100
75
50
25

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	28	25	5	

Operating Statistics

	Annual Operating Costs	$646,806
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population		25,552
	People of Color Population	Service Area	11,602
		% Riders Surveyed	74%
	Low Income Household	Service Area	5,820
		% Riders Surveyed	37%

Facilities/Amenities

	Bus Stops	32
	% Stops With Shelters	12%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	0%

metrobus

Ridership

Annual Ridership

X8	**149,377**

0   50,000   100,000   150,000   200,000
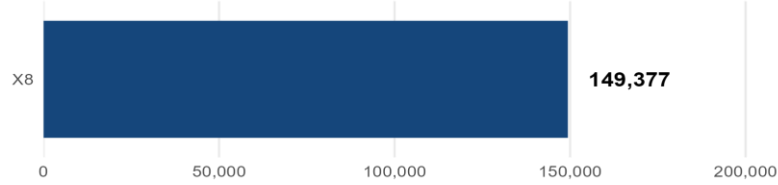
Top Transfer Locations

Union Station

Average Daily Ridership
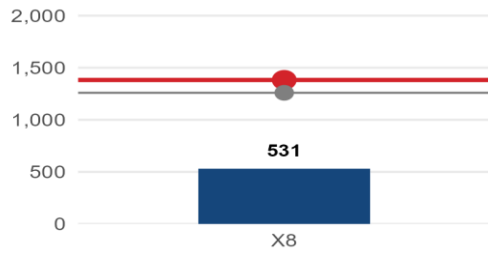
— ● — Class/Tier Average

— ● — System Average

Weekday	Saturday	Sunday
531	**264**	**218**
X8	X8	X8

Average Trip Ridership and Maximum Load by Time Period

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

AM Peak: EAST 3, WEST 9
Midday: EAST 5, WEST 6
PM Peak: EAST 10, WEST 4
Early Night: EAST 5, WEST 3
Saturday: EAST 5, WEST 5
Sunday: EAST 4, WEST 4
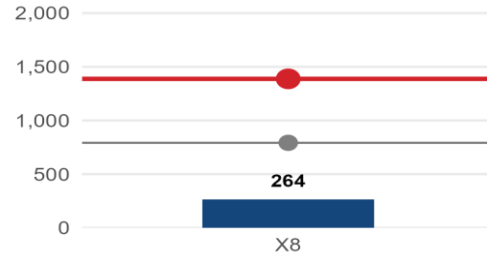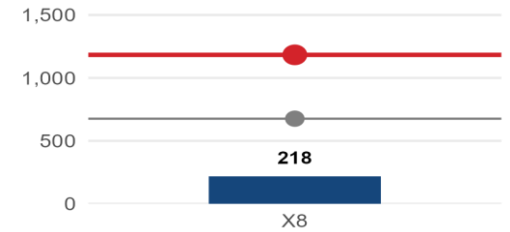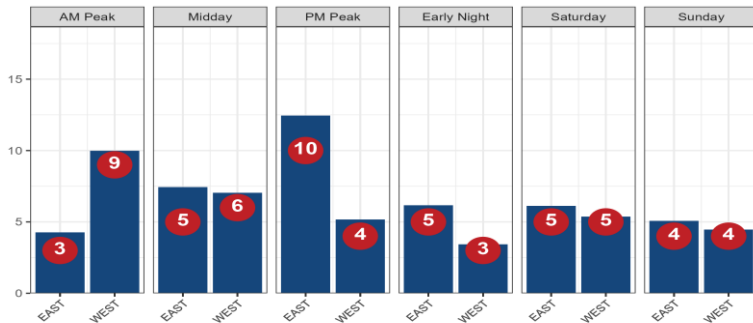
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.17	0.17
	Off-Peak Maximum Target: 1.0	0.13	0.13
	Saturday Maximum Target: 1.0	0.12	0.12
	Sunday Maximum Target: 1.0	0.1	0.1

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

C Maryland Avenue

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	6:00 AM - 10:38 PM	-	A	6:40 AM - 9:54 PM	-	A	6:40 AM - 9:53 PM	-	A
Frequency of Service | varies	Peak: 18.7 / Off-Peak: 36.2	Peak: 19 / Off-Peak: 27.6	A	39.9	29.7	A	39.8	30.0	A
Productivity — Passengers per Revenue Hour | 20	22.5	21.1	A	17.9	18.6	D	14.7	16.6	E
Passengers per Revenue Mile | 4	3.0	2.9	E	2.3	2.3	E	1.9	2.0	E
Reliability — On-Time Performance | 79%	81%	76%	B	70%	76%	D	86%	80%	A
Crowding | 5%	0%	2%	A	0%	1%	A	0%	1%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.17	Off-Peak: 0.24 Peak: 0.33	A	0.12	0.22	A	0.1	0.2	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$5.30	$ 5.78	B	$6.67	$ 6.56	E	$8.10	$ 7.31	E
Cost Recovery | 25%	16%	14%	E	12%	13%	E	10%	12%	E

metrobus

Route X8

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.7	6.5	E
Route Design	**Circuity |** N/A	1.1	1.59	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	22.5	21.1	A	17.9	18.6	D	14.7	16.6	E
	Passengers per Revenue Mile | 4	3.0	2.9	E	2.3	2.3	E	1.9	2.0	E
	Unique Segment Ridership | 10%	62%	46%	A	69%	53%	A	72%	45%	A
Reliability	**On-Time Performance |** 79%	81%	76%	B	70%	76%	D	86%	80%	A
	Crowding | 5%	0%	3%	A	0%	1%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.13 Peak: 0.17	Off-Peak: 0.25 Peak: 0.35	A	0.12	0.23	A	0.1	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.30	$ 5.78	B	$6.67	$ 6.56	E	$8.10	$ 7.31	E
	Cost Recovery | 25%	16%	14%	E	12%	12%	E	10%	11%	E

Operational Analysis
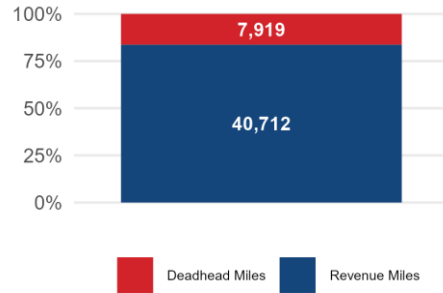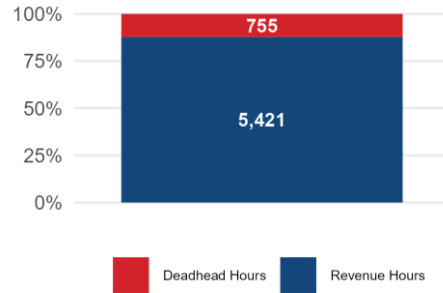
Miles Allocation

- Deadhead Miles: 7,919
- Revenue Miles: 40,712

Hours Allocation

- Deadhead Hours: 755
- Revenue Hours: 5,421

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
X8	4.90	2,031	2,013 (99.1%)

Service Change Summary

Route X8 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — X8: 4

Saturday — X8: 3

Sunday — X8: 2

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Massachusetts Avenue Line

Regional Transit

M Metrorail

Local Bus

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

● Transit Center

metrobus

0   0.325   0.65 Miles

Service Classification

Framework

Activity Tier

2

Overall Grade

Line   C

Legend
Exceeds   Meets
Approaches   Below   Significantly Below

metrobus

Line Benefit Score

<div style="font-size:large">34</div>

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	44	41	18	

Operating Statistics

Annual Operating Costs		$1,906,151
Peak Vehicles		11
Vehicle Type(s)		40 Foot

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

Service Area Population			105,570
People of Color Population	*Service Area*	21,207
	% Riders Surveyed	49%
Low Income Household	*Service Area*	15,626
	% Riders Surveyed	39%

Facilities/Amenities

Bus Stops		116
% Stops With Shelters		39%
% Stops With Benches		34%
% Stops With Real-Time Signs		9%

metrobus

Ridership

Annual Ridership

Route	Annual Ridership
N6	128,500
N4	179,421
N2	158,622
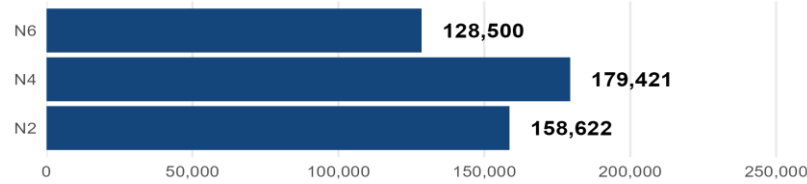
Top Transfer Locations

Dupont Circle, Farragut West, Farragut North
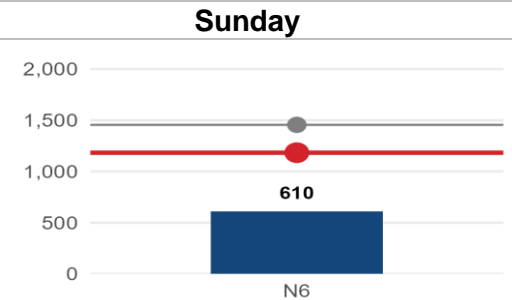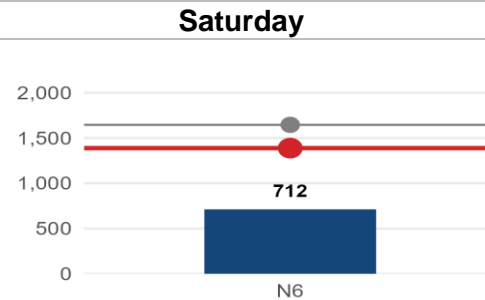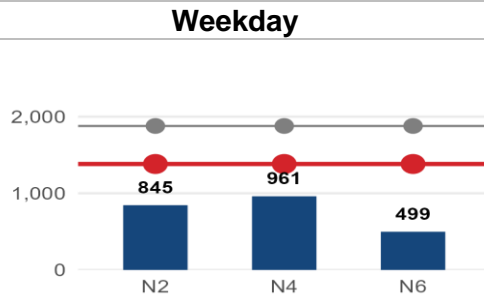
Average Daily Ridership

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

Weekday
- N2: 845
- N4: 961
- N6: 499

Saturday
- N6: 712

Sunday
- N6: 610

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	5	4
AM Peak	10	10
Midday	10	10
PM Peak	12	12
Early Night	7	7
Late Night	4	5
Saturday	9	8
Sunday	8	8
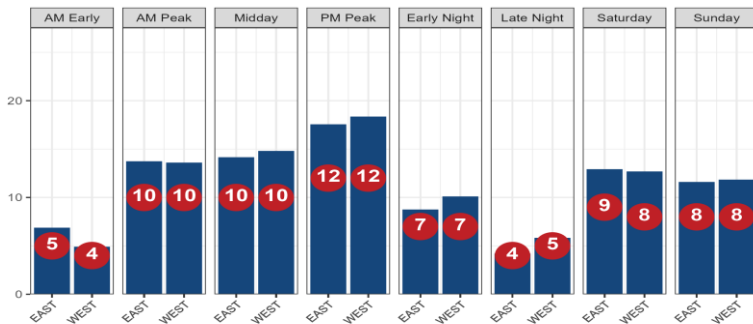
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.27	0.28
	Off-Peak Maximum Target: 1.0	0.21	0.22
	Saturday Maximum Target: 1.0	0.23	0.21
	Sunday Maximum Target: 1.0	0.21	0.2

Span and Frequency

Frequency (Minutes)

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

Weekday (by Hour)

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

Rows: Standard, Trunk, N6, N4, N2

Saturday (by Hour)

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

Rows: Standard, Trunk, N6

Sunday (by Hour)

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

Rows: Standard, Trunk, N6
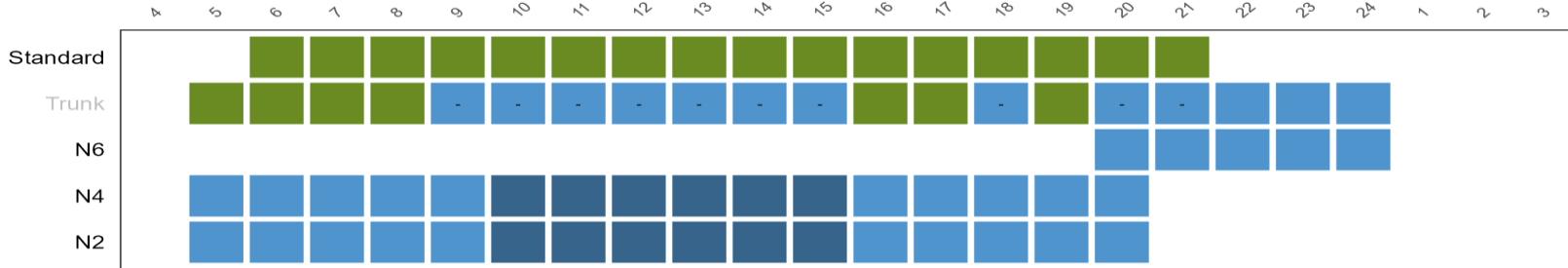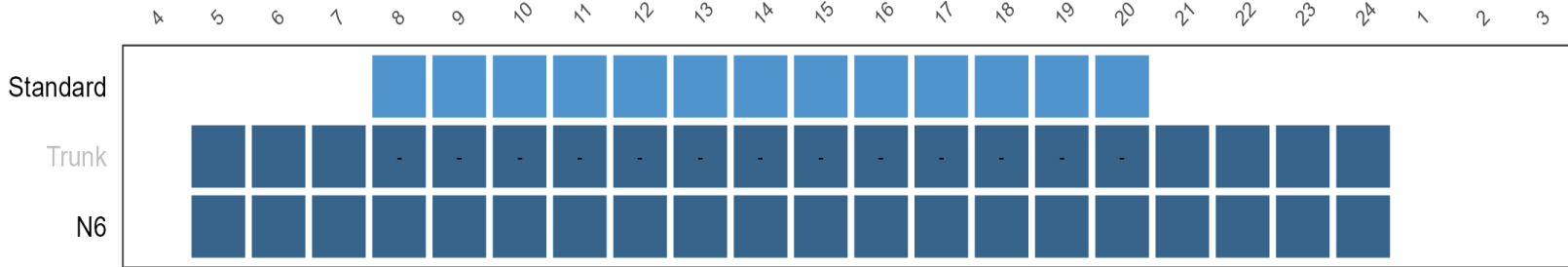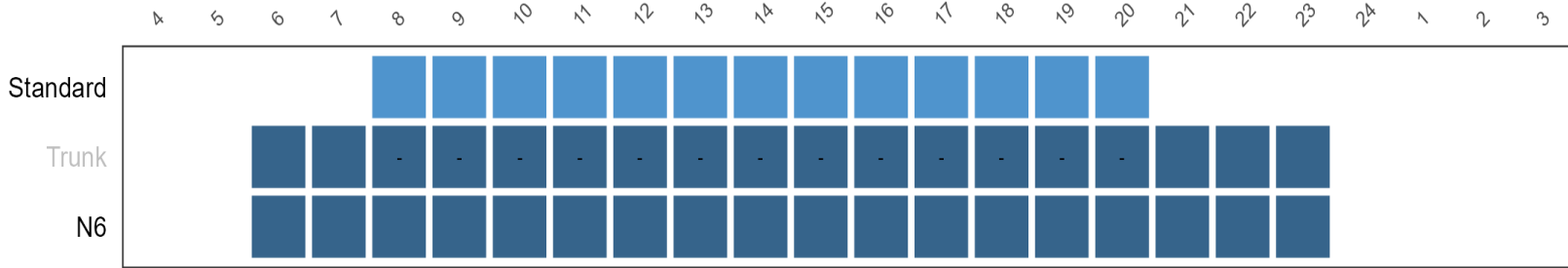
C Massachusetts Avenue

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:32 AM - 12:16 AM	-	A	5:33 AM - 12:07 AM	-	A	6:15 AM - 11:22 PM	-	A
	Frequency of Service | varies	Peak: 20.3 / Off-Peak: 24.8	Peak: 20.8 / Off-Peak: 24.1	C	36.9	27.3	D	36.3	26.9	D
Productivity	**Passengers per Revenue Hour** | 20	16.6	20.3	D	16.6	20.2	D	15.0	18.1	E
	Passengers per Revenue Mile | 2	2.1	2.0	B	1.5	1.9	E	1.4	1.6	E
Reliability	**On-Time Performance** | 79%	75%	78%	C	72%	77%	D	73%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.21 Peak: 0.28	Off-Peak: 0.3 Peak: 0.36	A	0.22	0.29	A	0.2	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$7.19	$ 6.80	E	$7.20	$ 6.78	E	$7.98	$ 7.75	E
	Cost Recovery | 20%	27%	18%	A	27%	16%	A	24%	14%	A

metrobus

Route N2

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.3	4.7	E
Route Design — **Circuity |** 1.75	1.19	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	16.9	20.3	D	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	2.3	2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	15%	20%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	74%	78%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.27	Off-Peak: 0.3 Peak: 0.36	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.07	$ 6.80	E	-	-	-	-	-	-
	Cost Recovery | 20%	26%	18%	A	-	-	-	-	-	-

Route N4

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	6.1	4.7	E
Route Design **Circuity |** 1.75	1.19	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	17.8	20.3	D	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	2.3	2	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	20%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	76%	78%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.28	Off-Peak: 0.3 Peak: 0.36	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.69	$ 6.80	E	-	-	-	-	-	-
	Cost Recovery | 20%	29%	18%	A	-	-	-	-	-	-

metrobus

Route N6

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile** | 4-5	6	4.7	E
Route Design — **Circuity** | 1.75	1.53	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour | 20**	15.4	20.3	E	16.6	20.2	D	15.0	18.1	E
	Passengers per Revenue Mile | 2	1.6	2.0	E	1.5	1.9	E	1.4	1.6	E
	Unique Segment Ridership | 10%	0%	20%	E	84%	36%	A	84%	39%	A
Reliability	**On-Time Performance | 79%**	74%	78%	D	72%	77%	D	73%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.3	Off-Peak: 0.3 Peak: 0.36	A	0.22	0.31	A	0.2	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$7.77	$ 6.80	E	$7.20	$ 6.78	E	$7.98	$ 7.75	E
	Cost Recovery | 20%	26%	18%	A	28%	17%	A	25%	15%	A
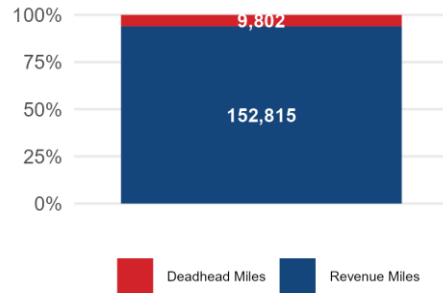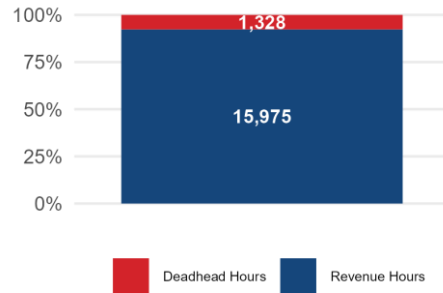
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 9,802
- Revenue Miles: 152,815

Hours Allocation

- Deadhead Hours: 1,328
- Revenue Hours: 15,975

Service Delivery (Monthly)

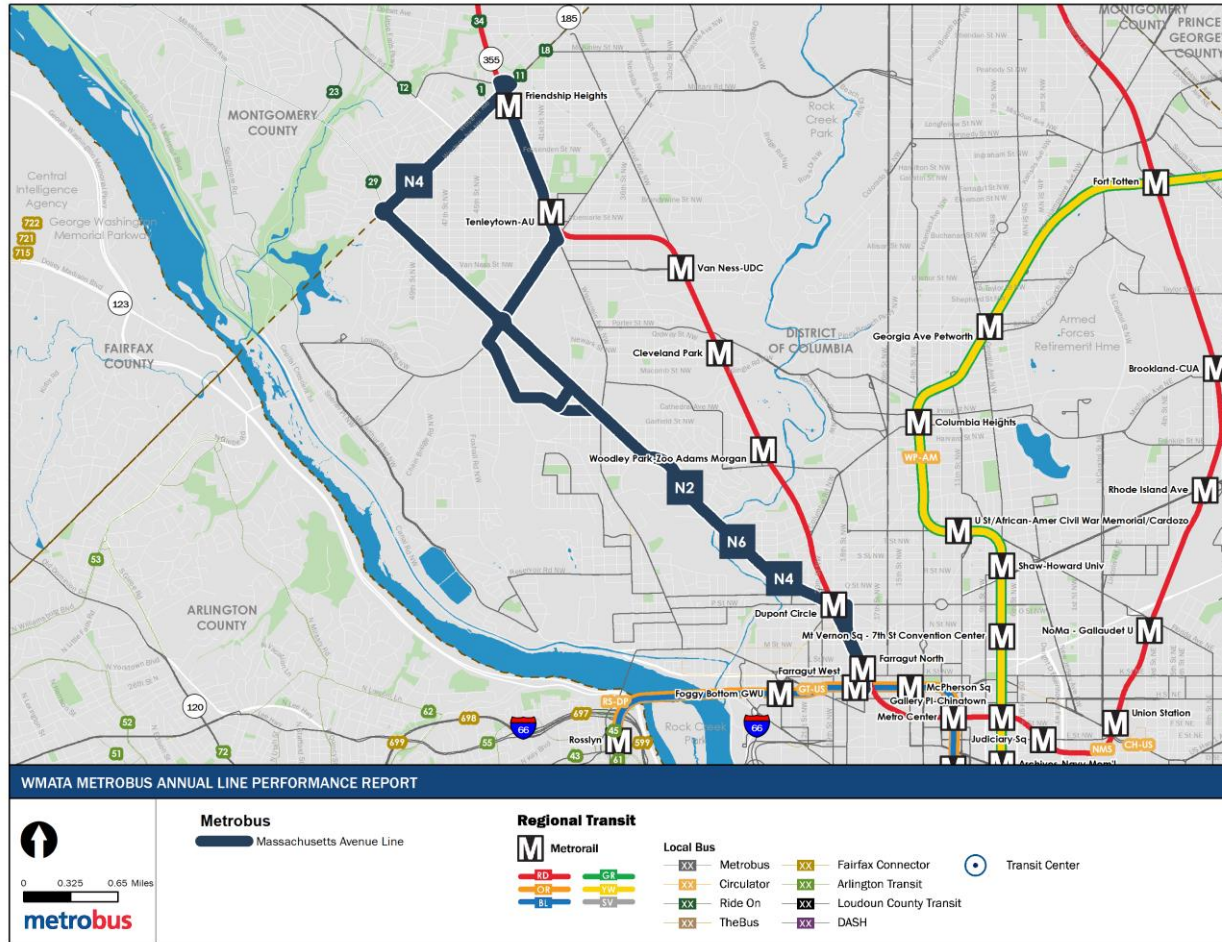| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
N2	12.50	1,239	1,222 (98.6%)
N4	12.40	1,281	1,265 (98.8%)
N6	16.00	871	868 (99.7%)

Service Change Summary

Route N2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route N6 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — N2: 5.87, N4: 6.41, N6: 5.42

Saturday — N6: 5

Sunday — N6: 5

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Mclean-Crystal City Line

Regional Transit

Ⓜ Metrorail

Local Bus

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

0   0.5   1 Miles

metrobus

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	C

Legend

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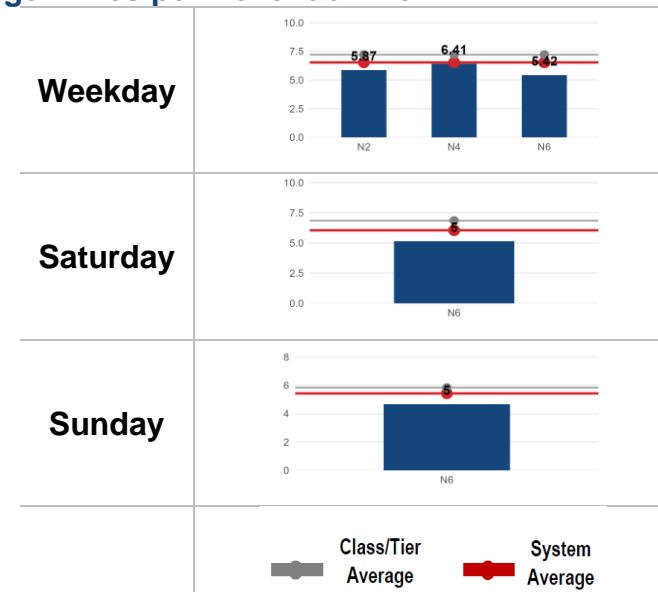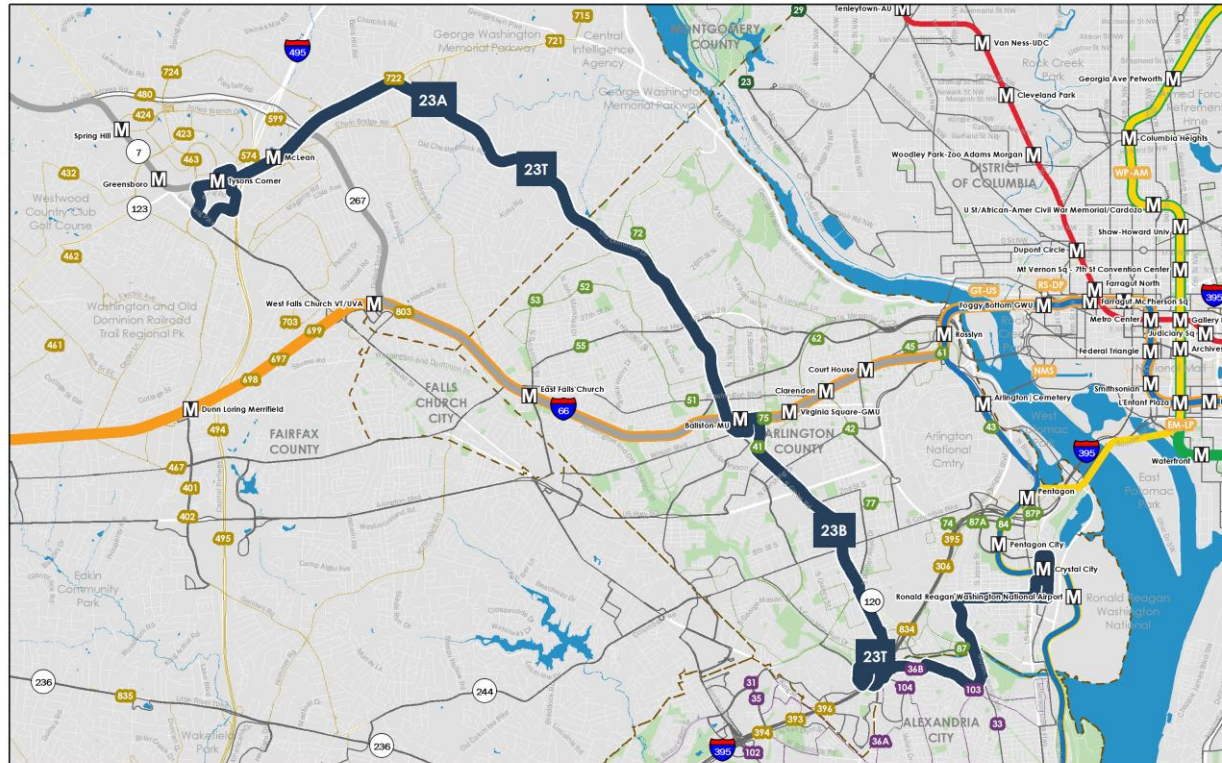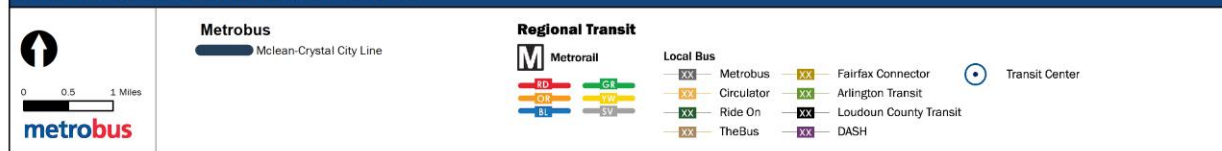
Line Benefit Score

37

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	64	26	21	
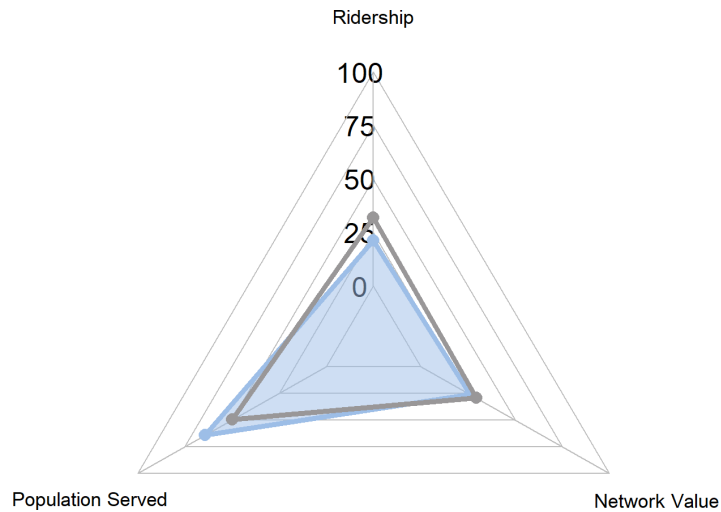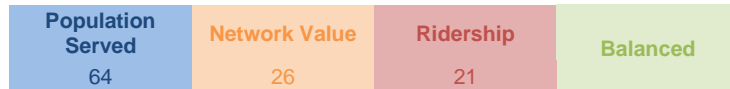
Operating Statistics

	Annual Operating Costs	$5,962,933
	Peak Vehicles	14
	Vehicle Type(s)	40 Foot

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

	Service Area Population		173,391
	People of Color Population	Service Area	41,380
		% Riders Surveyed	66%
	Low Income Household	Service Area	31,005
		% Riders Surveyed	47%

Facilities/Amenities

	Bus Stops	158
	% Stops With Shelters	20%
	% Stops With Benches	27%
	% Stops With Real-Time Signs	4%

metrobus

Ridership

Annual Ridership

Route	Annual Ridership
23T	317,044
23B	272,799
23A	48,634

(Bar chart axis: 0 to 400,000)
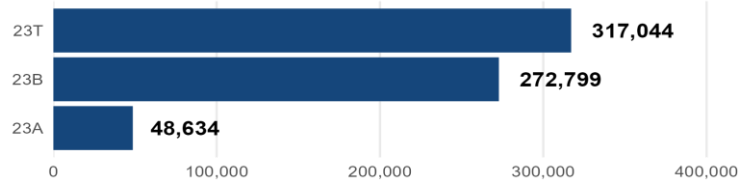
Top Transfer Locations

Ballston, Crystal City, McLean

Average Daily Ridership
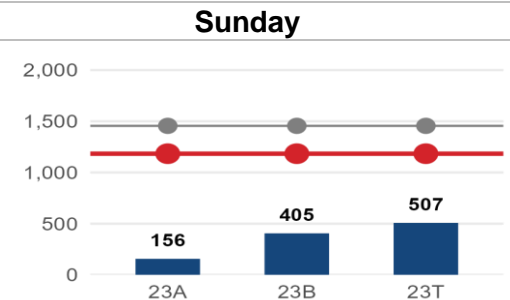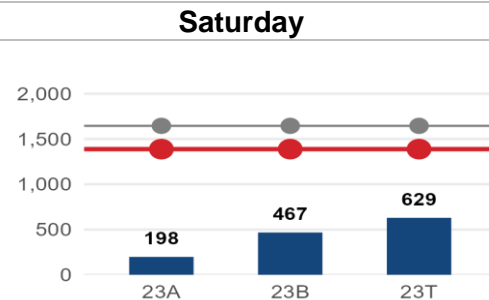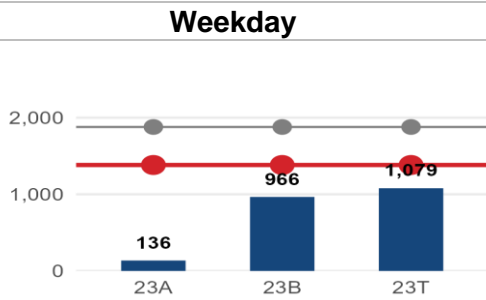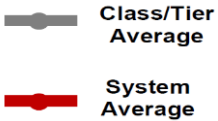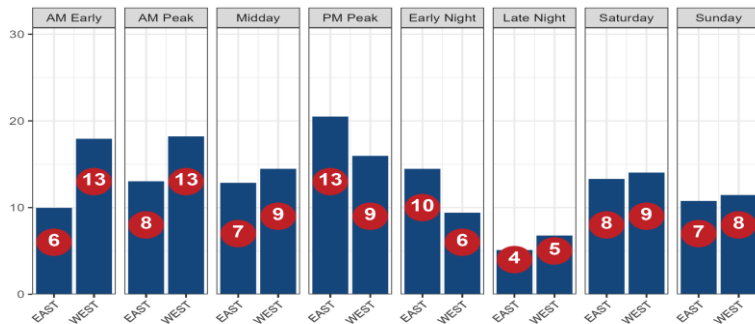
— Class/Tier Average
— System Average

	Weekday	Saturday	Sunday
23A	136	198	156
23B	966	467	405
23T	1,079	629	507

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	6	13
AM Peak	8	13
Midday	7	9
PM Peak	13	9
Early Night	10	6
Late Night	4	5
Saturday	8	9
Sunday	7	8

Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.26	0.27
	Off-Peak Maximum Target: 1.0	0.2	0.21
	Saturday Maximum Target: 1.0	0.21	0.23
	Sunday Maximum Target: 1.0	0.17	0.19

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metro**bus**
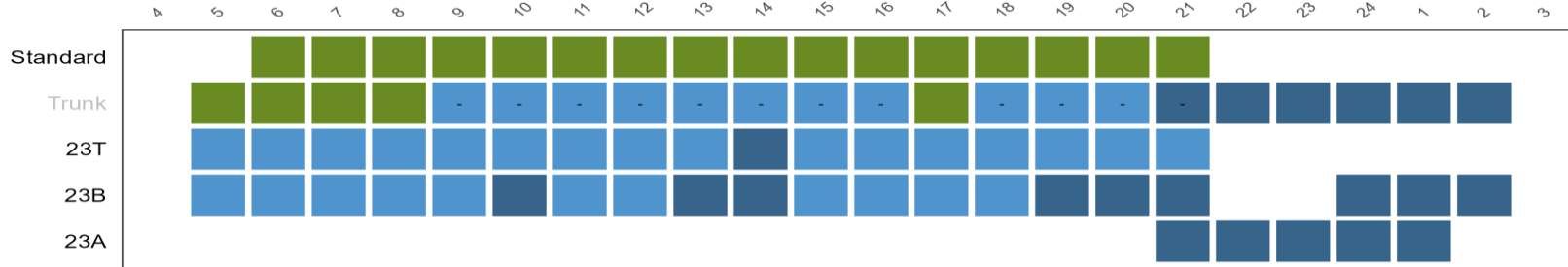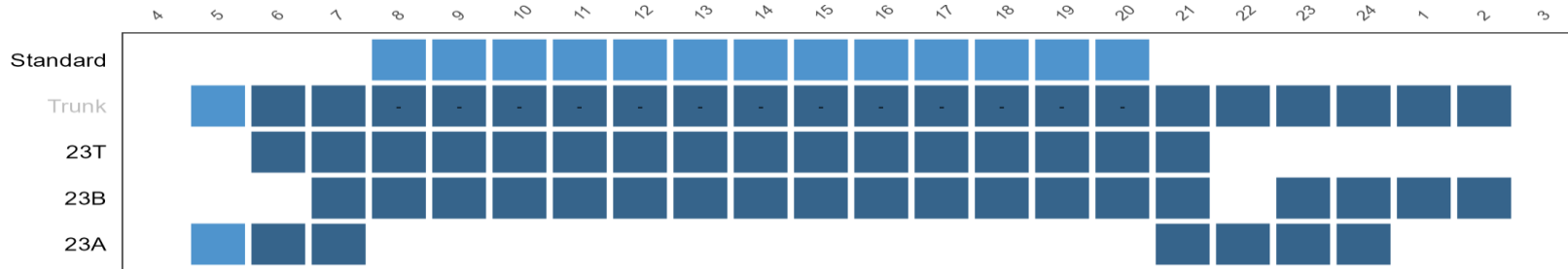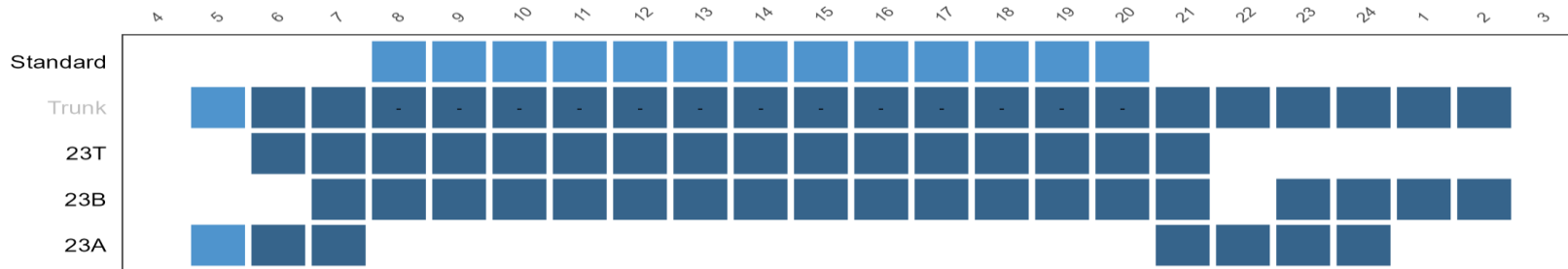
C Mclean-Crystal City

	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: 20.9 / Off-Peak: 23.7	Peak: 20.8 / Off-Peak: 24.1	C	33.8	27.3	C	33.8	26.9	C
Productivity	Passengers per Revenue Hour | 20	14.0	20.3	E	13.4	20.2	E	10.8	18.1	E
	Passengers per Revenue Mile | 2	1.3	2.0	E	1.1	1.9	E	0.9	1.6	E
Reliability	On-Time Performance | 79%	84%	78%	A	85%	77%	A	81%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.27	Off-Peak: 0.3 Peak: 0.36	A	0.22	0.29	A	0.18	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$8.50	$ 6.80	E	$8.93	$ 6.78	E	$11.02	$ 7.75	E
	Cost Recovery | 20%	13%	18%	E	13%	16%	E	10%	14%	E

metrobus

Route 23A

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	4.1	4.7	A
Route Design — Circuity | 1.75	1.63	1.46	B

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	14.8	20.3	E	12.6	20.2	E	9.9	18.1	E
	Passengers per Revenue Mile | 2	0.9	2.0	E	0.9	1.9	E	0.7	1.6	E
	Unique Segment Ridership | 10%	0%	20%	E	0%	36%	E	0%	39%	E
Reliability	On-Time Performance | 79%	80%	78%	B	78%	77%	C	84%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28	Off-Peak: 0.3	A	0.27	0.31	A	0.21	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$8.07	$ 6.80	E	$9.48	$ 6.78	E	$12.04	$ 7.75	E
	Cost Recovery | 20%	14%	18%	D	12%	17%	E	10%	15%	E

metrobus

Route 23B

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	4.6	4.7	A
Route Design — Circuity | 1.75	1.98	1.46	D

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	14.0	20.3	E	11.8	20.2	E	9.8	18.1	E
	Passengers per Revenue Mile | 2	1.5	2.0	E	1.2	1.9	E	1.0	1.6	E
	Unique Segment Ridership | 10%	0%	20%	E	0%	36%	E	0%	39%	E
Reliability	On-Time Performance | 79%	87%	78%	A	82%	77%	B	90%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.25	Off-Peak: 0.3 Peak: 0.36	A	0.17	0.31	A	0.15	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$8.54	$6.80	E	$10.14	$6.78	E	$12.12	$7.75	E
	Cost Recovery | 20%	14%	18%	E	12%	17%	E	10%	15%	E

Route 23T

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	4.1	4.7	A
Route Design — **Circuity |** 1.75	1.43	1.46	A

	Measure | Standard	Weekday			Saturday			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	20.3	E	15.2	20.2	E	12.2	18.1	E
	Passengers per Revenue Mile | 2	1.2	2.0	E	1.2	1.9	E	0.9	1.6	E
	Unique Segment Ridership | 10%	0%	20%	E	0%	36%	E	0%	39%	E
Reliability	**On-Time Performance |** 79%	83%	78%	B	89%	77%	A	73%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.29	Off-Peak: 0.3 Peak: 0.36	A	0.25	0.31	A	0.2	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$8.51	$ 6.80	E	$7.85	$ 6.78	E	$9.81	$ 7.75	E
	Cost Recovery | 20%	13%	18%	E	14%	17%	E	11%	15%	E
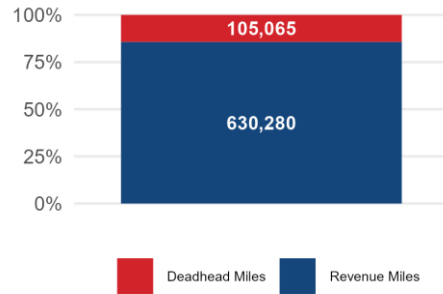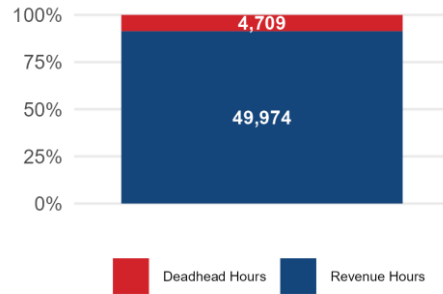
metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 105,065
Revenue Miles: 630,280

Hours Allocation

Deadhead Hours: 4,709
Revenue Hours: 49,974

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
23A	38.40	276	274 (99.3%)
23B	18.70	1,935	1,909 (98.7%)
23T	27.70	1,815	1,809 (99.7%)

Service Change Summary

Route 23A - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;
Route 23B - Dec 2021:
Weekday: Delete Linden Resource Trip; Saturday: No Change; Sunday: No Change;
Route 23T - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;

Passenger Miles per Revenue Mile

Weekday
23A: 4.91
23B: 4.69
23T: 5.54

Saturday
23A: 4.91
23B: 3.77
23T: 5.37

Sunday
23A: 3.57
23B: 3.19
23T: 4.35

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ Metroway Potomac Yard Line

Regional Transit

Ⓜ **Metrorail**
- RD
- OR
- BL
- GR
- YW
- SV

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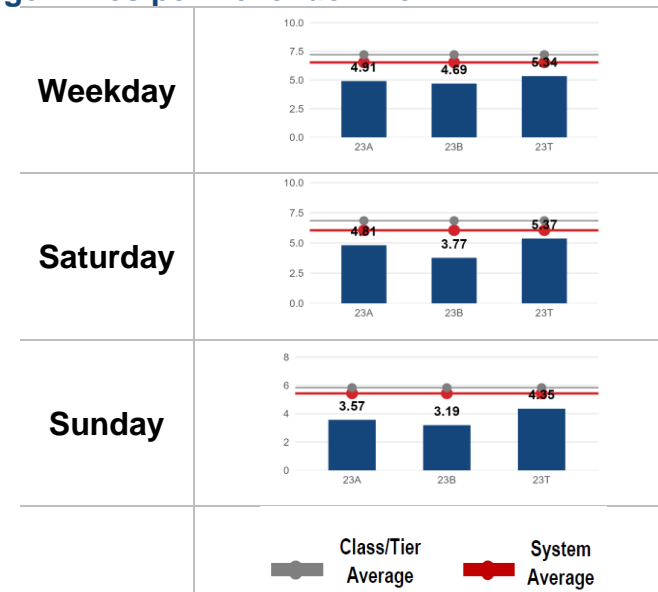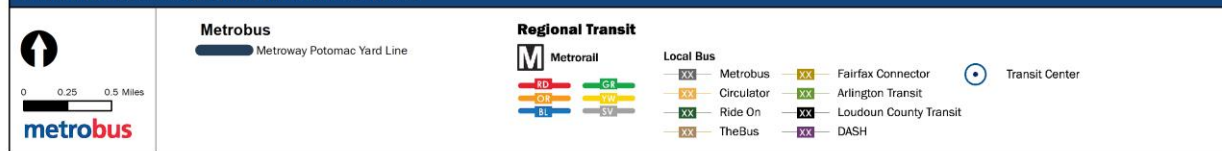
Service Classification

BRT

Activity Tier

1

Overall Grade
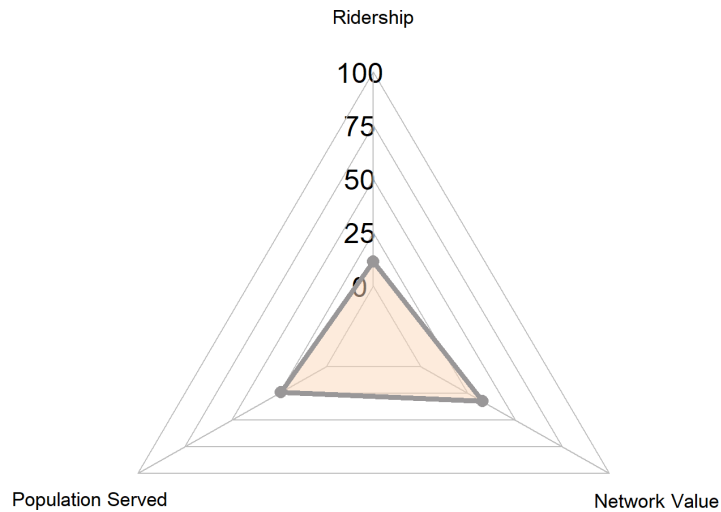
Line	D

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

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Line Benefit Score

23
Out of 100

Ridership / Population Served / Network Value radar chart

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	24	33	11	

Operating Statistics

Annual Operating Costs	$2,141,422
Peak Vehicles	6
Vehicle Type(s)	40 Foot

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

Service Area Population		25,582
People of Color Population	Service Area	8,118
	% Riders Surveyed	55%
Low Income Household	Service Area	3,535
	% Riders Surveyed	23%

Facilities/Amenities

Bus Stops	28
% Stops With Shelters	21%
% Stops With Benches	14%
% Stops With Real-Time Signs	79%

metrobus

Ridership

Annual Ridership

MW1	343,170

Scale: 0 to 500,000 (gridlines at 100,000, 200,000, 300,000, 400,000, 500,000)
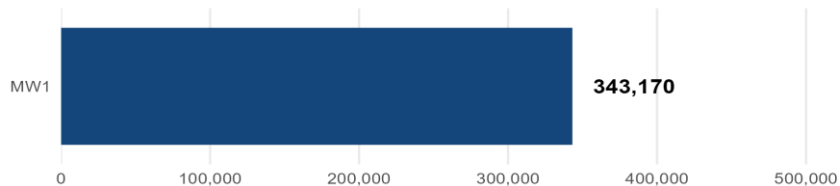
Top Transfer Locations

Crystal City, Braddock Road, Pentagon City

Average Daily Ridership
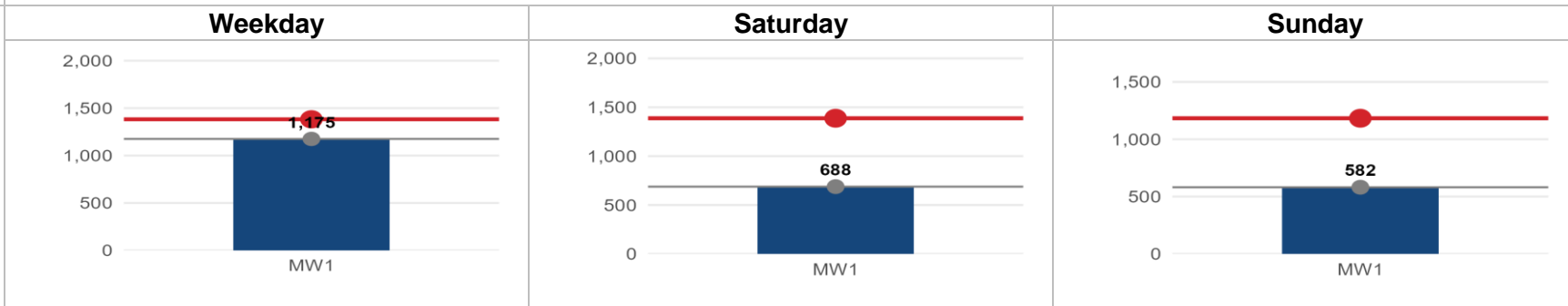
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
MW1: 1,175	MW1: 688	MW1: 582

Average Trip Ridership and Maximum Load by Time Period

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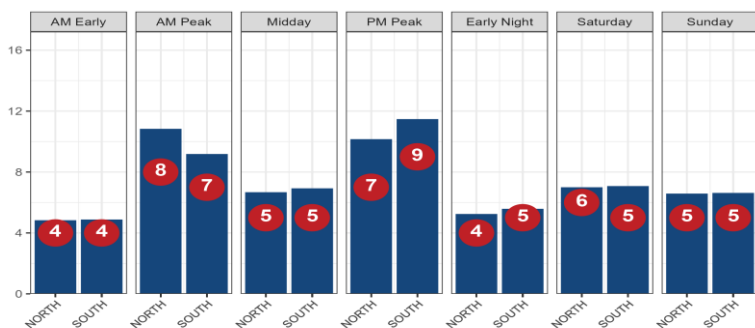
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.19	0.2
	Off-Peak Maximum Target: 1.0	0.12	0.12
	Saturday Maximum Target: 1.0	0.14	0.14
	Sunday Maximum Target: 1.0	0.13	0.13

Span and Frequency

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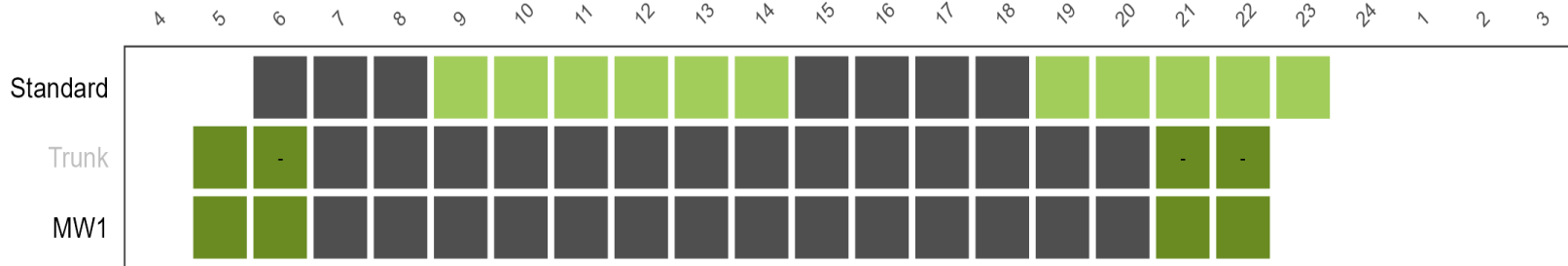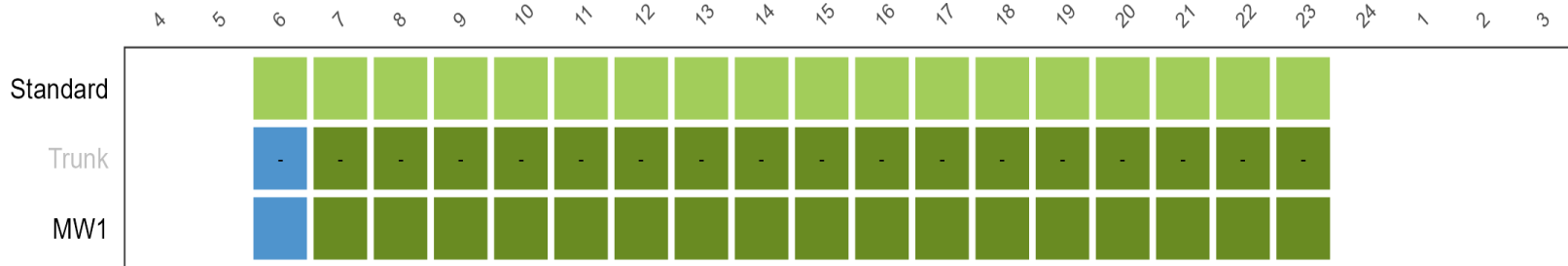
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
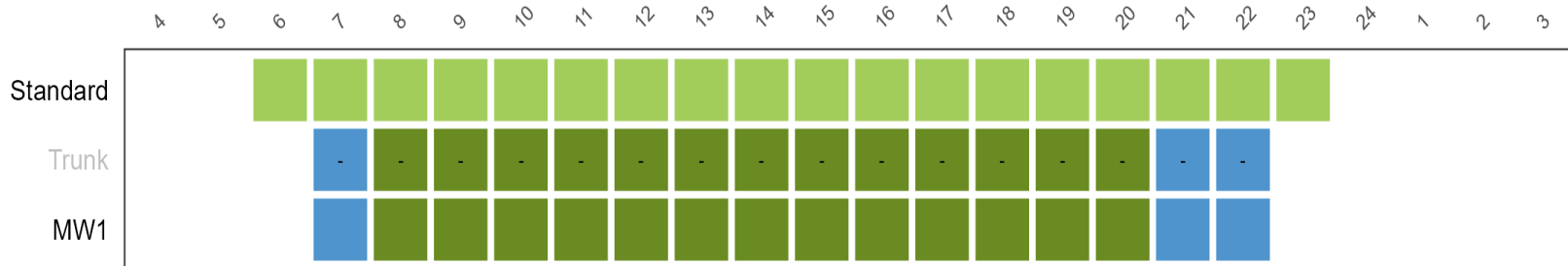
D Metroway Potomac Yard

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:30 AM - 10:24 PM	-	C	6:30 AM - 11:03 PM	-	C	7:30 AM - 10:25 PM	-	C
Frequency of Service | varies	Peak: 13.2 / Off-Peak: 12.0	Peak: 13.2 / Off-Peak: 12	C	20.1	20.1	D	20.3	20.3	D
Productivity									
Passengers per Revenue Hour | 35	15.2	15.2	E	13.1	13.1	E	11.6	11.6	E
Passengers per Revenue Mile | 5	1.7	1.7	E	1.5	1.5	E	1.4	1.4	E
Reliability									
On-Time Performance | 79%	92%	92%	A	87%	87%	A	93%	93%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.19	Off-Peak: 0.12 Peak: 0.19	A	0.14	0.14	A	0.13	0.13	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $3.5	$7.86	$ 7.86	E	$9.10	$ 9.10	E	$10.32	$10.32	E
Cost Recovery | 30%	15%	15%	E	13%	13%	E	11%	11%	E

Route MW1

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 2-3	3	3	A
Route Design Circuity | 1.75	1.27	1.27	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 35	15.2	15.2	E	13.1	13.1	E	11.6	11.6	E
	Passengers per Revenue Mile | 5	1.7	1.7	E	1.5	1.5	E	1.4	1.4	E
	Unique Segment Ridership | 25%	73%	73%	A	69%	69%	A	75%	75%	A
Reliability	On-Time Performance | 79%	92%	92%	A	87%	87%	A	93%	93%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.19	Off-Peak: 0.12 Peak: 0.19	A	0.14	0.14	A	0.13	0.13	A
Cost Effectiveness	Operating Cost per Passenger Trip | $3.5	$7.86	$ 7.86	E	$9.10	$ 9.10	E	$10.32	$10.32	E
	Cost Recovery | 30%	15%	15%	E	13%	13%	E	11%	11%	E

metrobus

Operational Analysis

Miles Allocation

10,963

151,996

Deadhead Miles Revenue Miles

Hours Allocation

900

17,947

Deadhead Hours Revenue Hours

Service Delivery (Monthly)

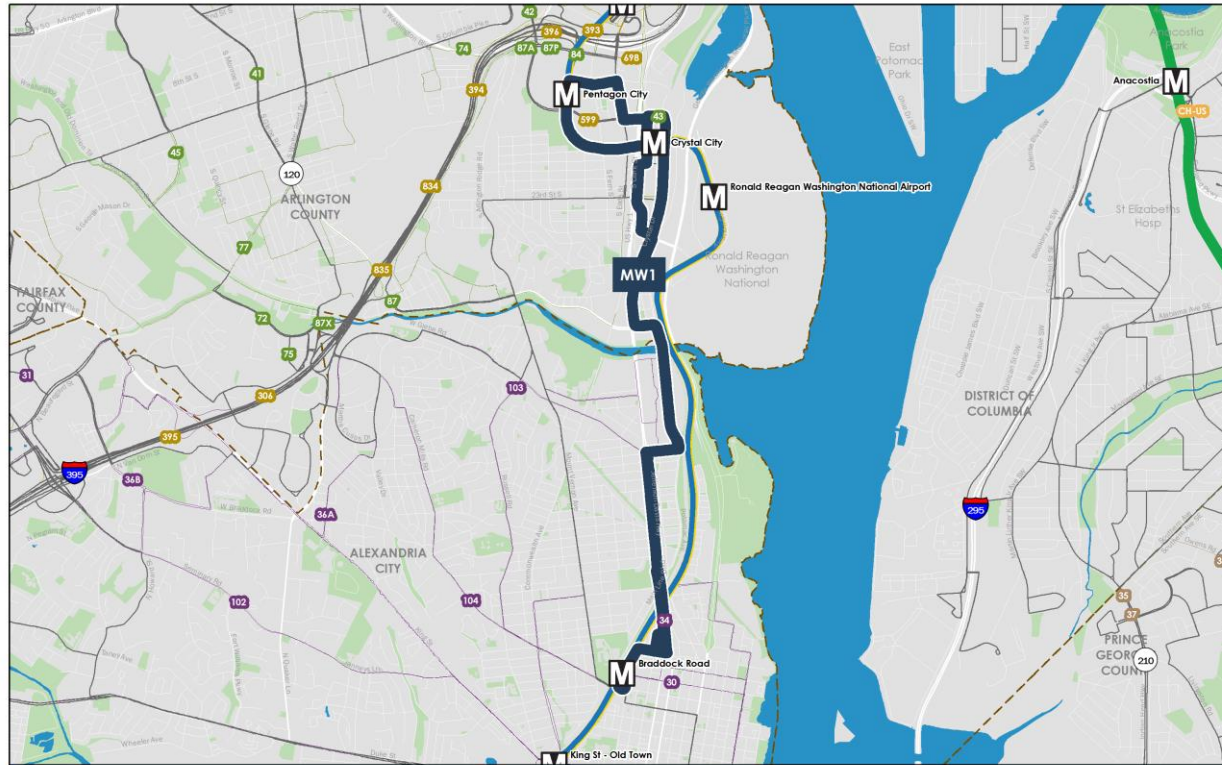| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
MW1	10.00	4,118	4,095 (99.4%)

Service Change Summary

Route MW1 - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday:
No Change;

Passenger Miles per Revenue Mile

Weekday

4

MW1

Saturday

3

MW1

Sunday

3

MW1

Class/Tier Average   System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ Military Road-Crosstown Line

Regional Transit
Ⓜ Metrorail

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

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

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

Line Benefit Score

34

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	37	40	24	
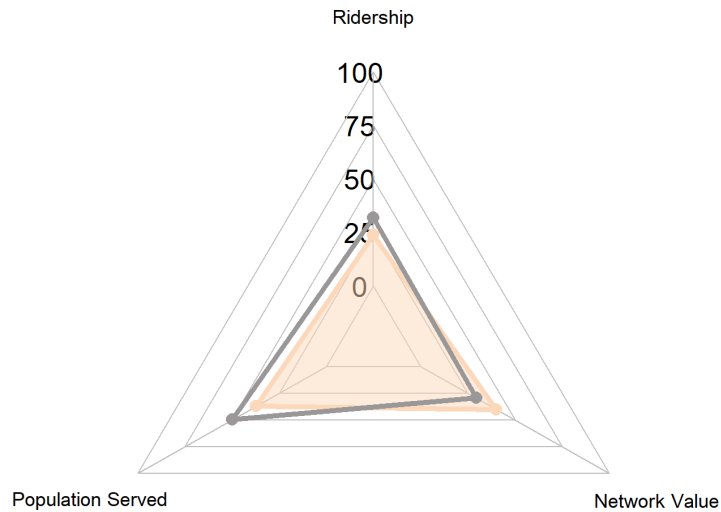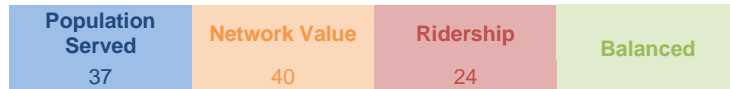
Operating Statistics

	Annual Operating Costs	$2,662,033
	Peak Vehicles	5
	Vehicle Type(s)	40 Foot

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

	Service Area Population		41,888
	People of Color Population	Service Area	23,192
		% Riders Surveyed	82%
	Low Income Household	Service Area	10,906
		% Riders Surveyed	50%

Facilities/Amenities

	Bus Stops	89
	% Stops With Shelters	17%
	% Stops With Benches	15%
	% Stops With Real-Time Signs	6%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

689

Ridership

Annual Ridership

E4 — 741,484

(scale: 0, 250,000, 500,000, 750,000, 1,000,000)
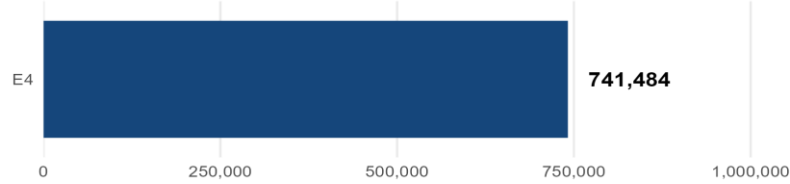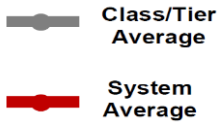
Top Transfer Locations

Fort Totten, Friendship Heights
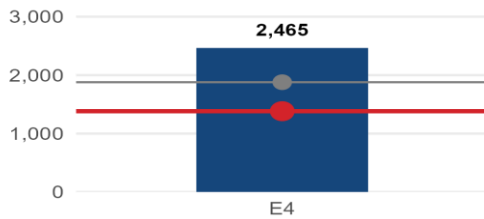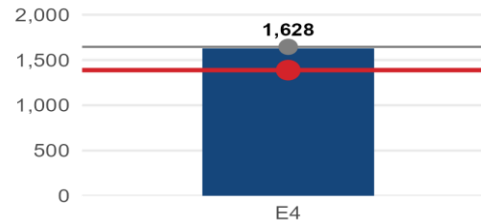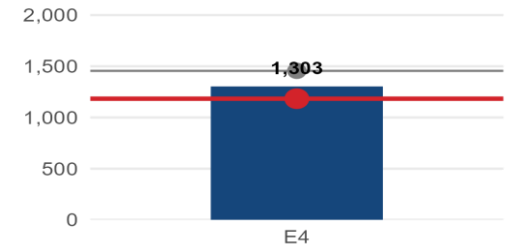
Average Daily Ridership
- Class/Tier Average (grey)
- System Average (red)

	Weekday	Saturday	Sunday
E4	2,465	1,628	1,303

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	15	23
AM Peak	16	25
Midday	13	15
PM Peak	21	15
Early Night	11	7
Late Night	6	4
Saturday	10	11
Sunday	9	9

Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.47	0.48
	Off-Peak Maximum Target: 1.0	0.3	0.31
	Saturday Maximum Target: 1.0	0.26	0.27
	Sunday Maximum Target: 1.0	0.21	0.22

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus
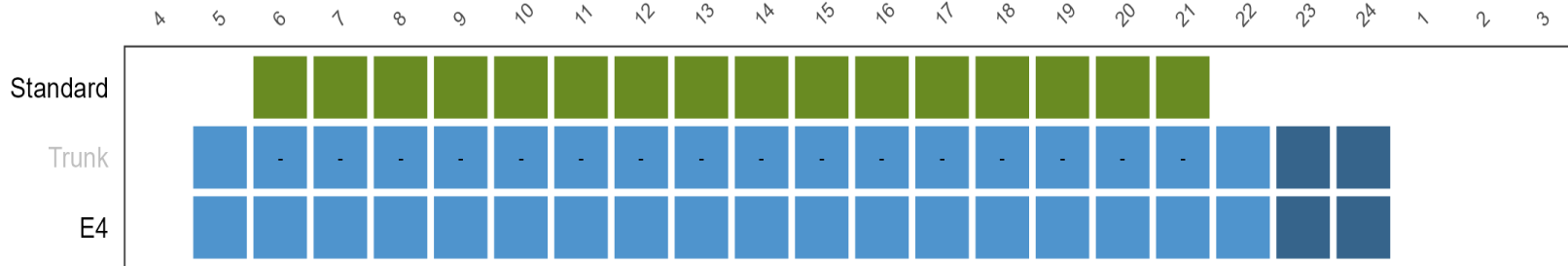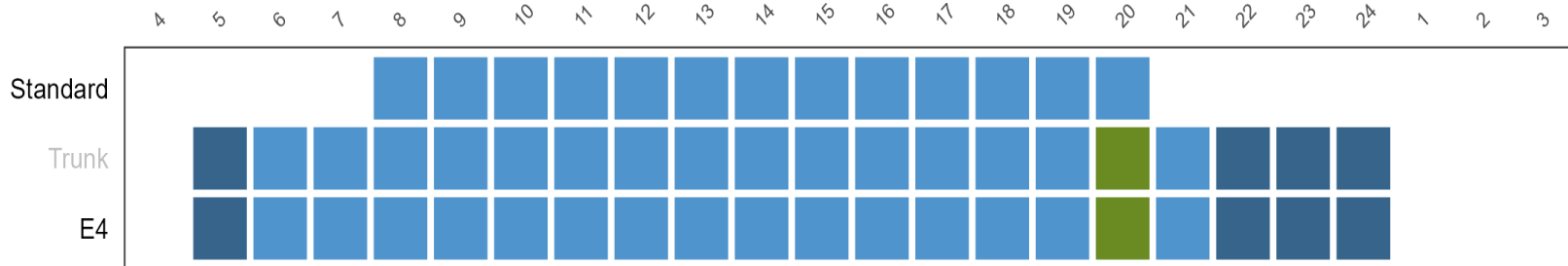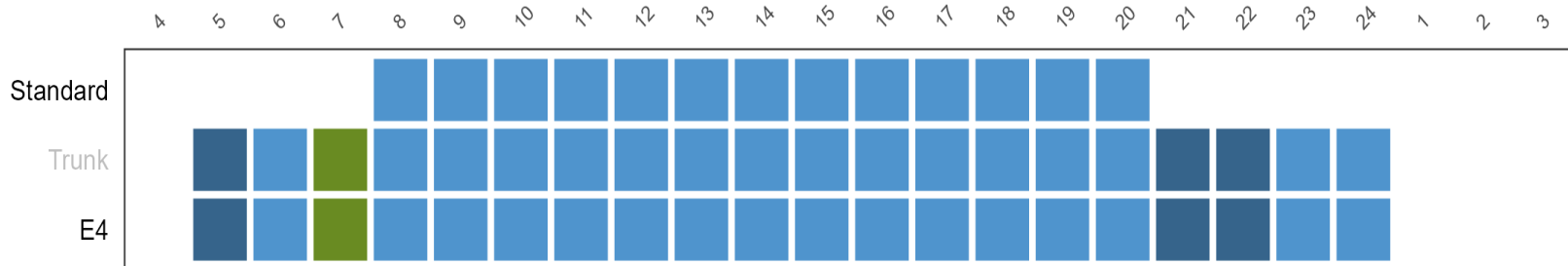
B Military Road-Crosstown

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	5:23 AM - 12:23 AM	-	A	5:20 AM - 12:11 AM	-	A	5:20 AM - 12:24 AM	-	A
	Frequency of Service | varies	Peak: 22.3 / Off-Peak: 22.0	Peak: 20.8 / Off-Peak: 24.1	C	23.1	27.3	A	23.2	26.9	A
Productivity	**Passengers per Revenue Hour** | 20	31.0	20.3	A	22.1	20.2	A	18.2	18.1	C
	Passengers per Revenue Mile | 2	3.6	2.0	A	2.5	1.9	A	2.0	1.6	B
Reliability	**On-Time Performance** | 79%	83%	78%	B	86%	77%	A	89%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.48	Off-Peak: 0.3 Peak: 0.36	A	0.27	0.29	A	0.22	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$3.85	$ 6.80	A	$5.40	$ 6.78	B	$6.54	$ 7.75	E
	Cost Recovery | 20%	26%	18%	A	18%	16%	C	15%	14%	D

metrobus

Route E4

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.6	4.7	E
Route Design	**Circuity |** 1.75	1.29	1.46	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	31.0	20.3	A	22.1	20.2	A	18.2	18.1	C
	Passengers per Revenue Mile | 2	3.6	2.0	A	2.5	1.9	A	2.0	1.6	B
	Unique Segment Ridership | 10%	53%	20%	A	79%	36%	A	79%	39%	A
Reliability	**On-Time Performance |** 79%	83%	78%	B	86%	77%	A	89%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.48	Off-Peak: 0.3 Peak: 0.36	A	0.27	0.31	A	0.22	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.85	$ 6.80	A	$5.40	$ 6.78	B	$6.54	$ 7.75	E
	Cost Recovery | 20%	26%	18%	A	18%	17%	C	15%	15%	D
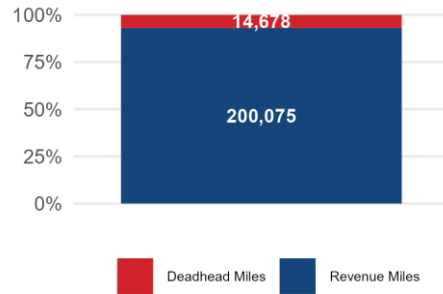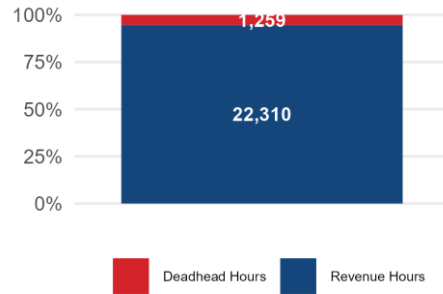
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 14,678
- Revenue Miles: 200,075

Hours Allocation

- Deadhead Hours: 1,259
- Revenue Hours: 22,310

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
E4	14.10	3,187	3,162 (99.2%)

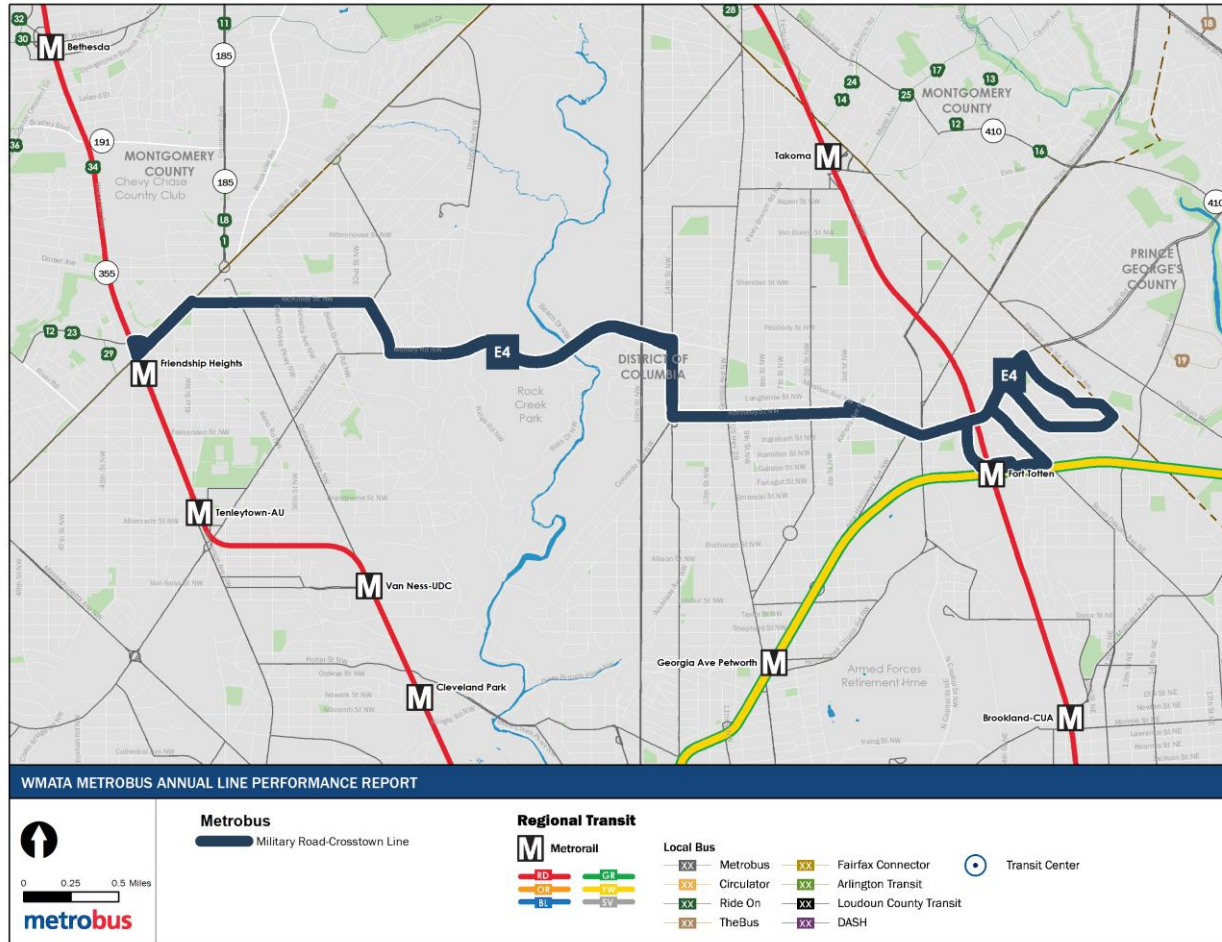## Service Change Summary

Route E4 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday: 9

Saturday: 6

Sunday: 5

- Class/Tier Average
- System Average

About the Line

Service Classification

Gap

Activity Tier

1

Overall Grade

Line	-

Legend

- ■ Exceeds
- ■ Meets
- ■ Approaches
- ■ Below
- ■ Significantly Below
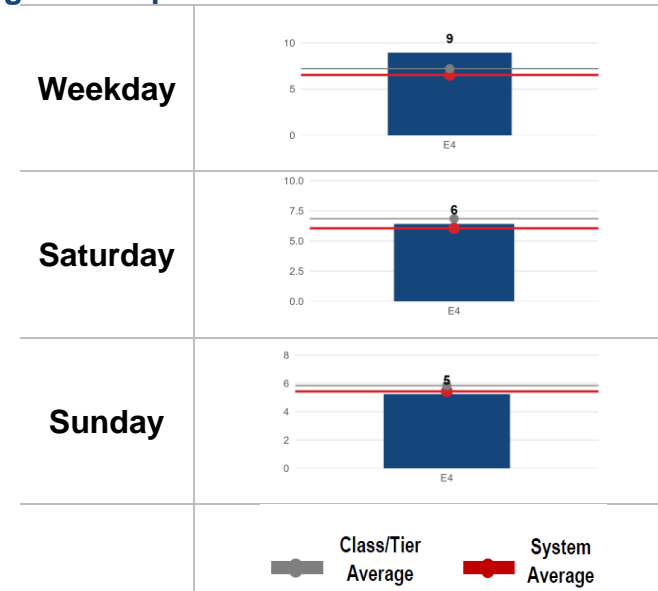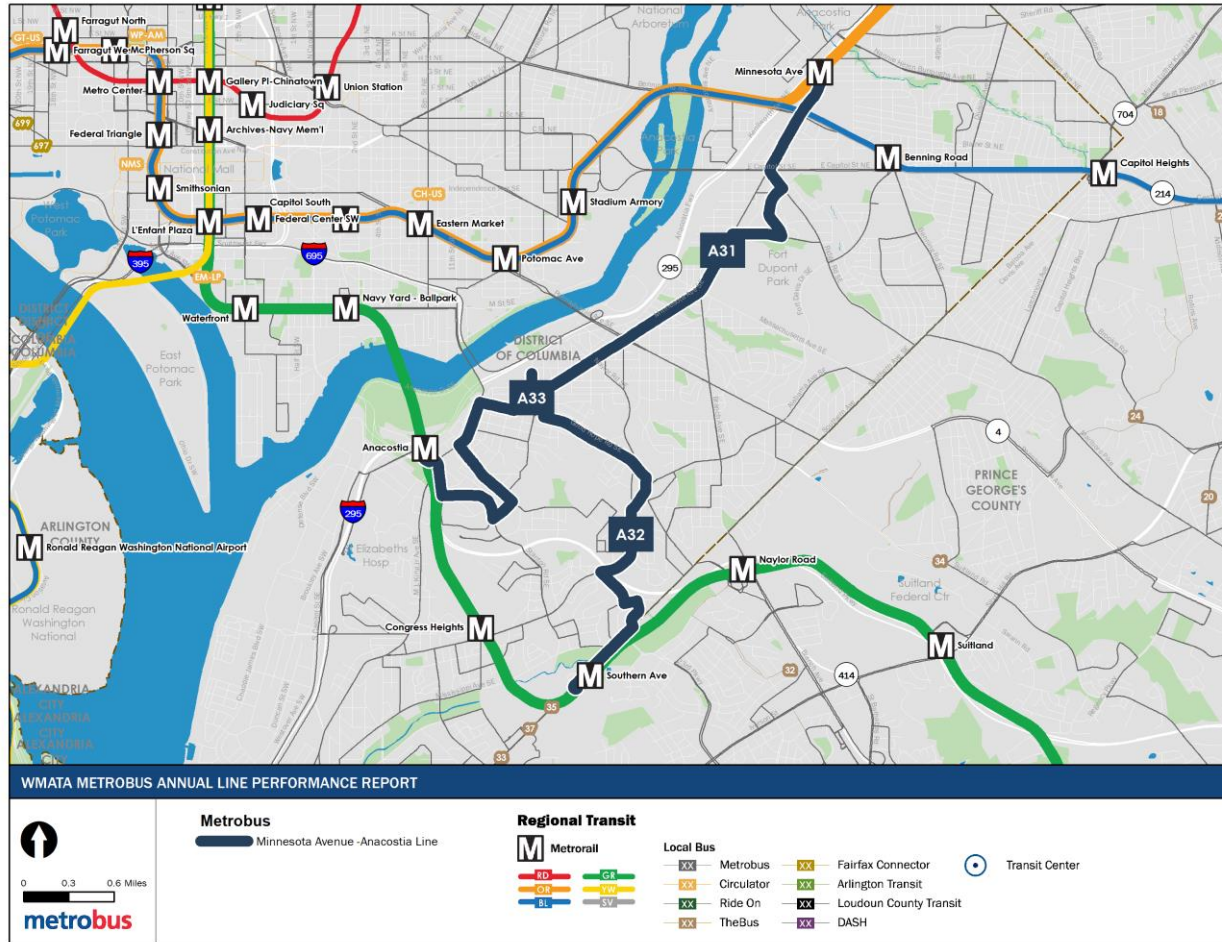
Line Benefit Score

13
Out of 100

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
38	0	0	
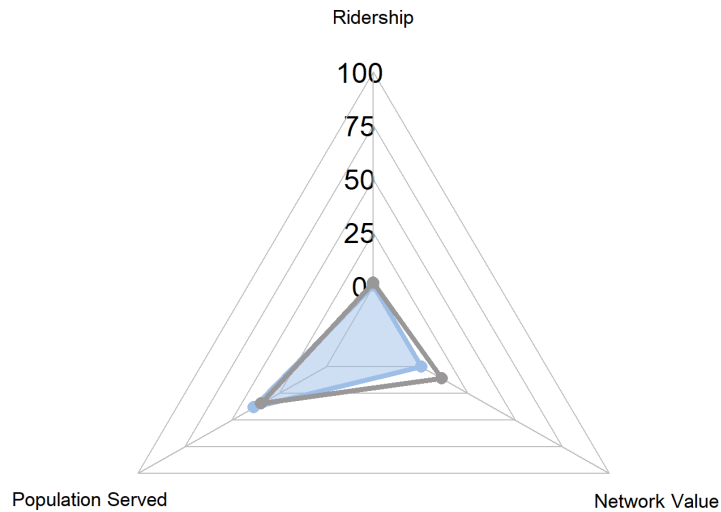
Line Score:

Operating Statistics

Annual Operating Costs		$33,300
Peak Vehicles		
Vehicle Type(s)		

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

Service Area Population			59,019
People of Color Population	*Service Area*		55,060
	% Riders Surveyed		
Low Income Household	*Service Area*		31,118
	% Riders Surveyed		

Facilities/Amenities

Bus Stops		53
% Stops With Shelters		15%
% Stops With Benches		13%
% Stops With Real-Time Signs		6%

metrobus

Ridership

Annual Ridership

A33 — 780
A32 — 2,218
A31 — 1,066

Top Transfer Locations

NA

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

Class/Tier Average
System Average

A31 — 7.0
A32 — 13.3
A33 — 4.7

Average Trip Ridership and Maximum Load by Time Period

PM Peak
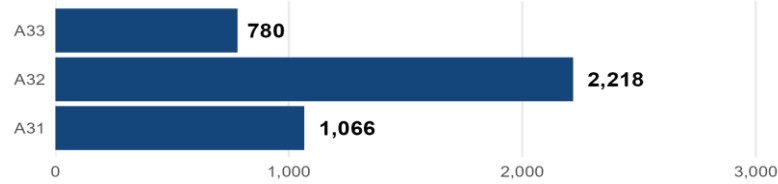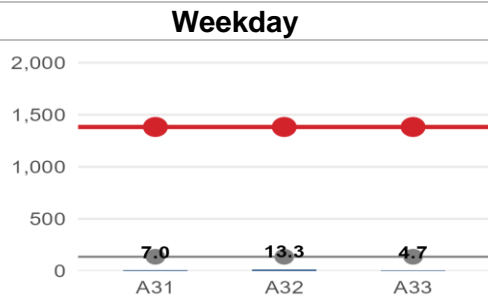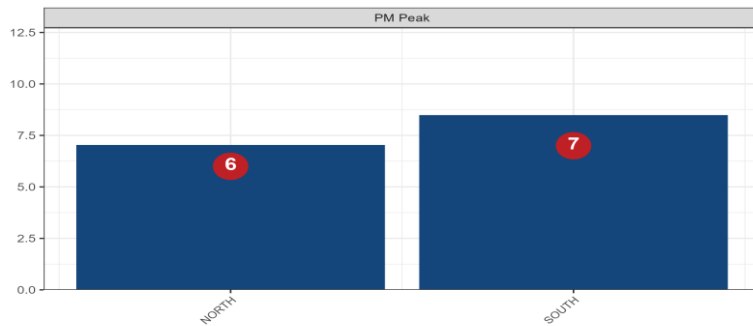
NORTH — 6
SOUTH — 7

Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: NA		
	Off-Peak Maximum Target: NA	0.15	0.17
	Saturday Maximum Target: NA		
	Sunday Maximum Target: NA		

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

697

Span and Frequency

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

Weekday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard																								
Trunk																								
A33												■												
A32												■												
A31												■	■											

Saturday (by Hour)

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

No Service

Sunday (by Hour)

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

No Service
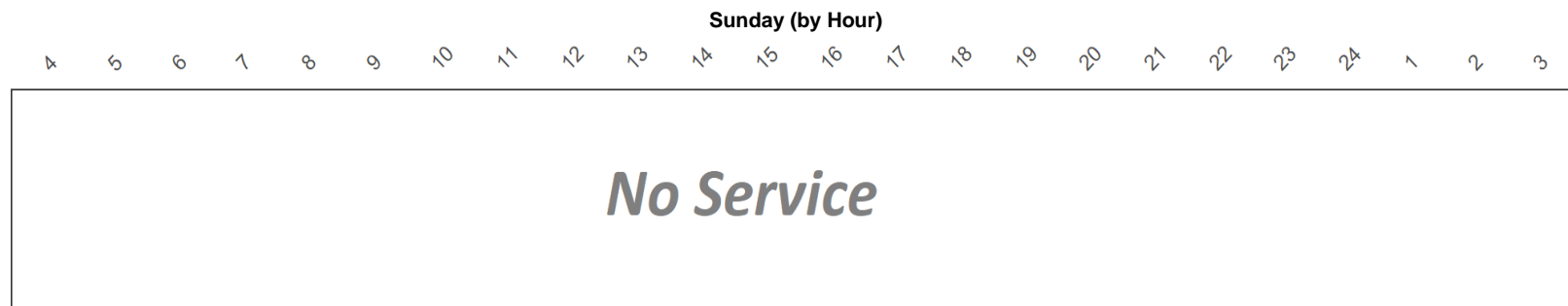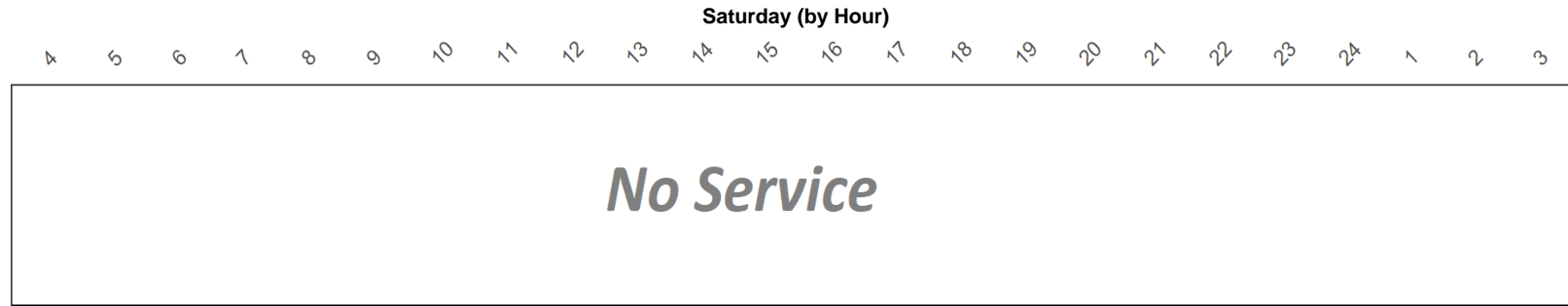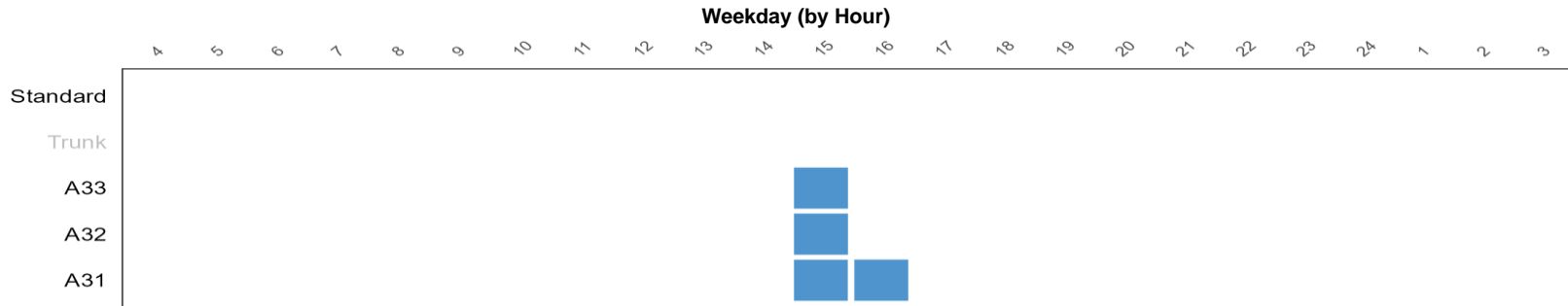
Minnesota Avenue -Anacostia

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service |** varies	3:40 PM - 4:00 PM	-	-	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 0.0 / Off-Peak: NA	Peak: 5.2 / Off-Peak: 14.9	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour |**	14.5	14.4	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	2.5	2	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	63%	97%	-	-	-	-	-	-	-
	Crowding |	-	-	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$8.24	$ 9.38	-	-	-	-	-	-	-
	Cost Recovery |	11%	10%	-	-	-	-	-	-	-

metrobus

Route A31

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |**	5.4	4.4	-
Route Design	**Circuity |**	1.39	1.37	-

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |**	10.4	14.4	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	2	2	-	-	-	-	-	-	-
	Unique Segment Ridership |	0%	40%	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	50%	97%	-	-	-	-	-	-	-
	Crowding |	-	-	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$11.46	$ 9.38	-	-	-	-	-	-	-
	Cost Recovery |	11%	10%	-	-	-	-	-	-	-

Route A32

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |**	6.5	4.4	-
Route Design	**Circuity |**	1.13	1.37	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |**	25.4	14.4	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	4	2	-	-	-	-	-	-	-
	Unique Segment Ridership |	0%	40%	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	50%	97%	-	-	-	-	-	-	-
	Crowding |	-	-	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$4.70	$ 9.38	-	-	-	-	-	-	-
	Cost Recovery |	13%	10%	-	-	-	-	-	-	-

metrobus

Route A33

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile		4.9	4.4	-
Route Design Circuity		2.08	1.37	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour |	10.9	14.4	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	2	2	-	-	-	-	-	-	-
	Unique Segment Ridership |	100%	40%	-	-	-	-	-	-	-
Reliability	On-Time Performance |	86%	97%	-	-	-	-	-	-	-
	Crowding |	-	-	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip |	$10.96	$ 9.38	-	-	-	-	-	-	-
	Cost Recovery |	9%	10%	-	-	-	-	-	-	-

Operational Analysis
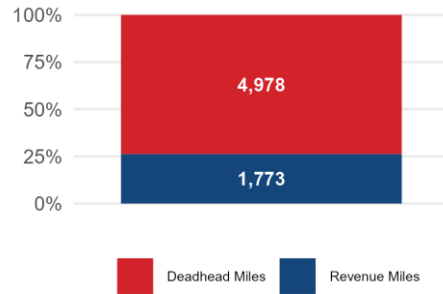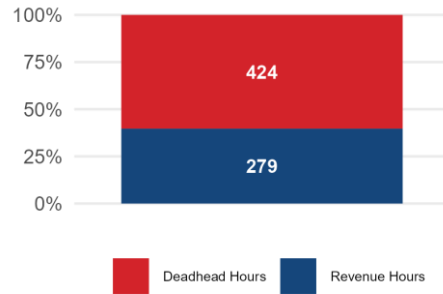
Miles Allocation

- 4,978 — Deadhead Miles
- 1,773 — Revenue Miles

Hours Allocation

- 424 — Deadhead Hours
- 279 — Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
A31	4.10	15	14 (93.3%)
A32	3.20	15	15 (100.0%)
A33	2.50	15	15 (100.0%)

Service Change Summary

Route A31 - Dec 2021:
Weekday: Adjust departure time (Anacostia HS trip);
Saturday: No change; Sunday: No change;
Route A32 - Dec 2021:
Weekday: Adjust departure time (Anacostia HS trip);
Saturday: No change; Sunday: No change;
Route A33 - Dec 2021:
Weekday: Adjust departure time (Anacostia HS trip);
Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- A31: 3.740
- A32: 3.752
- A33: 3.054

Saturday
No Service

Sunday
No Service

Class/Tier Average — System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Mount Pleasant Line

Regional Transit

Ⓜ Metrorail

Local Bus

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

Service Classification

Framework

Activity Tier

1

Overall Grade

Line   C

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

metrobus

Line Benefit Score

38

Out of 100

Radar chart with axes: Ridership (top), Population Served (bottom left), Network Value (bottom right), scale 0 to 100.

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	48	38	30	
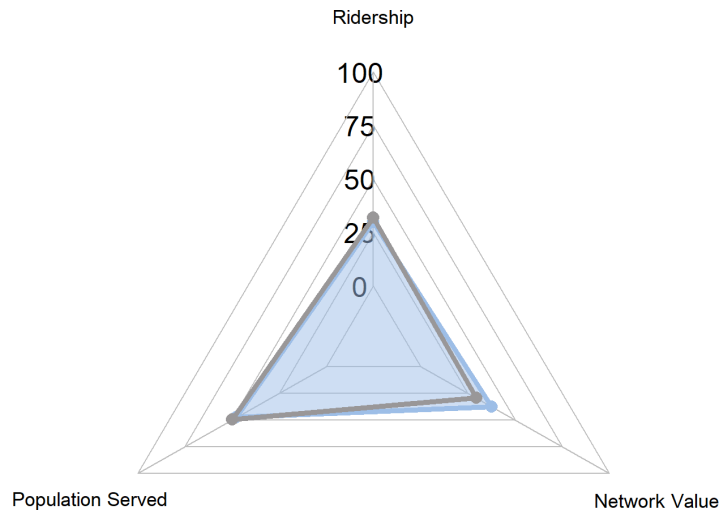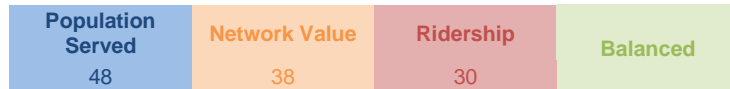
Operating Statistics

	Annual Operating Costs	$4,478,157
	Peak Vehicles	11
	Vehicle Type(s)	40 Foot

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

	Service Area Population		107,866
	People of Color Population	Service Area	27,801
		% Riders Surveyed	51%
	Low Income Household	Service Area	17,270
		% Riders Surveyed	23%

Facilities/Amenities

	Bus Stops	58
	% Stops With Shelters	55%
	% Stops With Benches	55%
	% Stops With Real-Time Signs	17%

metrobus

Ridership

Annual Ridership

43	428,238
42	460,083

(bar chart axis: 0, 200,000, 400,000, 600,000)
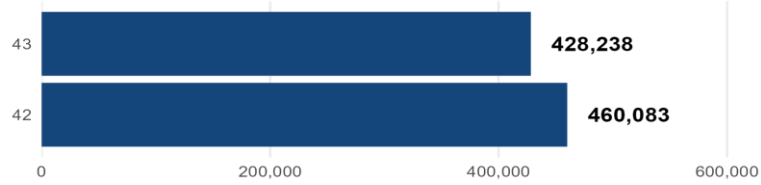
Top Transfer Locations

Farragut West, Farragut North, Dupont Circle

Average Daily Ridership
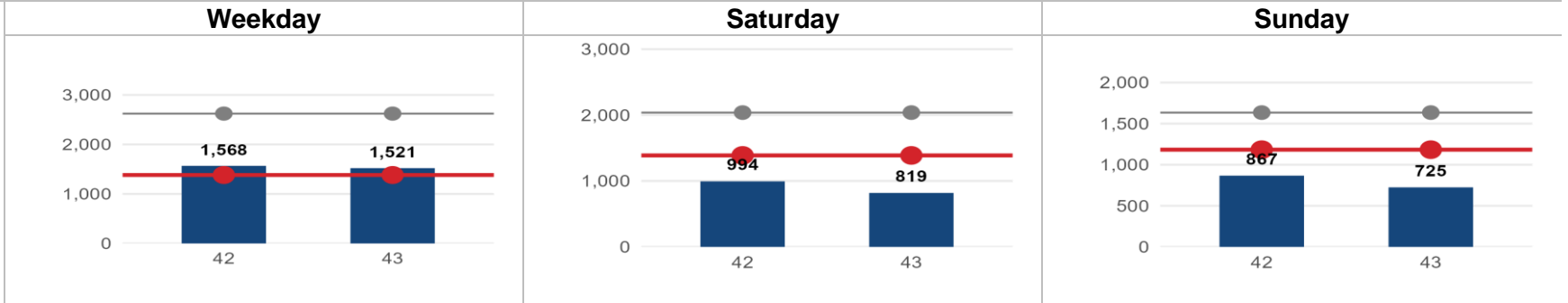
— Class/Tier Average
— System Average

Weekday
42	43
1,568	1,521

Saturday
42	43
994	819

Sunday
42	43
867	725

Average Trip Ridership and Maximum Load by Time Period

AM Early		AM Peak		Midday		PM Peak		Early Night		Late Night		Saturday		Sunday	
NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH
4	9	7	18	12	13	18	13	14	6	8	3	11	11	10	10
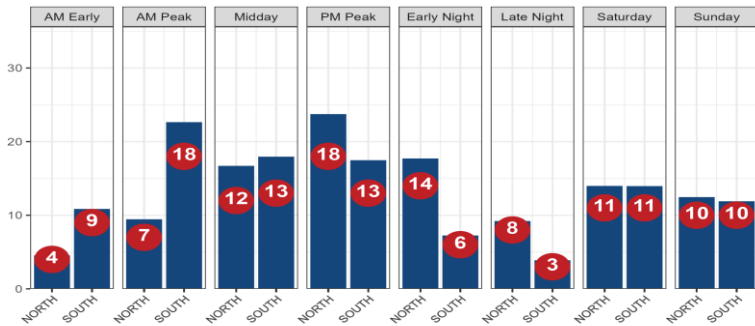
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.36	0.39
	Off-Peak Maximum Target: 1.0	0.3	0.27
	Saturday Maximum Target: 1.0	0.27	0.28
	Sunday Maximum Target: 1.0	0.24	0.24

Span and Frequency
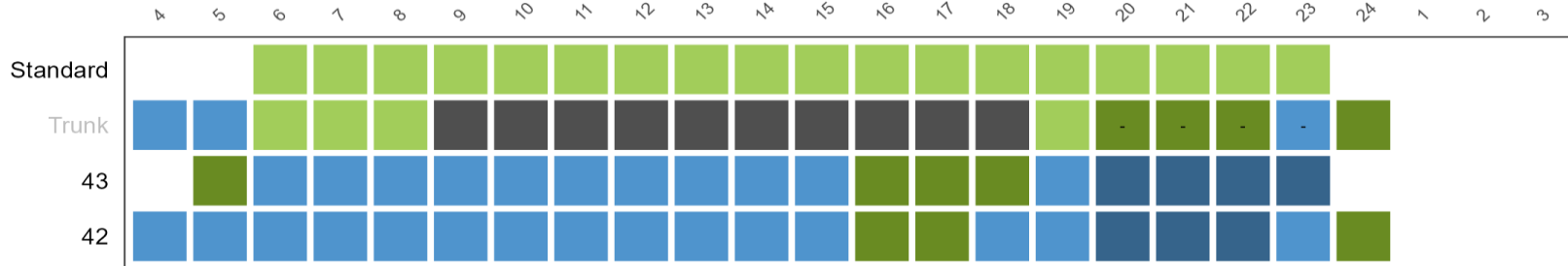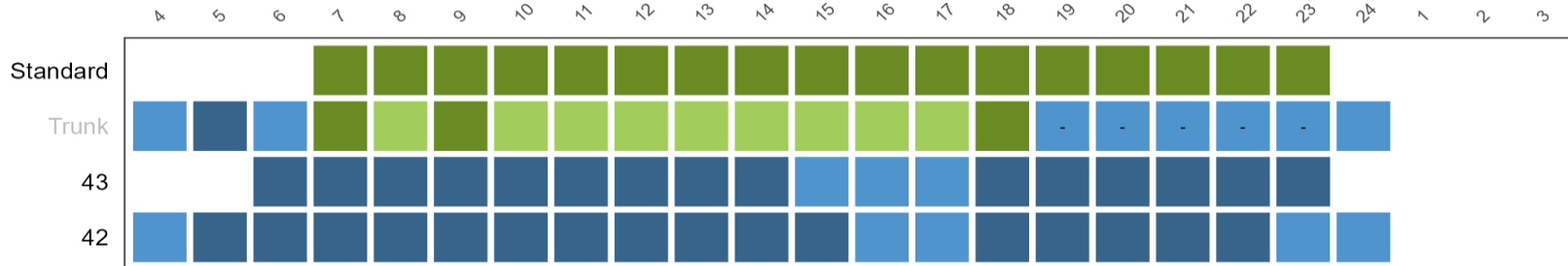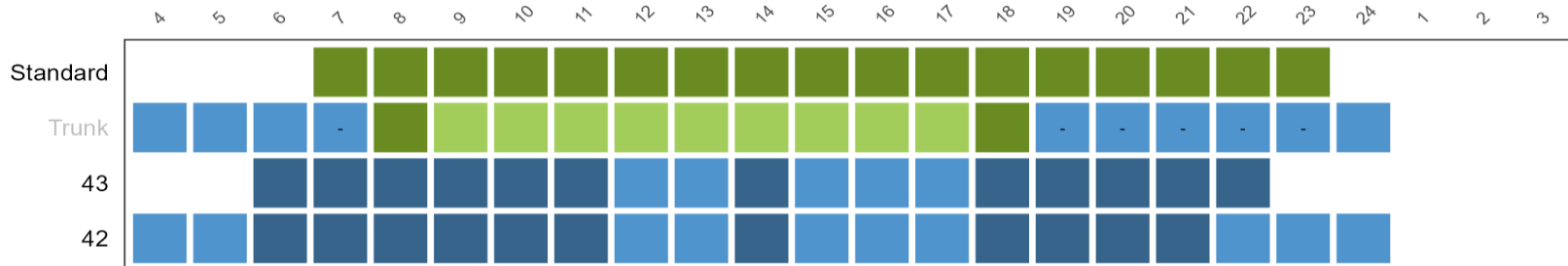
Performance Report Card

C Mount Pleasant

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:30 AM - 12:40 AM	-	A	4:30 AM - 12:40 AM	-	A	4:30 AM - 12:27 AM	-	A
Frequency of Service | varies	Peak: 12.7 / Off-Peak: 12.2	Peak: 16.6 / Off-Peak: 20	B	18.4	22.5	B	18.6	25.9	B
Productivity									
Passengers per Revenue Hour | 30	21.0	24.4	E	19.4	21.6	E	18.3	20.0	E
Passengers per Revenue Mile | 4	4.0	3.2	B	3.2	2.7	E	2.8	2.4	E
Reliability									
On-Time Performance | 79%	80%	74%	B	81%	72%	B	87%	76%	A
Crowding | 5%	1%	1%	A	0%	1%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.38	Off-Peak: 0.29 Peak: 0.38	A	0.27	0.29	A	0.24	0.26	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$5.69	$ 5.47	C	$6.15	$ 6.24	D	$6.53	$ 6.78	E
Cost Recovery | 25%	22%	21%	D	20%	18%	D	19%	17%	D

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

708

Route 42

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7	5.2	E
Route Design	**Circuity |** 1.75	1.46	1.29	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	20.9	24.4	E	19.2	21.6	E	18.1	20.0	E
	Passengers per Revenue Mile | 4	4.0	3.2	C	3.2	2.7	E	2.7	2.4	E
	Unique Segment Ridership | 10%	10%	22%	B	12%	34%	B	12%	34%	B
Reliability	**On-Time Performance |** 79%	79%	74%	C	81%	72%	B	88%	76%	A
	Crowding | 5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.41	Off-Peak: 0.29 Peak: 0.38	A	0.27	0.29	A	0.24	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.71	$ 5.47	C	$6.20	$ 6.24	D	$6.59	$ 6.78	E
	Cost Recovery | 25%	22%	21%	D	20%	18%	D	19%	17%	D

Route 43

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile** | 4-5	6.4	5.2	E
Route Design — **Circuity** | 1.75	1.45	1.29	A

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Passengers per Revenue Hour | 30	21.1	24.4	E	19.6	21.6	E	18.5	20.0	E
Passengers per Revenue Mile | 4	4.1	3.2	B	3.2	2.7	D	2.8	2.4	E
Unique Segment Ridership | 10%	0%	22%	E	0%	34%	E	0%	34%	E
On-Time Performance | 79%	82%	74%	B	81%	72%	B	86%	76%	A
Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.36	Off-Peak: 0.29 Peak: 0.38	A	0.27	0.29	A	0.24	0.27	A
Operating Cost per Passenger Trip | $5	$5.66	$ 5.47	C	$6.10	$ 6.24	D	$6.46	$ 6.78	D
Cost Recovery | 25%	22%	21%	D	21%	18%	D	20%	17%	D
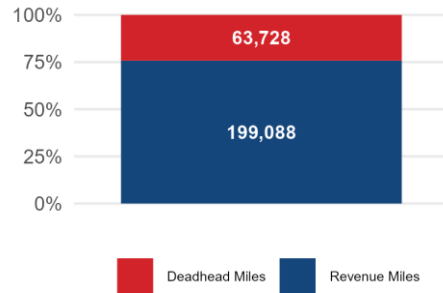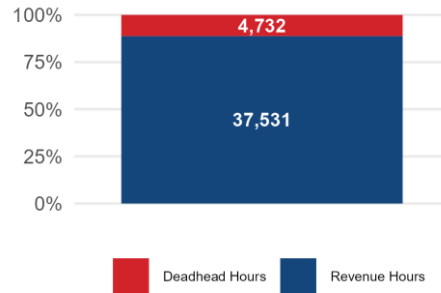
Productivity rows: Passengers per Revenue Hour, Passengers per Revenue Mile, Unique Segment Ridership
Reliability rows: On-Time Performance, Crowding, Load Factor
Cost Effectiveness rows: Operating Cost per Passenger Trip, Cost Recovery

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

710

Operational Analysis

Miles Allocation

100%	
75%	63,728
50%	
25%	199,088
0%	

■ Deadhead Miles ■ Revenue Miles

Hours Allocation

100%	4,732
75%	
50%	37,531
25%	
0%	

■ Deadhead Hours ■ Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
42	8.60	2,669	2,639 (98.9%)
43	8.60	2,253	2,210 (98.1%)

Service Change Summary

Route 42 - Dec 2021:
Weekday: Reduce peak frequency to 9 min; Add 17th & I as stop 1003663; Saturday: Add 17th & I as official stop 1003663; Sunday: Add 17th & I as official stop 1003663;
Route 43 - Dec 2021:
Weekday: Reduce peak frequency to 9 min; Add 17th & I as stop 1003663; Saturday: Add 17th & I as official stop 1003663; Sunday: Add 17th & I as official stop 1003663;

Passenger Miles per Revenue Mile
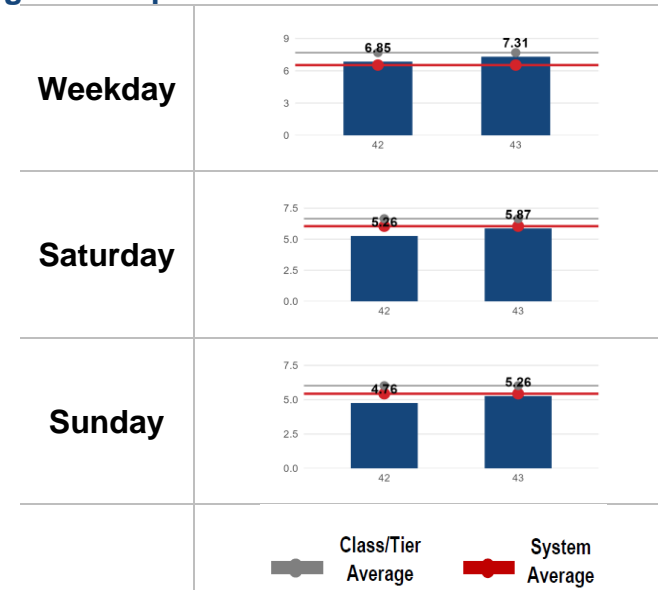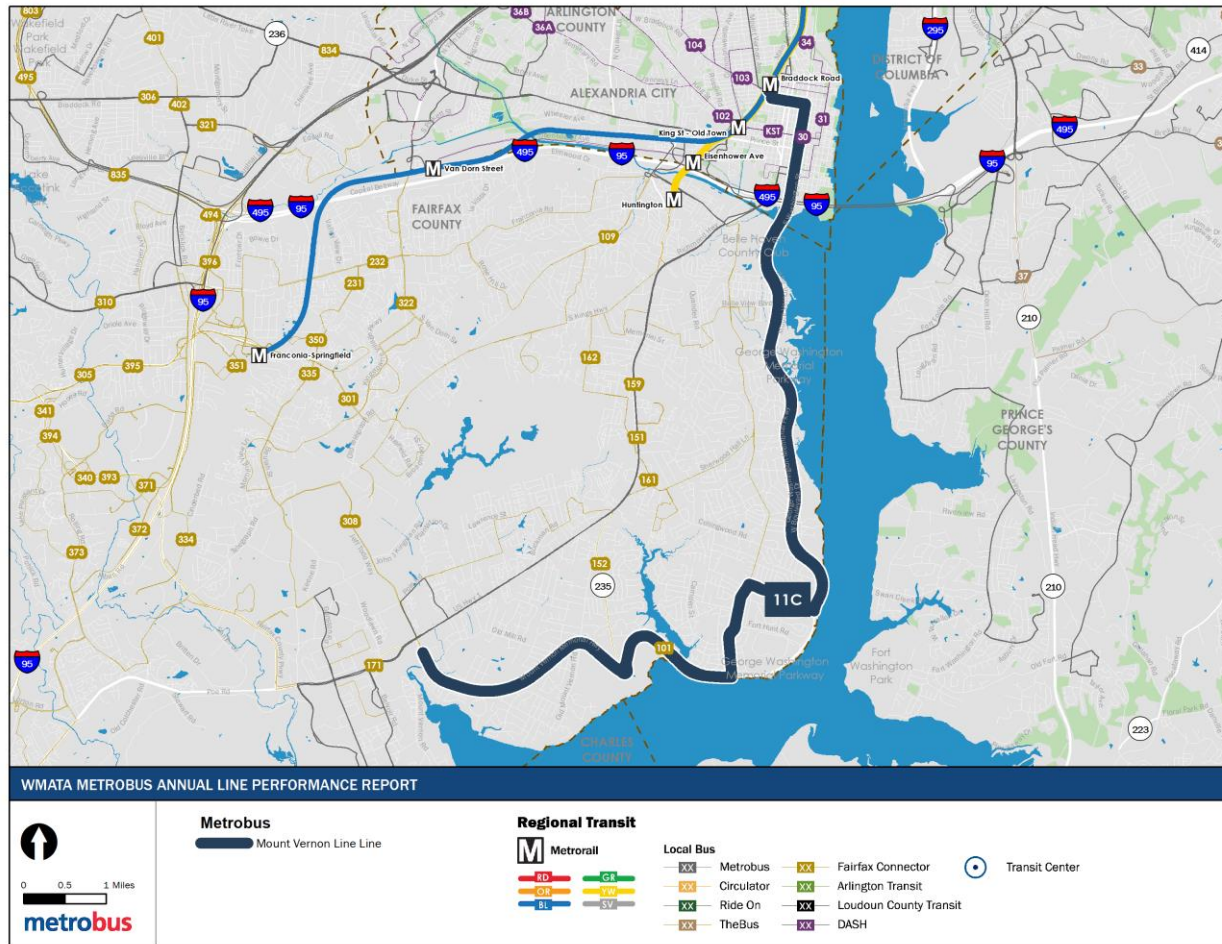
Weekday

42	43
6.85	7.31

Saturday

42	43
5.26	5.87

Sunday

42	43
4.76	5.26

━ Class/Tier Average ━ System Average

LINE: 161 - Mount Vernon Line   ROUTE(S): 11C

About the Line

Service Classification

Commuter

Activity Tier

1

Overall Grade

Line	C

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

Line Benefit Score

13

Out of 100

Ridership

100
75
50
25
0

Population Served
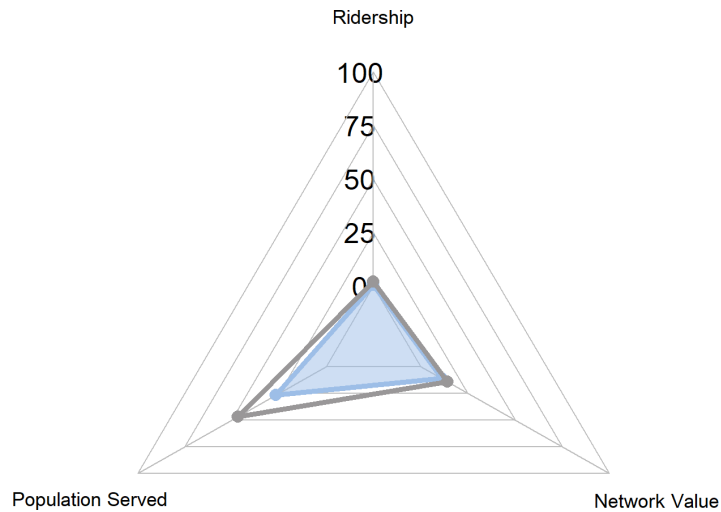
Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	27	11	1	

Operating Statistics

Annual Operating Costs		
Peak Vehicles	3	
Vehicle Type(s)	40 Foot	

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

Service Area Population		21,055	
People of Color Population	Service Area	3,364	
	% Riders Surveyed		
Low Income Household	Service Area	2,532	
	% Riders Surveyed		

Facilities/Amenities

Bus Stops	92	
% Stops With Shelters	10%	
% Stops With Benches	9%	
% Stops With Real-Time Signs	0%	

Ridership

Annual Ridership

11C — 14,839

Top Transfer Locations

Braddock Road

Weekday	Saturday	Sunday

Average Daily Ridership

— Class/Tier Average

— System Average

11C — 64

No Service | *No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early — 3 | AM Peak — 4 | PM Peak — 4 | Early Night — 3
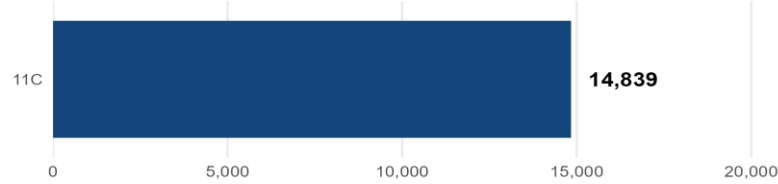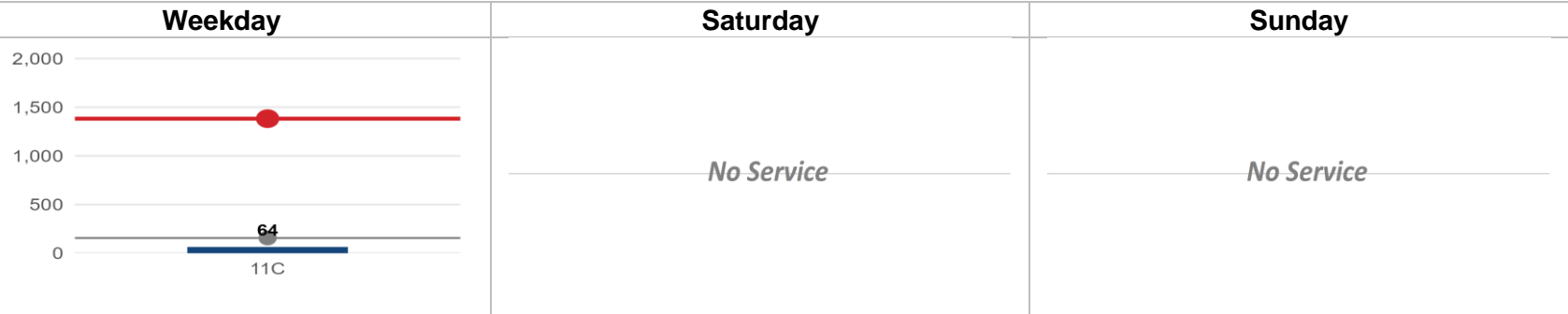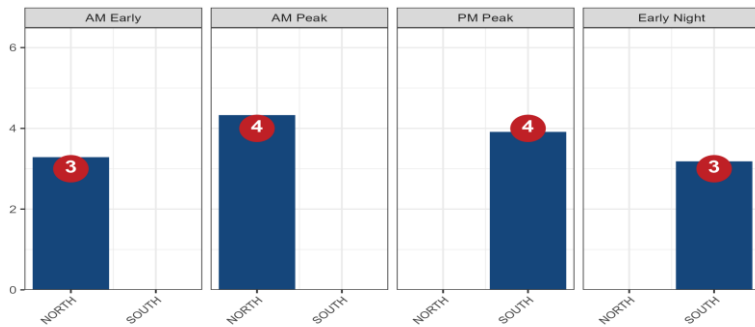
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.09	0.09
	Off-Peak Maximum Target: 1.0	0.07	0.07
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

metrobus

C Mount Vernon Line

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	5:15 AM - 9:00 AM; 4:00 PM - 7:40 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 30.0 / Off-Peak: NA	Peak: 36.9 / Off-Peak: 59.5	-	-	-	-	-	-	-
Productivity — **Passengers per Revenue Hour** | N/A	4.4	12.6	E	-	-	-	-	-	-
Passengers per Revenue Mile | 1.5	0.3	1.1	E	-	-	-	-	-	-
Reliability — **On-Time Performance** | 79%	70%	78%	D	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.07 Peak: 0.09	Off-Peak: 0.12 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness — **Operating Cost per Passenger Trip** | $7	$26.89	$14.23	E	-	-	-	-	-	-
Cost Recovery | 25%	5%	17%	E	-	-	-	-	-	-

metrobus

Route 11C

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | N/A	3.3	2.2	-
Route Design — Circuity | N/A	1.51	1.27	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | N/A	4.4	12.6	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1.5	0.3	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	29%	34%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	70%	78%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.07 Peak: 0.09	Off-Peak: 0.12 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$26.89	$14.23	E	-	-	-	-	-	-
	Cost Recovery | 25%	5%	17%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation

No Service

Hours Allocation

No Service

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
11C	28.40	294	292 (99.3%)

Service Change Summary

Route 11C - Dec 2021:
Weekday: 11C - New route established in June 21; temp reduce freq to 30 min for op. shortage in Dec 21;
Saturday: No change; Sunday: No change;
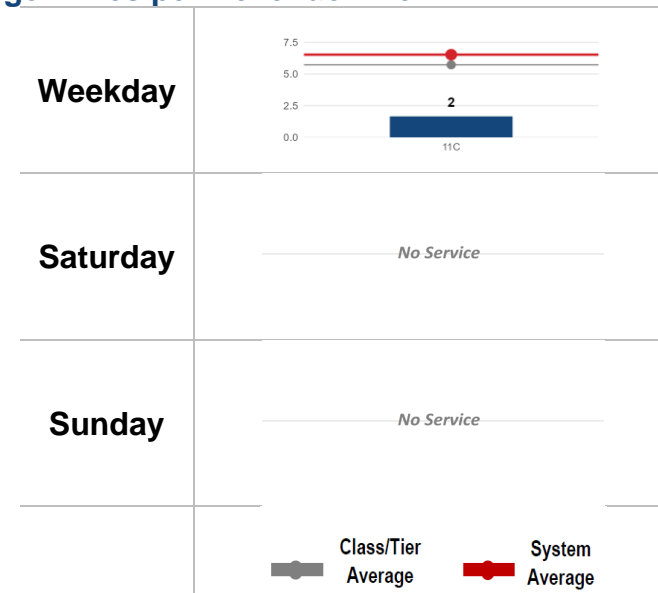
Passenger Miles per Revenue Mile

Weekday

7.5
5.0
2.5
0.0

2

11C

Saturday

No Service

Sunday

No Service

Class/Tier Average   System Average

LINE: 550 - Mt. Pleasant - Tenleytown Line   ROUTE(S): W45, W47

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Gap

Activity Tier

2

Overall Grade

Line	-

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

Line Benefit Score

20

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	57	2	1	
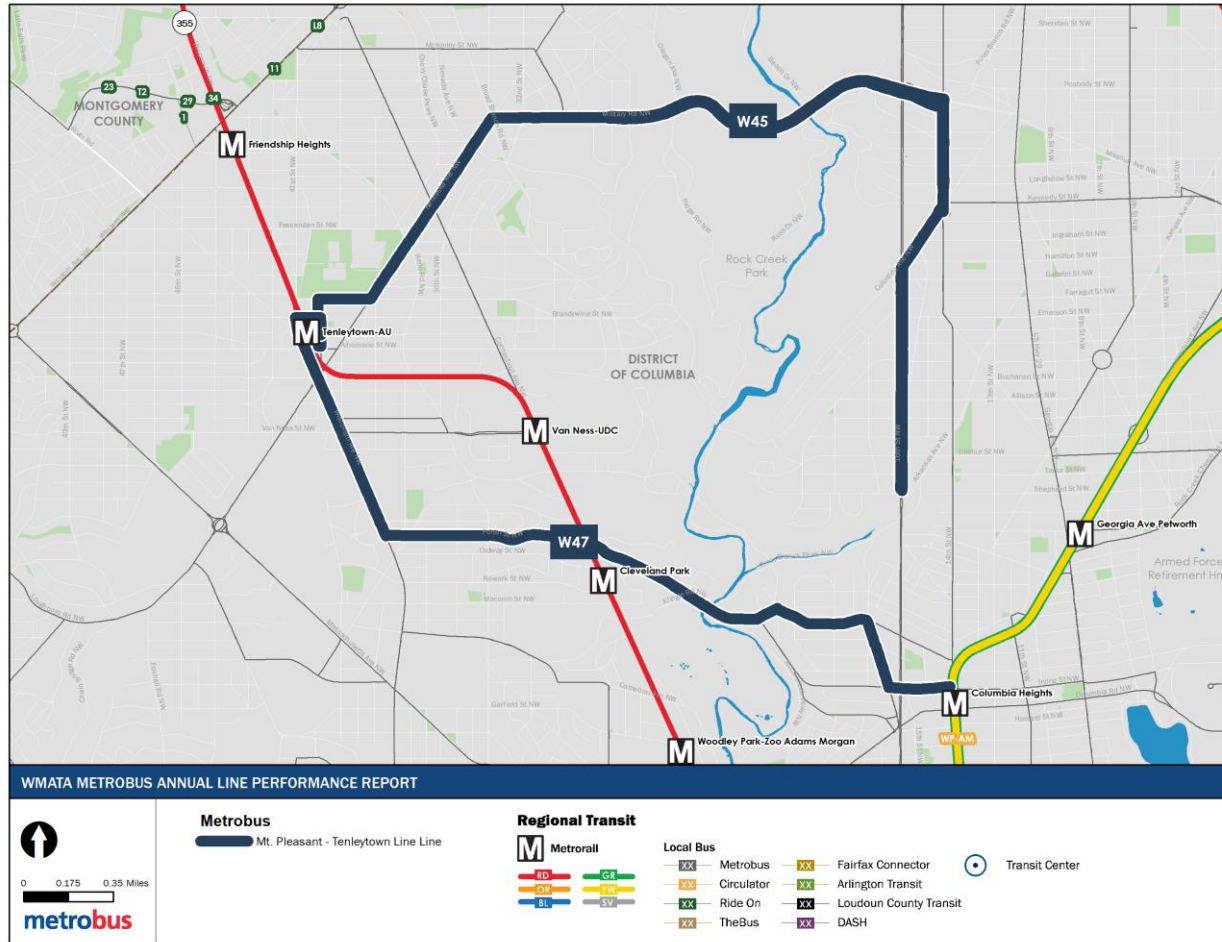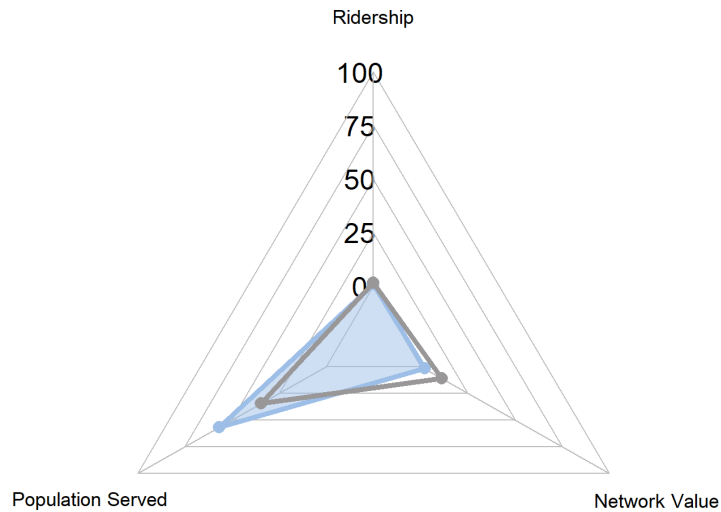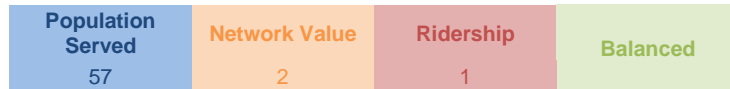
Operating Statistics

Annual Operating Costs	$36,826
Peak Vehicles	
Vehicle Type(s)	

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

Service Area Population			62,729
People of Color Population	*Service Area*		20,959
	% Riders Surveyed		
Low Income Household	*Service Area*		13,459
	% Riders Surveyed		

Facilities/Amenities

Bus Stops		78
% Stops With Shelters		17%
% Stops With Benches		12%
% Stops With Real-Time Signs		8%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

720

Ridership

Annual Ridership

W47 — 5,209
W45 — 10,085
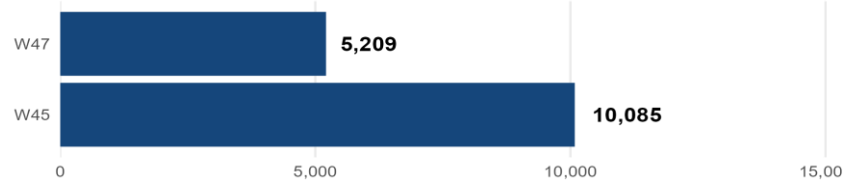
Top Transfer Locations

Columbia Heights, Tenleytown-AU
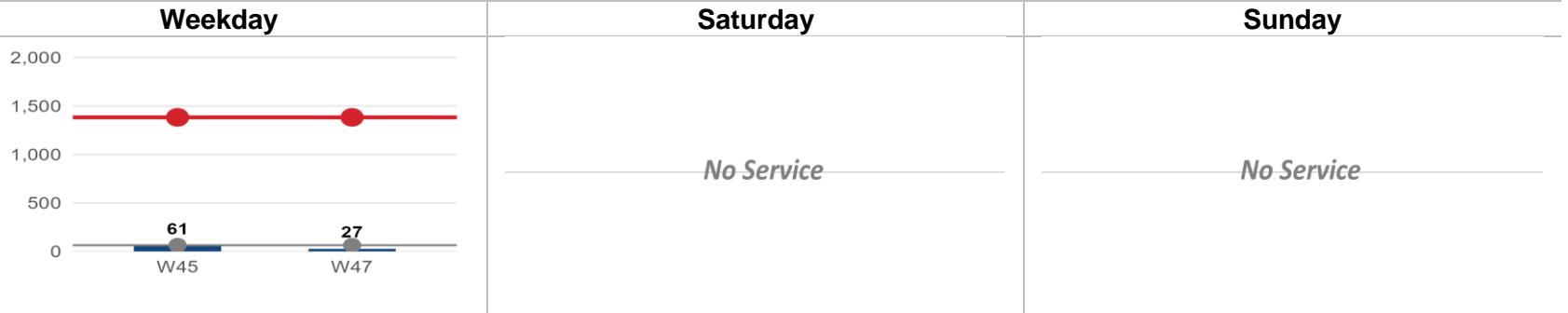
	Weekday	Saturday	Sunday
Average Daily Ridership	W45: 61, W47: 27	*No Service*	*No Service*

Class/Tier Average
System Average

Average Trip Ridership and Maximum Load by Time Period

AM Peak — WEST: 31
PM Peak — EAST: 26
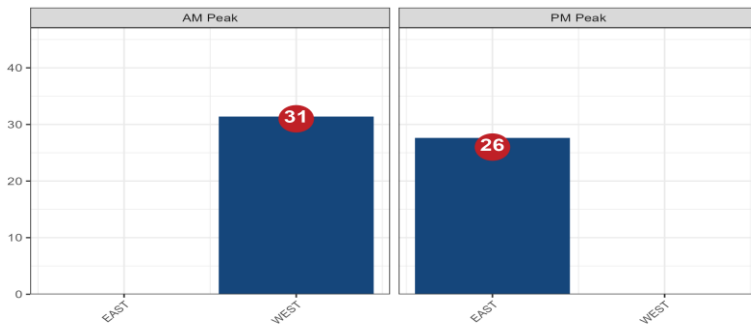
Vehicle Load Factor

		Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: NA			
	Off-Peak Maximum Target: NA		0.67	0.77
	Saturday Maximum Target: NA			
	Sunday Maximum Target: NA			

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service

- Mt. Pleasant - Tenleytown Line

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	8:00 AM - 8:30 AM; 3:45 PM - 4:06 PM	-	-	-	-	-	-	-	-
Frequency of Service | varies	Peak: 0.0 / Off-Peak: NA	Peak: 4.1 / Off-Peak: NA	-	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour |	57.7	54.1	-	-	-	-	-	-	-
Passengers per Revenue Mile |	6.6	5.6	-	-	-	-	-	-	-
Reliability									
On-Time Performance |	56%	56%	-	-	-	-	-	-	-
Crowding |	0%	1%	-	-	-	-	-	-	-
Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip |	$2.07	$ 3.67	-	-	-	-	-	-	-
Cost Recovery |	100%	73%	-	-	-	-	-	-	-

Route W45

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile |	5.7	5.5	-
Route Design Circuity |	1.62	1.3	-

Measure | Standard	Weekday			Saturday			Sunday		
	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity									
Passengers per Revenue Hour |	73.4	54.1	-	-	-	-	-	-	-
Passengers per Revenue Mile |	6.3	5.6	-	-	-	-	-	-	-
Unique Segment Ridership |	4%	11%	-	-	-	-	-	-	-
Reliability									
On-Time Performance |	64%	56%	-	-	-	-	-	-	-
Crowding |	0%	1%	-	-	-	-	-	-	-
Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip |	$1.63	$ 3.67	-	-	-	-	-	-	-
Cost Recovery |	147%	94%	-	-	-	-	-	-	-

Route W47

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |**	6	5.5	-
Route Design	**Circuity |**	1.15	1.3	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |**	39.5	54.1	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	7.2	5.6	-	-	-	-	-	-	-
	Unique Segment Ridership |	0%	11%	-	-	-	-	-	-	-
Reliability	**On-Time Performance |**	39%	56%	-	-	-	-	-	-	-
	Crowding |	0%	1%	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |**	$3.02	$ 3.67	-	-	-	-	-	-	-
	Cost Recovery |	58%	94%	-	-	-	-	-	-	-
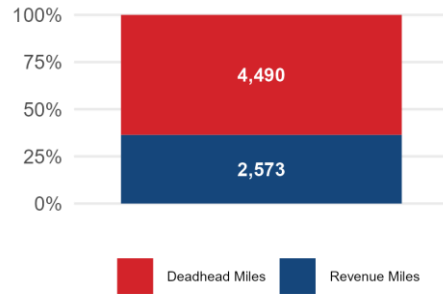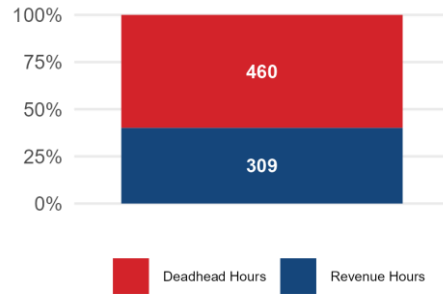
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 4,490
- Revenue Miles: 2,573

Hours Allocation

- Deadhead Hours: 460
- Revenue Hours: 309

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W45	9.90	30	30 (100.0%)
W47	3.80	15	15 (100.0%)

Service Change Summary

Route W45 - Dec 2021:
Weekday: Change afternoon times to 3:45 PM;
Saturday: No change; Sunday: No change;
Route W47 - Dec 2021:
Weekday: Change afternoon times to 3:45 PM;
Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- W45: 23.0
- W47: 20.4

Saturday — *No Service*

Sunday — *No Service*

- Class/Tier Average
- System Average

About the Line

Service Classification

Framework

Activity Tier

1

Overall Grade

Line   D

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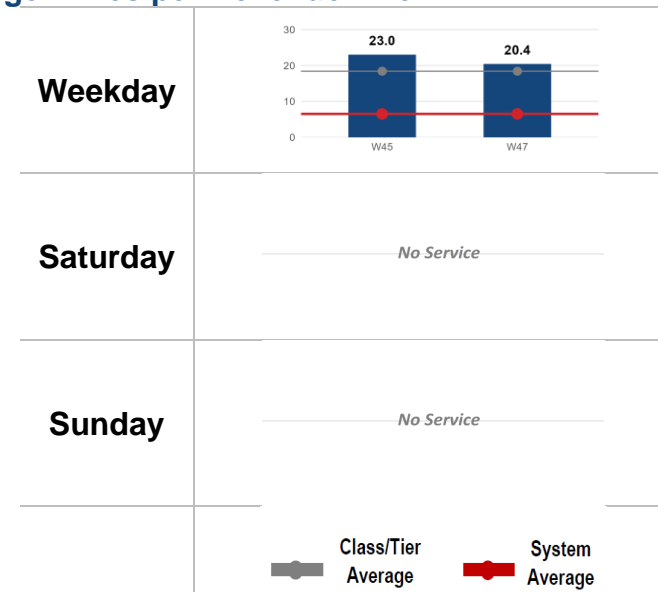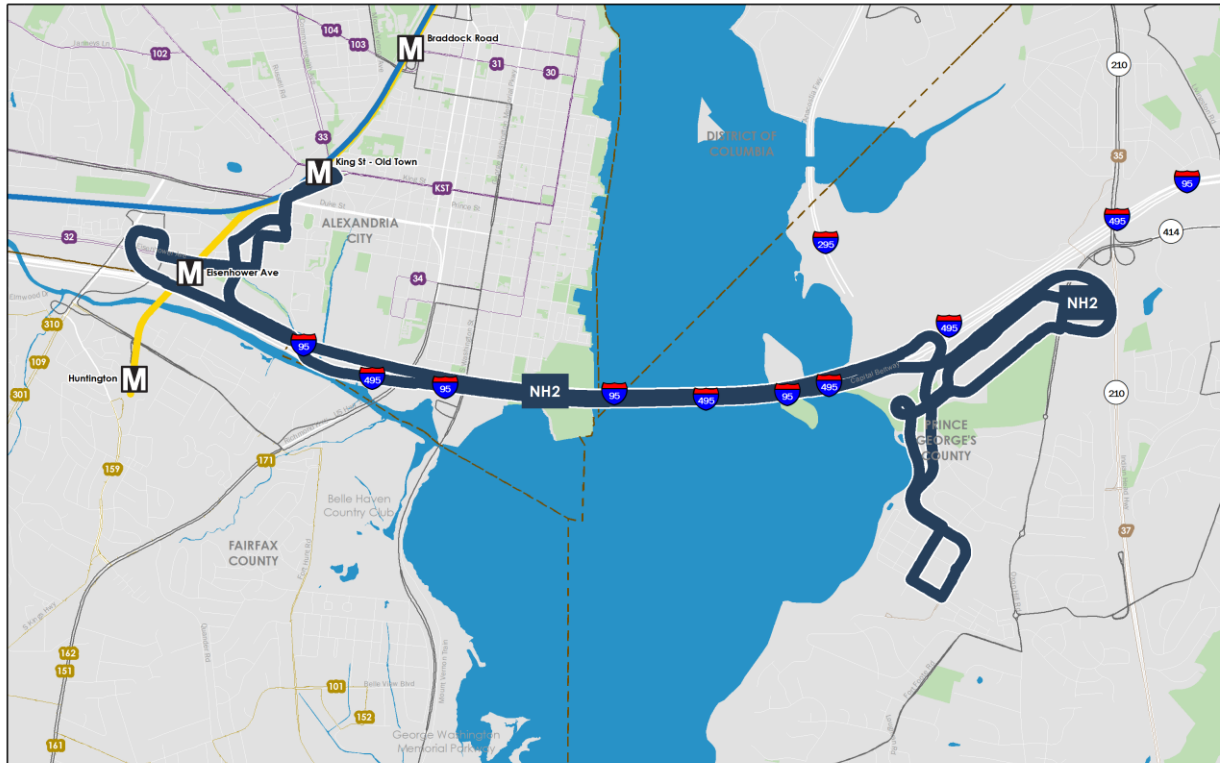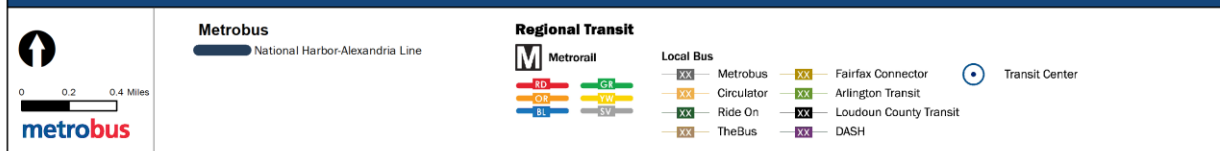
Line Benefit Score

11

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	8	19	6	
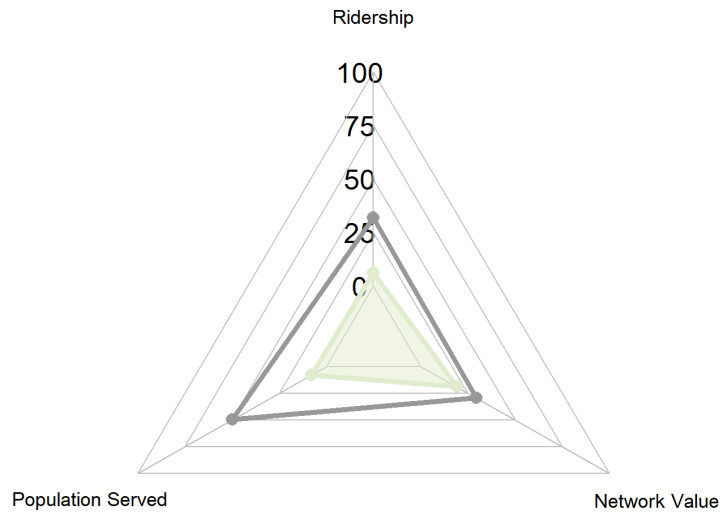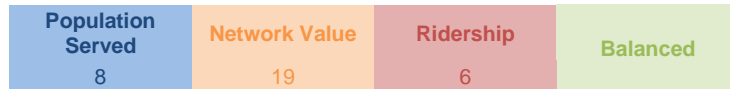
Operating Statistics

	Annual Operating Costs	$1,543,704
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population		6,312
	People of Color Population	Service Area	1,718
		% Riders Surveyed	83%
	Low Income Household	Service Area	586
		% Riders Surveyed	46%

Facilities/Amenities

	Bus Stops	9
	% Stops With Shelters	11%
	% Stops With Benches	33%
	% Stops With Real-Time Signs	0%

metrobus

Ridership

Annual Ridership	NH2 — **201,589** (bar chart, axis 0 to 300,000)

Top Transfer Locations

King Street, Eisenhower Avenue
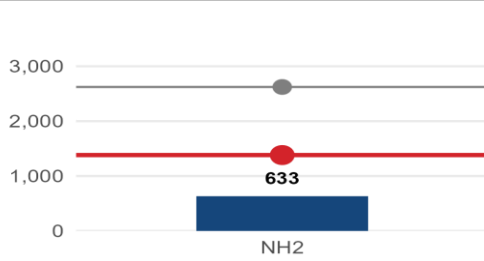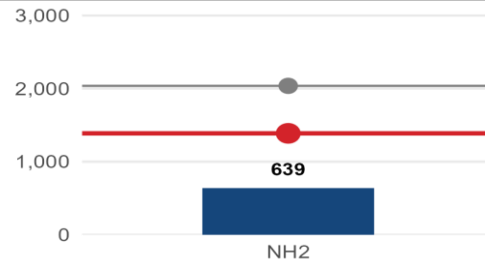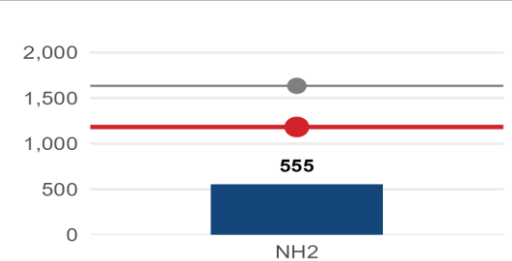
Average Daily Ridership
- Class/Tier Average (gray)
- System Average (red)

Weekday	Saturday	Sunday
NH2 — **633**	NH2 — **639**	NH2 — **555**

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	6	
AM Peak	5	9
Midday	8	8
PM Peak	12	9
Early Night	6	7
Late Night	4	4
Saturday	8	8
Sunday	7	7
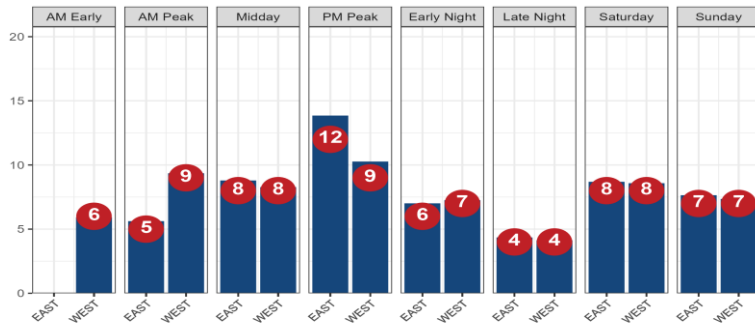
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.24	0.23
	Off-Peak Maximum Target: 1.0	0.18	0.17
	Saturday Maximum Target: 1.0	0.2	0.19
	Sunday Maximum Target: 1.0	0.17	0.17

metrobus

Span and Frequency

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

Weekday (by Hour)
Rows: Standard, Trunk, NH2

Saturday (by Hour)
Rows: Standard, Trunk, NH2
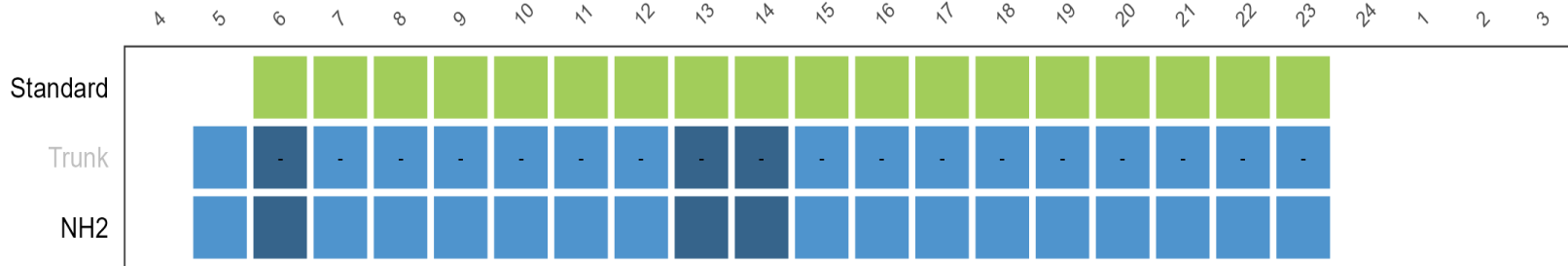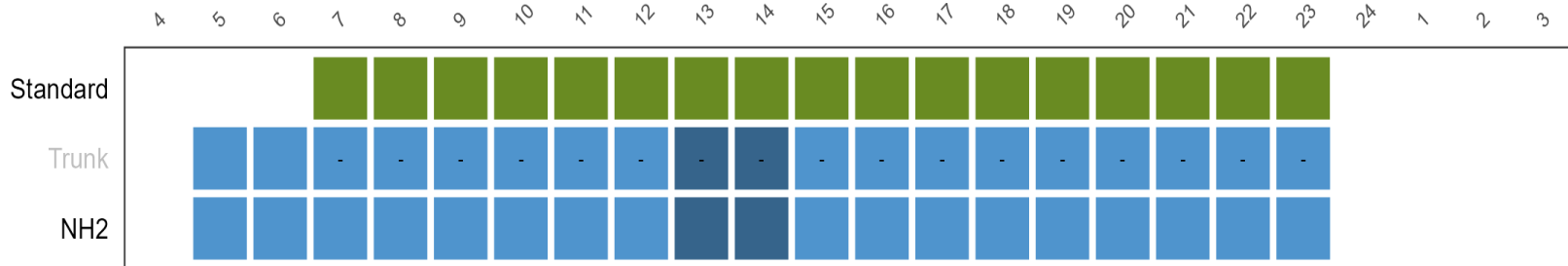
Sunday (by Hour)
Rows: Standard, Trunk, NH2
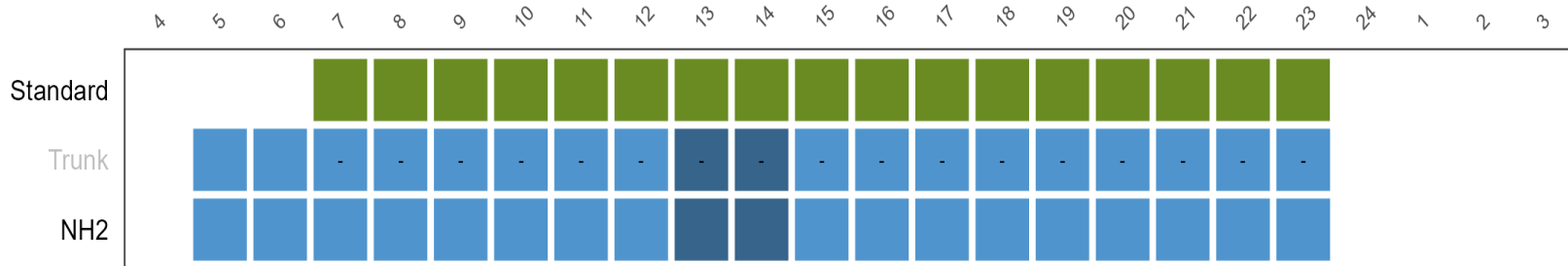
D National Harbor-Alexandria

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:05 AM - 11:57 PM	-	A	5:05 AM - 11:57 PM	-	A	5:05 AM - 11:57 PM	-	A
Frequency of Service | varies	Peak: 30.0 / Off-Peak: 30.0	Peak: 16.6 / Off-Peak: 20	E	30.0	22.5	D	30.0	25.9	D
Productivity									
Passengers per Revenue Hour | 30	17.9	24.4	E	18.1	21.6	E	15.7	20.0	E
Passengers per Revenue Mile | 4	1.1	3.2	E	1.1	2.7	E	1.0	2.4	E
Reliability									
On-Time Performance | 79%	89%	74%	A	87%	72%	A	90%	76%	A
Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.23	Off-Peak: 0.29 Peak: 0.38	A	0.19	0.29	A	0.17	0.26	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$6.67	$ 5.47	E	$6.60	$ 6.24	E	$7.61	$ 6.78	E
Cost Recovery | 25%	15%	21%	E	15%	18%	E	13%	17%	E

metrobus

Route NH2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	0.3	5.2	E
Route Design	**Circuity |** 1.75	1.18	1.29	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	17.9	24.4	E	18.1	21.6	E	15.7	20.0	E
	Passengers per Revenue Mile | 4	1.1	3.2	E	1.1	2.7	E	1.0	2.4	E
	Unique Segment Ridership | 10%	42%	22%	A	41%	34%	A	42%	34%	A
Reliability	**On-Time Performance |** 79%	89%	74%	A	87%	72%	A	90%	76%	A
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.23	Off-Peak: 0.29 Peak: 0.38	A	0.19	0.29	A	0.17	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.67	$ 5.47	E	$6.60	$ 6.24	E	$7.61	$ 6.78	E
	Cost Recovery | 25%	15%	21%	E	15%	18%	E	13%	17%	E

metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 55,730
Revenue Miles: 212,799

Hours Allocation

Deadhead Hours: 2,693
Revenue Hours: 12,938
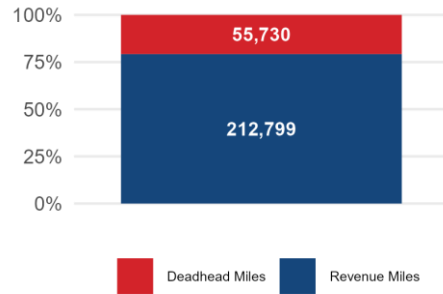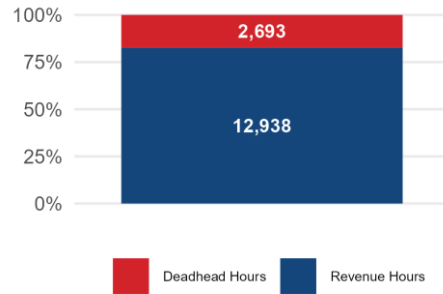
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
NH2	42.00	2,220	2,192 (98.7%)

Service Change Summary

Route NH2 - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;
Route NH2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — NH2: 6

Saturday — NH2: 6

Sunday — NH2: 5

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
National Harbor-Southern Avenue Line

Regional Transit

Ⓜ Metrorail

RD / OR / BL
GR / YW / SV

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

0   0.325   0.65 Miles

metrobus

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	A

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

metrobus

Line Benefit Score

17
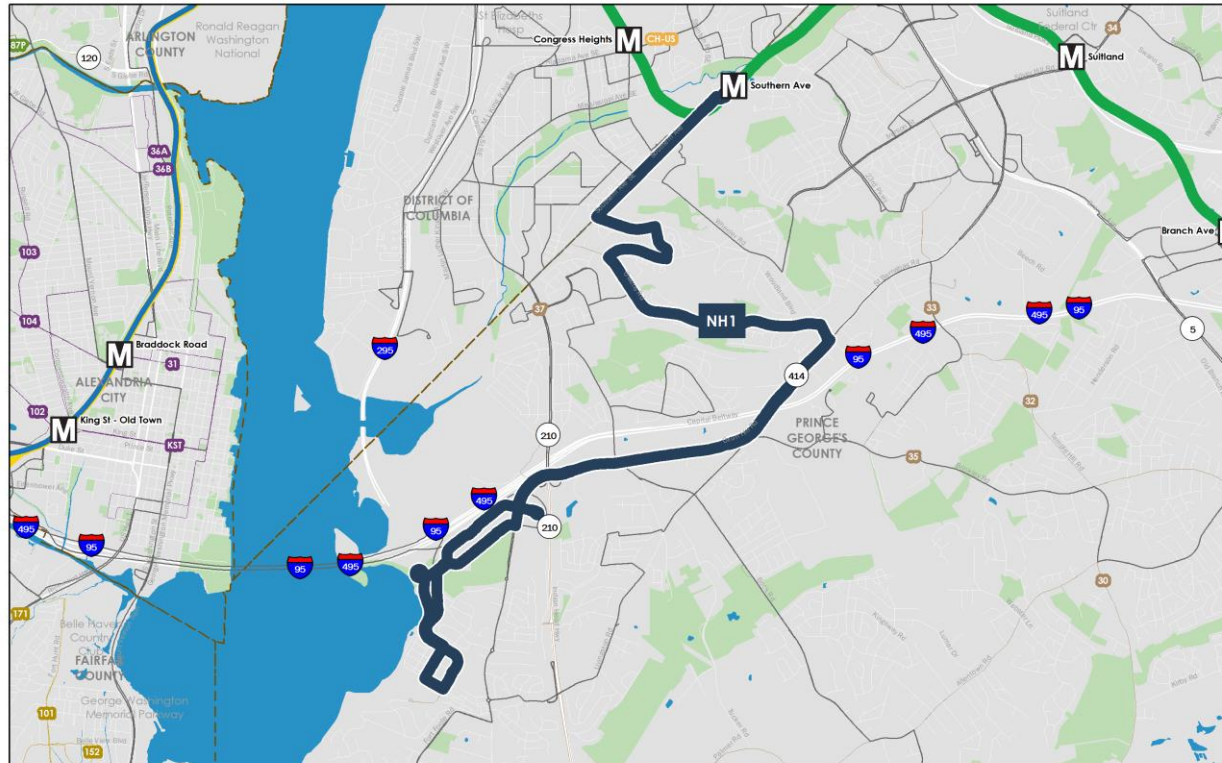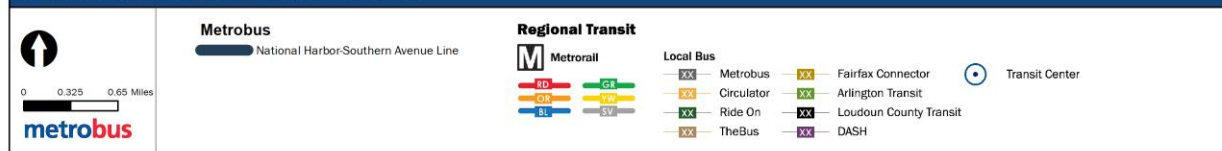
Out of 100

Ridership
100
75
50
25
0

Population Served
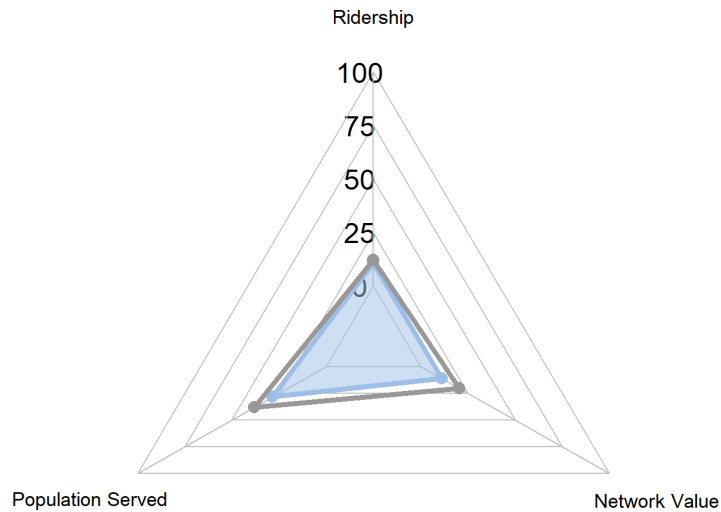
Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	28	11	11	

Operating Statistics

Annual Operating Costs	$1,754,742
Peak Vehicles	3
Vehicle Type(s)	40 Foot

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

Service Area Population			20,046
People of Color Population	Service Area	16,483
	% Riders Surveyed	98%
Low Income Household	Service Area	6,911
	% Riders Surveyed	58%

Facilities/Amenities

Bus Stops	67
% Stops With Shelters	12%
% Stops With Benches	9%
% Stops With Real-Time Signs	1%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership

NH1	330,103

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

Top Transfer Locations

Southern Avenue

Average Daily Ridership

— Class/Tier Average (gray)
— System Average (red)

Weekday	Saturday	Sunday
1,097	853	765

Average Trip Ridership and Maximum Load by Time Period
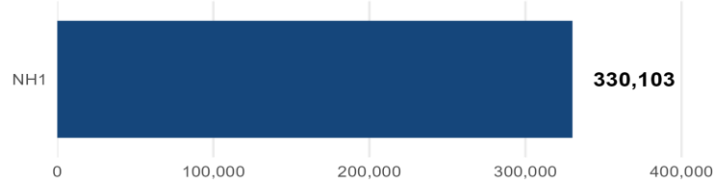
Time Period	EAST	WEST
AM Early		7
AM Peak	14	10
Midday	10	13
PM Peak	13	16
Early Night	10	10
Late Night	6	9
Saturday	11	12
Sunday	10	11
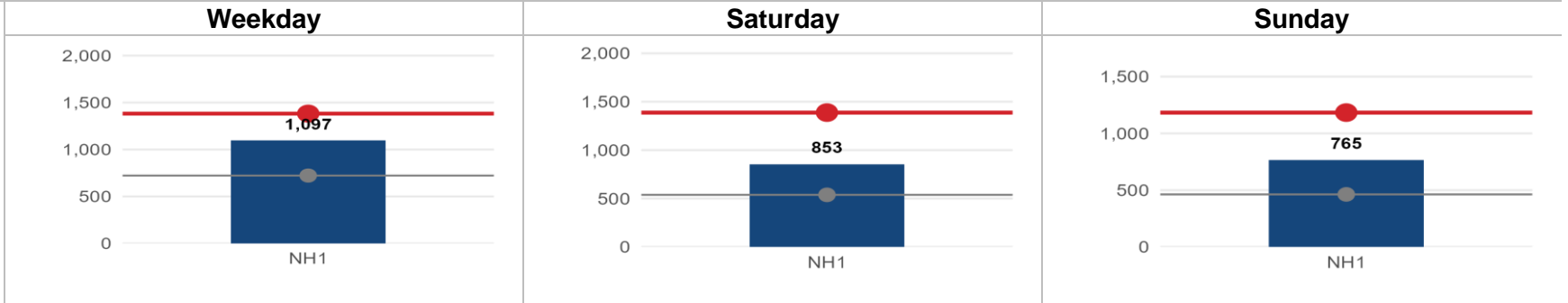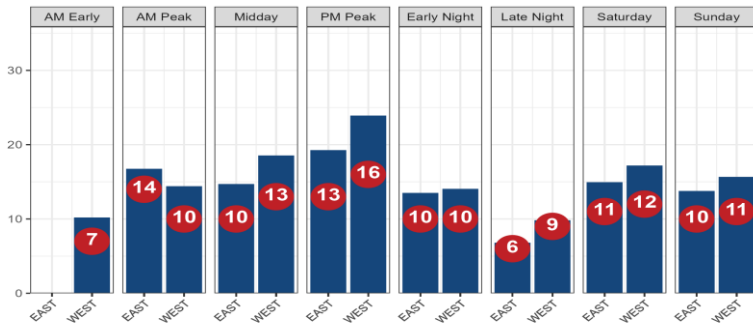
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.33	0.33
	Off-Peak Maximum Target: 1.0	0.25	0.28
	Saturday Maximum Target: 1.0	0.28	0.3
	Sunday Maximum Target: 1.0	0.26	0.28

Span and Frequency

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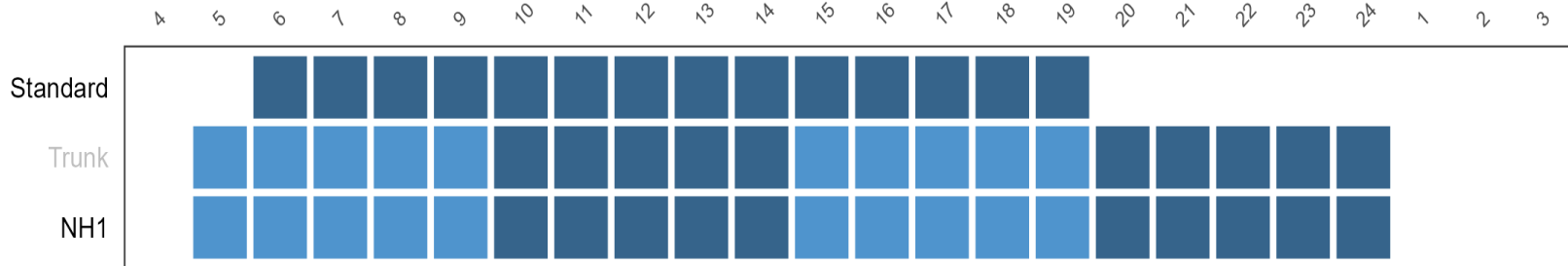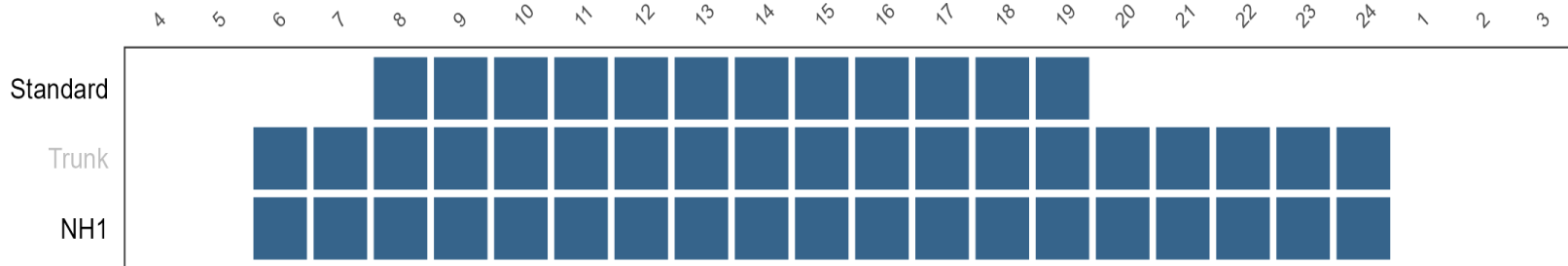
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
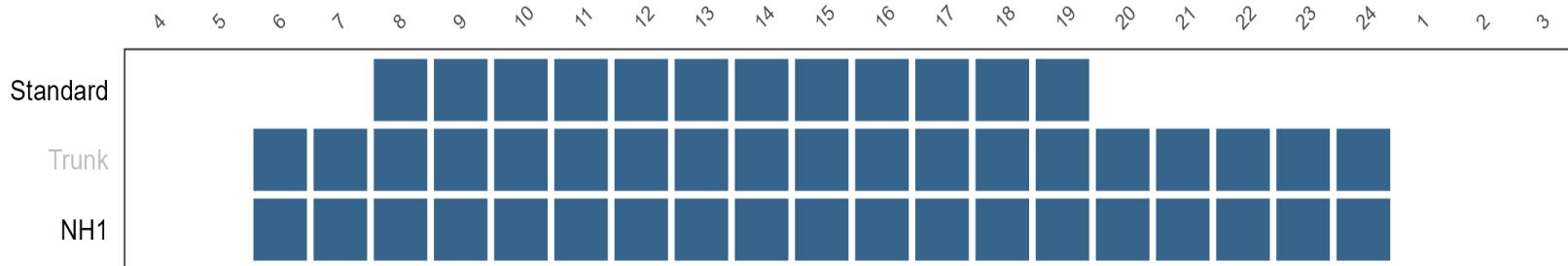
A National Harbor-Southern Avenue

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: 29.9 / Off-Peak: 36.3	Peak: 29.7 / Off-Peak: 41.4	A	40.0	46.6	A	40.9	48.8	A
Productivity									
Passengers per Revenue Hour | 10	24.5	17	A	25.3	19	A	23.0	19	A
Passengers per Revenue Mile | 1	1.8	1.4	A	1.7	1.5	A	1.6	1.5	A
Reliability									
On-Time Performance | 79%	81%	82%	B	76%	79%	C	79%	82%	C
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.33	Off-Peak: 0.19 Peak: 0.24	A	0.29	0.22	A	0.27	0.2	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$4.87	$ 7.90	A	$4.73	$ 6.88	A	$5.19	$ 6.81	A
Cost Recovery | 20%	8%	11%	E	9%	9%	E	8%	9%	E

metrobus

Route NH1

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	3.7	5	E
Route Design — Circuity | N/A	1.75	1.8	-

	Measure | Standard	Weekday			Saturday			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	24.5	17	A	25.3	19	A	23.0	19	A
	Passengers per Revenue Mile | 1	1.8	1.4	A	1.7	1.5	A	1.6	1.5	A
	Unique Segment Ridership | 10%	25%	47%	A	30%	59%	A	30%	61%	A
Reliability	On-Time Performance | 79%	81%	82%	B	76%	79%	C	79%	82%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.33	Off-Peak: 0.19 Peak: 0.24	A	0.29	0.22	A	0.27	0.21	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$4.87	$ 7.90	A	$4.73	$ 6.88	A	$5.19	$ 6.81	A
	Cost Recovery | 20%	8%	10%	E	9%	9%	E	8%	9%	E
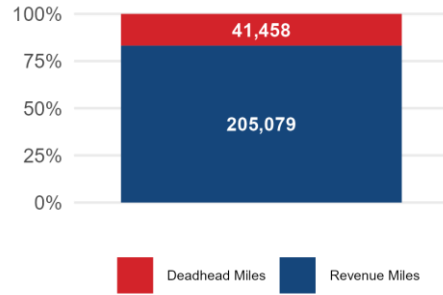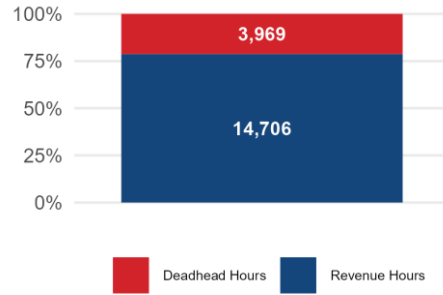
metrobus

Operational Analysis

Miles Allocation

Legend: ■ Deadhead Miles ■ Revenue Miles
(Deadhead Miles: 41,458; Revenue Miles: 205,079)

Hours Allocation

Legend: ■ Deadhead Hours ■ Revenue Hours
(Deadhead Hours: 3,969; Revenue Hours: 14,706)

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
NH1	18.80	1,838	1,794 (97.6%)

Service Change Summary

Route NH1 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

NH1 — 7

Saturday

NH1 — 8

Sunday

NH1 — 7

Legend: ━ Class/Tier Average ━ System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

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

Line Benefit Score

10

Out of 100

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:	**Population Served**	**Network Value**	**Ridership**	**Balanced**
Line Score:	12	9	7	
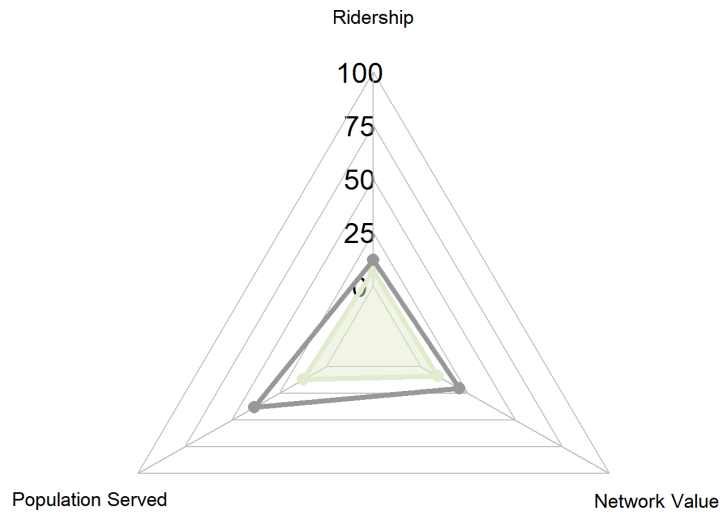
Operating Statistics

	Annual Operating Costs	$1,170,141
	Peak Vehicles	5
	Vehicle Type(s)	30 Foot, 35 Foot, 40 Foot

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

	Service Area Population		25,624
	People of Color Population	Service Area	4,464
		% Riders Surveyed	49%
	Low Income Household	Service Area	2,383
		% Riders Surveyed	40%

Facilities/Amenities

	Bus Stops	106
	% Stops With Shelters	8%
	% Stops With Benches	6%
	% Stops With Real-Time Signs	1%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership

M4 — 180,251
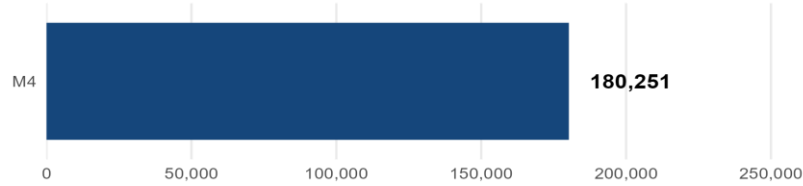
Top Transfer Locations

Tenleytown-AU

Average Daily Ridership
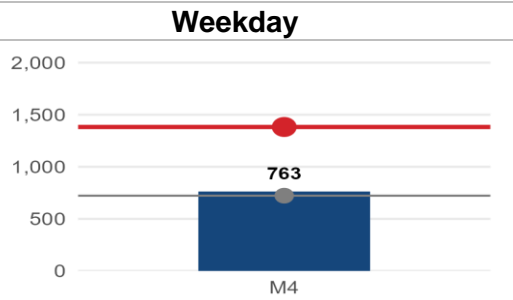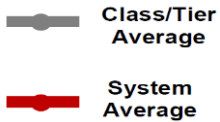
Weekday	Saturday	Sunday

- Class/Tier Average
- System Average

Weekday: M4 — 763

Saturday: *No Service*

Sunday: *No Service*

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night
NORTH		3	3	8	4
SOUTH	7	13	4		3
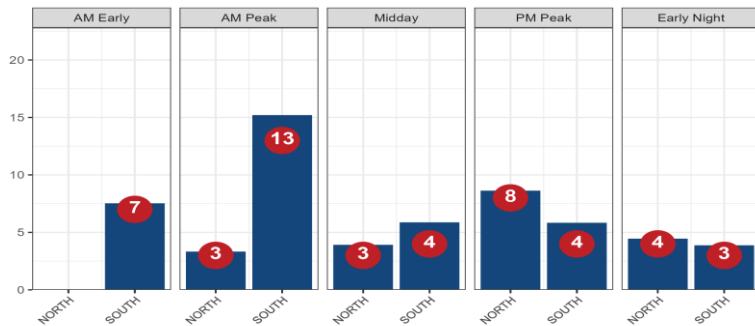
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.16	0.24
	Off-Peak Maximum Target: 1.0	0.1	0.11
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

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

Standard

Trunk

M4

Saturday (by Hour)

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

No Service

Sunday (by Hour)

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

No Service
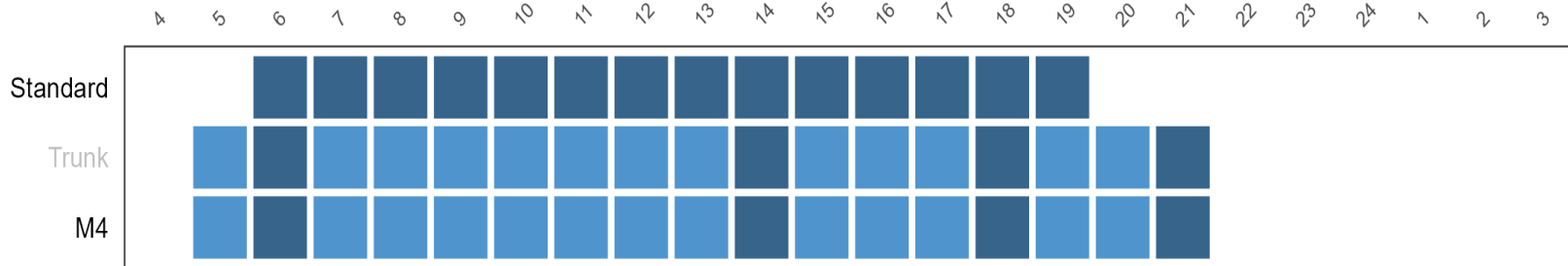
B Nebraska Avenue

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:50 AM - 9:54 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 26.7 / Off-Peak: 29.8	Peak: 29.7 / Off-Peak: 41.4	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour | 10**	14.5	17	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.4	1.4	A	-	-	-	-	-	-
Reliability	**On-Time Performance | 79%**	84%	82%	A	-	-	-	-	-	-
	Crowding | 5%	3%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.19	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$8.25	$ 7.90	C	-	-	-	-	-	-
	Cost Recovery | 20%	22%	11%	A	-	-	-	-	-	-

metrobus

Route M4

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	13.1	5	**E**
Route Design — **Circuity |** N/A	1.72	1.8	**-**

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	14.5	17	**A**	-	-	**-**	-	-	**-**
	Passengers per Revenue Mile | 1	1.4	1.4	**A**	-	-	**-**	-	-	**-**
	Unique Segment Ridership | 10%	19%	47%	**A**	-	-	**-**	-	-	**-**
Reliability	**On-Time Performance |** 79%	84%	82%	**A**	-	-	**-**	-	-	**-**
	Crowding | 5%	3%	0%	**A**	-	-	**-**	-	-	**-**
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.11 Peak: 0.19	Off-Peak: 0.19 Peak: 0.24	**A**	-	-	**-**	-	-	**-**
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$8.25	$ 7.90	**C**	-	-	**-**	-	-	**-**
	Cost Recovery | 20%	22%	10%	**A**	-	-	**-**	-	-	**-**

metrobus

Operational Analysis

Miles Allocation

Bar chart: Deadhead Miles 6,630 (red), Revenue Miles 103,041 (blue)

Legend: ■ Deadhead Miles ■ Revenue Miles

Hours Allocation

Bar chart: Deadhead Hours 550 (red), Revenue Hours 9,807 (blue)

Legend: ■ Deadhead Hours ■ Revenue Hours

Service Delivery (Monthly)

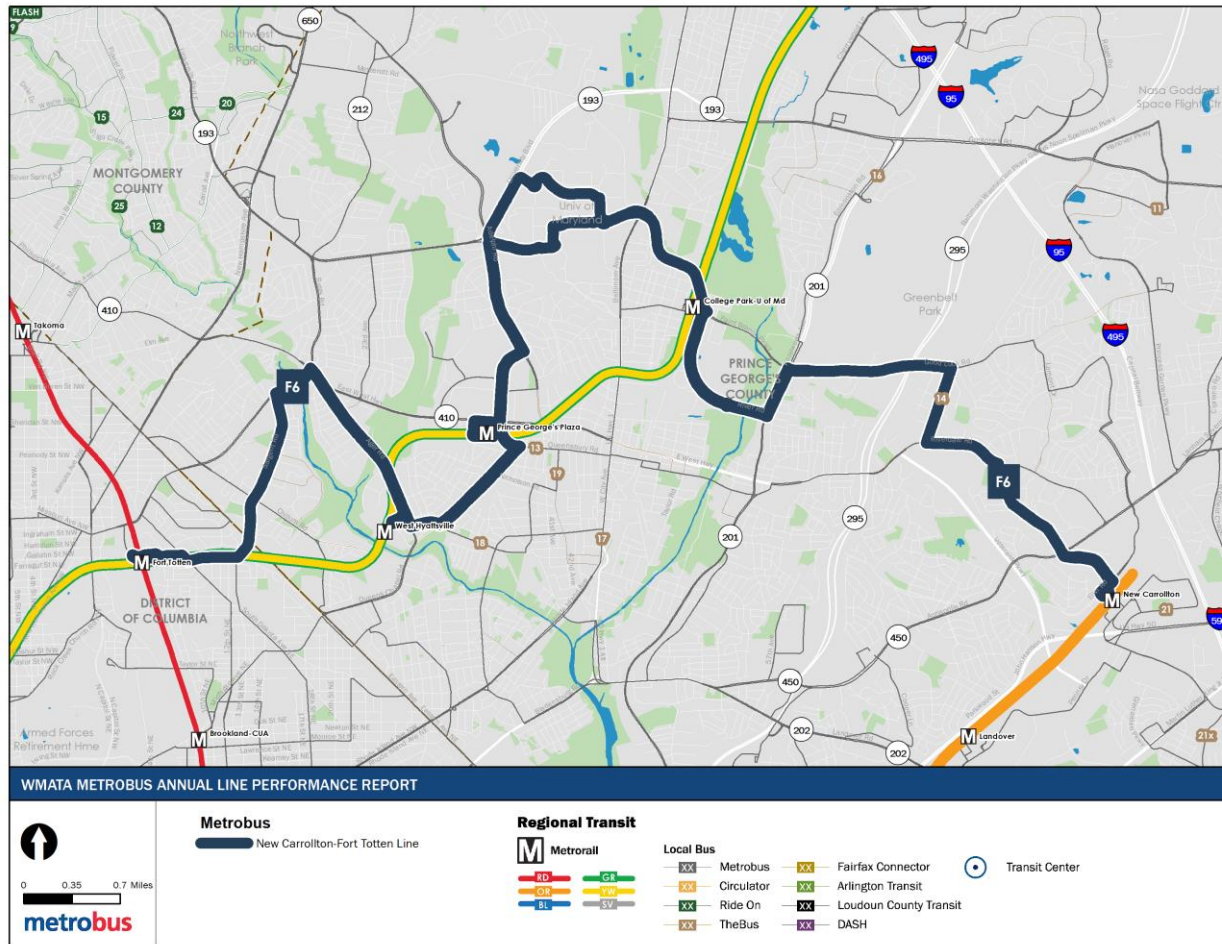| Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
M4	11.80	2,250	2,241 (99.6%)

Service Change Summary

Route M4 - Dec 2021:
Weekday: Add extra recovery time @ Western & Oregon. Adjust afternoon school trip times, School trips only go to Pinehurst Circle; Saturday: No change; Sunday: No change;
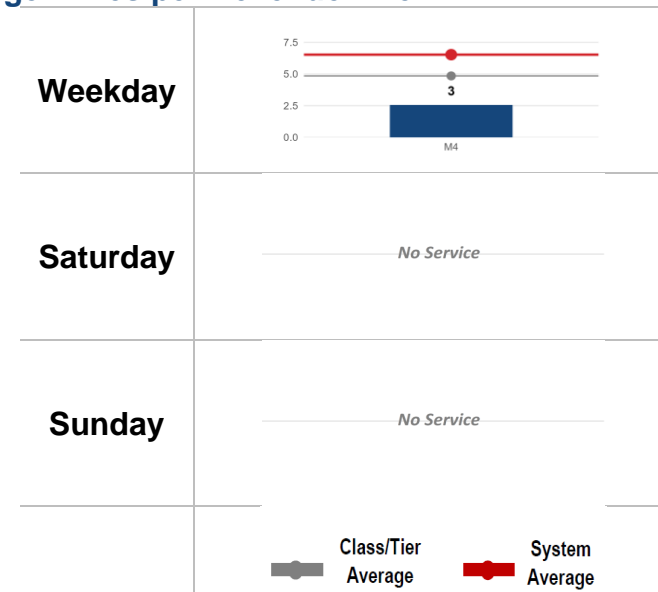
Passenger Miles per Revenue Mile

Weekday	3 (M4)
Saturday	No Service
Sunday	No Service

Legend: ▬ Class/Tier Average ▬ System Average

About the Line

Service Classification

Framework

Activity Tier

3
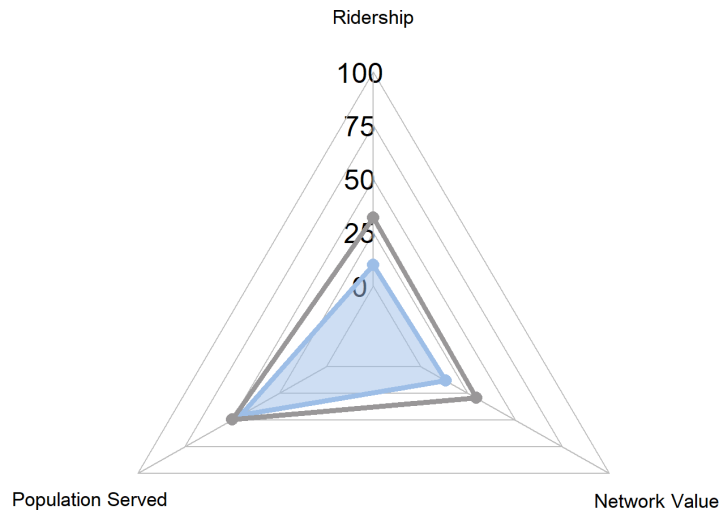
Overall Grade

Line	B

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

Line Benefit Score

23

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	45	13	10	
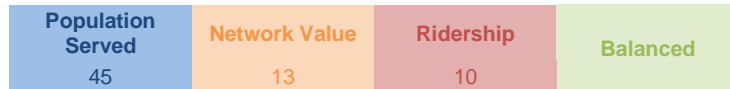
Operating Statistics

	Annual Operating Costs	$1,201,869
	Peak Vehicles	7
	Vehicle Type(s)	40 Foot

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

	Service Area Population		46,050
	People of Color Population	*Service Area*	23,546
		% Riders Surveyed	92%
	Low Income Household	*Service Area*	13,045
		% Riders Surveyed	58%

Facilities/Amenities

	Bus Stops	150
	% Stops With Shelters	15%
	% Stops With Benches	18%
	% Stops With Real-Time Signs	1%

metrobus

Ridership

Annual Ridership	F6 ████████████ **232,530**	

Axis: 0, 100,000, 200,000, 300,000
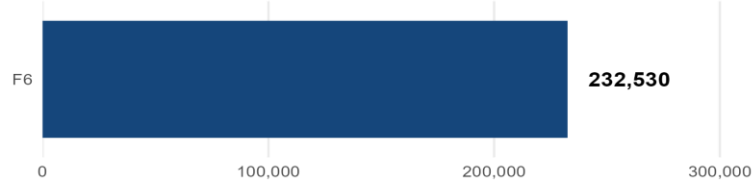
Top Transfer Locations	Fort Totten, West Hyattsville, College Park-U of MD
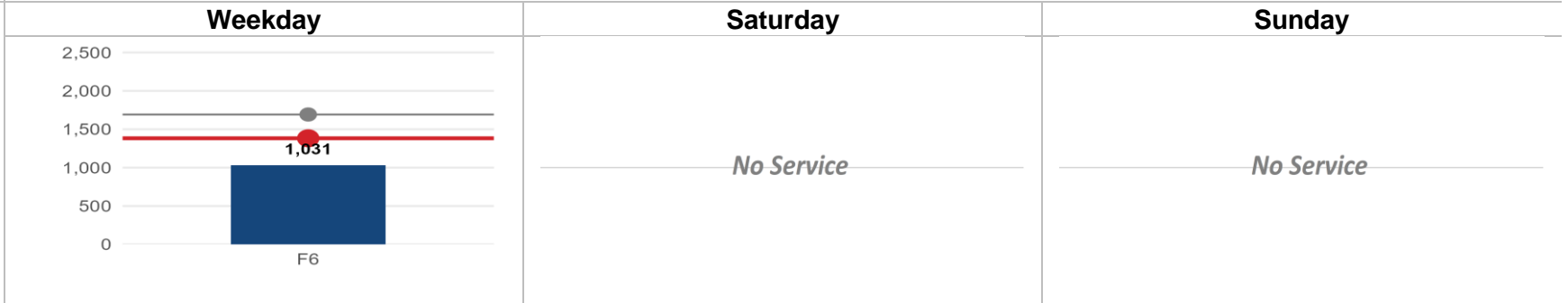
	Weekday	**Saturday**	**Sunday**
Average Daily Ridership ●—— Class/Tier Average ●—— System Average	**1,031** (F6)	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night
EAST 7, WEST 12	EAST 13, WEST 17	EAST 13, WEST 13	EAST 11, WEST 10	EAST 6, WEST 7
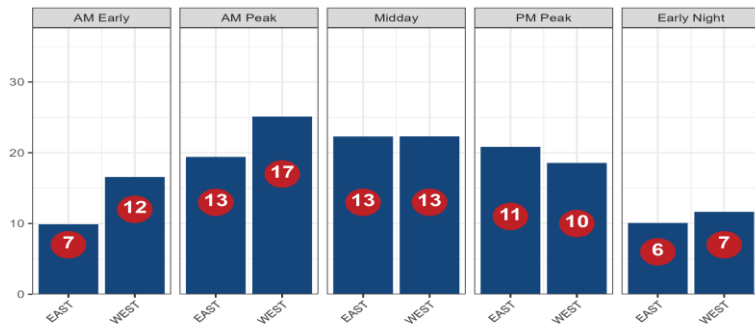
Vehicle Load Factor

	Direction:	**EAST**	**WEST**
Weekday	**Peak** Maximum Target: 1	0.29	0.32
	Off-Peak Maximum Target: 1.0	0.26	0.28
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

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

Standard

Trunk

F6

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
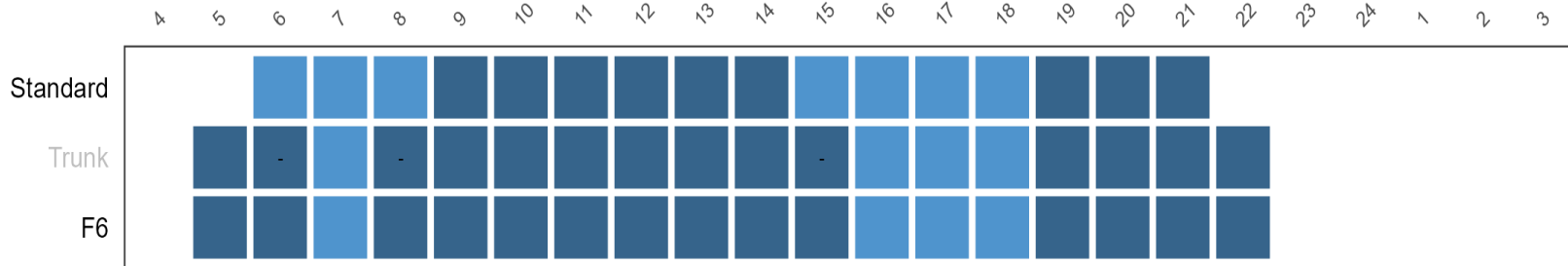
B New Carrollton-Fort Totten

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service | varies	5:10 AM - 10:31 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 29.4 / Off-Peak: 55.2	Peak: 22.8 / Off-Peak: 34.7	B	-	-	-	-	-	-
Productivity	Passengers per Revenue Hour | 15	16.9	20.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.3	1.7	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	83%	79%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.31	Off-Peak: 0.27 Peak: 0.35	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$7.07	$ 6.46	B	-	-	-	-	-	-
	Cost Recovery | 20%	12%	13%	E	-	-	-	-	-	-

metrobus

Route F6

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile** | 4-5	4.7	4.7	A
Route Design **Circuity** | 1.75	1.9	2.2	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	16.9	20.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	1.3	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	26%	40%	A	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	83%	79%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.31	Off-Peak: 0.29 Peak: 0.35	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$7.07	$ 6.46	B	-	-	-	-	-	-
	Cost Recovery | 20%	12%	14%	E	-	-	-	-	-	-

Operational Analysis
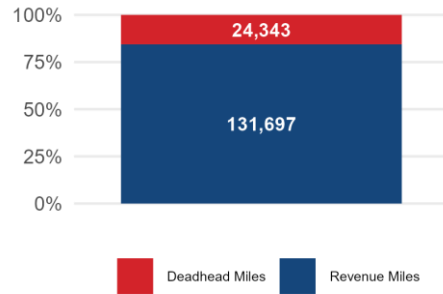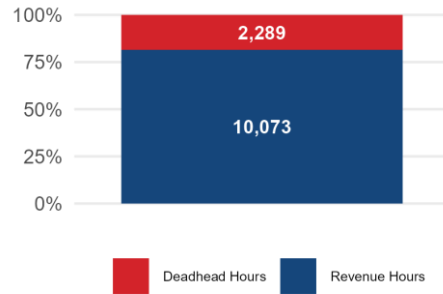
Miles Allocation

- Deadhead Miles: 24,343
- Revenue Miles: 131,697

Hours Allocation

- Deadhead Hours: 2,289
- Revenue Hours: 10,073

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F6	32.50	1,170	1,158 (99.0%)

Service Change Summary

Route F6 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday — *No Service*

Sunday — *No Service*

- Class/Tier Average
- System Average
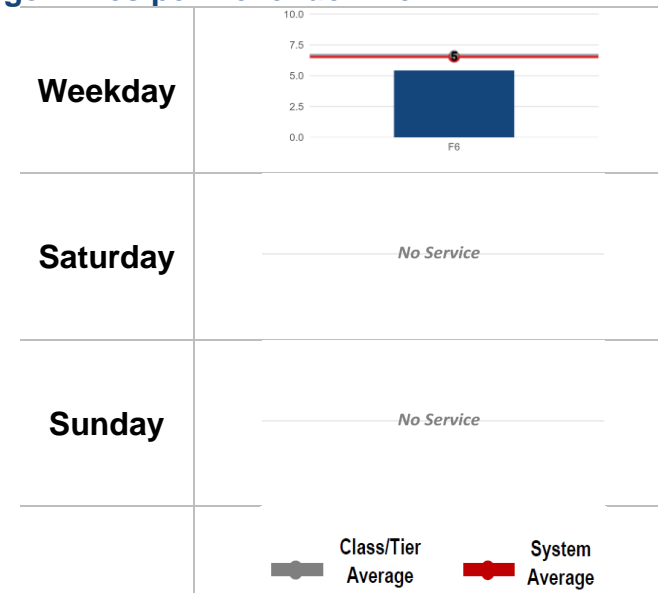
About the Line
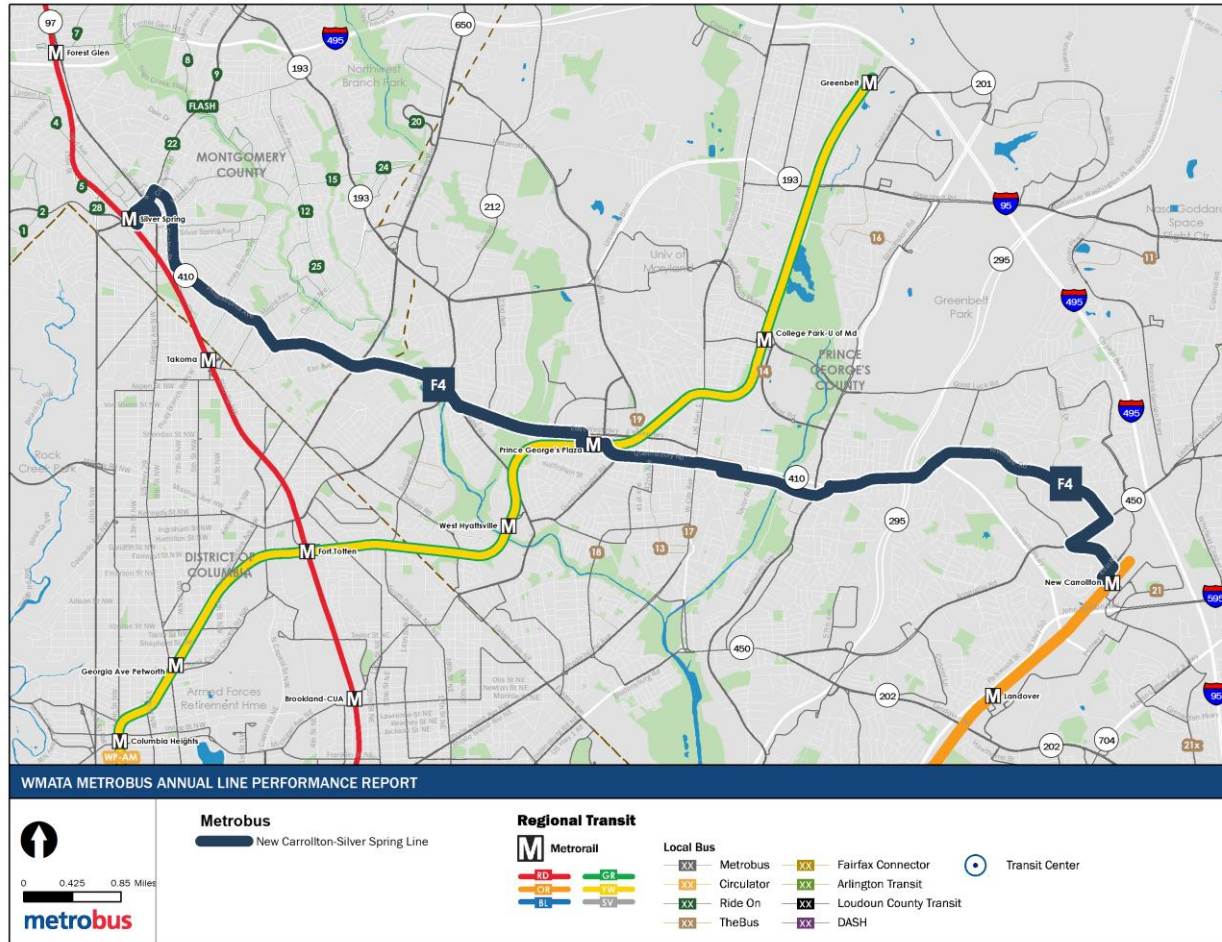
WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
New Carrollton-Silver Spring Line

Regional Transit

M Metrorail

Local Bus

XX	Metrobus	XX	Fairfax Connector	⊙	Transit Center
RD		GR			
OR	Circulator	YW	Arlington Transit		
BL		SV			
XX	Ride On	XX	Loudoun County Transit		
XX	TheBus	XX	DASH		

0   0.425   0.85 Miles

metrobus

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

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

metrobus

Line Benefit Score

45

Out of 100

Ridership
Population Served
Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	48	38	50	

Operating Statistics

	Annual Operating Costs	$5,521,634
	Peak Vehicles	16
	Vehicle Type(s)	40 Foot

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

	Service Area Population		50,431
	People of Color Population	Service Area	23,423
		% Riders Surveyed	94%
	Low Income Household	Service Area	13,650
		% Riders Surveyed	73%

Facilities/Amenities

	Bus Stops	137
	% Stops With Shelters	17%
	% Stops With Benches	29%
	% Stops With Real-Time Signs	2%

metrobus

Ridership

Annual Ridership

F4 — 1,544,485

(bar chart: 0 to 2,000,000)
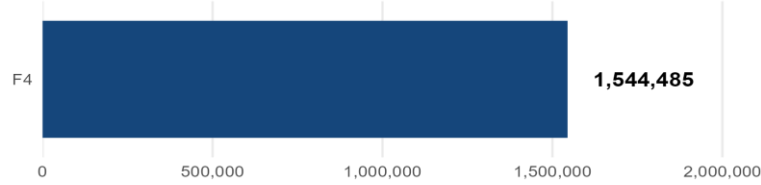
Top Transfer Locations

Prince George's Plaza, New Carrollton, Silver Spring

Average Daily Ridership

- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
5,151	3,872	3,119
F4	F4	F4

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	16	17	16	24	14	6	15	13
WEST	27	22	18	20	12	4	15	13
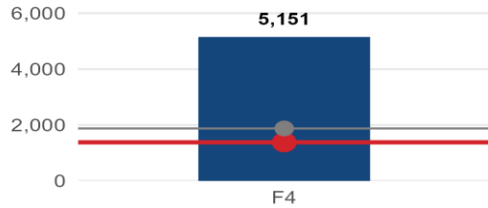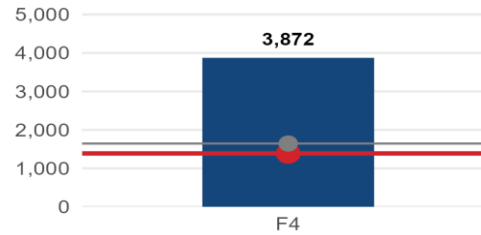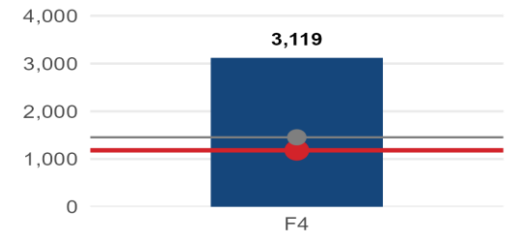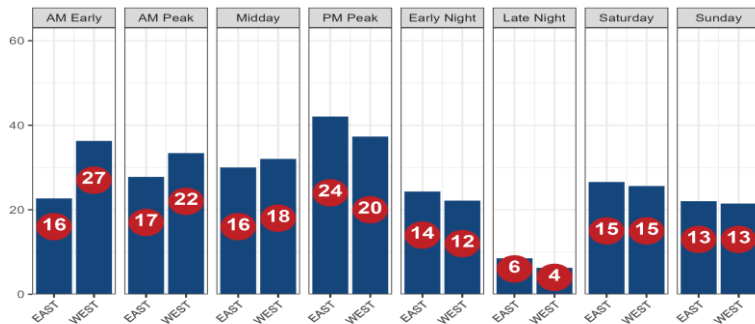
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.53	0.51
	Off-Peak Maximum Target: 1.0	0.36	0.39
	Saturday Maximum Target: 1.0	0.37	0.36
	Sunday Maximum Target: 1.0	0.31	0.31

Span and Frequency

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

Weekday (by Hour) — Standard, Trunk, F4

Saturday (by Hour) — Standard, Trunk, F4

Sunday (by Hour) — Standard, Trunk, F4

B New Carrollton-Silver Spring

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	4:50 AM - 2:54 AM	-	A	5:00 AM - 2:19 AM	-	A	6:00 AM - 2:22 AM	-	A
Frequency of Service | varies	Peak: 12.3 / Off-Peak: 12.1	Peak: 20.8 / Off-Peak: 24.1	A	15.2	27.3	A	15.1	26.9	A
Productivity — Passengers per Revenue Hour | 20	25.8	20.3	A	22.8	20.2	A	19.1	18.1	C
Passengers per Revenue Mile | 2	2.5	2.0	A	2.2	1.9	B	1.8	1.6	D
Reliability — On-Time Performance | 79%	80%	78%	B	83%	77%	B	84%	78%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.52	Off-Peak: 0.3 Peak: 0.36	A	0.37	0.29	A	0.31	0.25	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$4.63	$ 6.80	A	$5.23	$ 6.78	B	$6.24	$ 7.75	D
Cost Recovery | 20%	17%	18%	D	15%	16%	D	12%	14%	E

metrobus

Route F4

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	5.5	4.7	E
Route Design Circuity | 1.75	1.26	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	25.8	20.3	A	22.8	20.2	A	19.1	18.1	C
	Passengers per Revenue Mile | 2	2.5	2.0	A	2.2	1.9	B	1.8	1.6	D
	Unique Segment Ridership | 10%	61%	20%	A	73%	36%	A	74%	39%	A
Reliability	On-Time Performance | 79%	80%	78%	B	83%	77%	B	84%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.52	Off-Peak: 0.3 Peak: 0.36	A	0.37	0.31	A	0.31	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$4.63	$ 6.80	A	$5.23	$ 6.78	B	$6.24	$ 7.75	D
	Cost Recovery | 20%	17%	18%	D	15%	17%	D	12%	15%	E
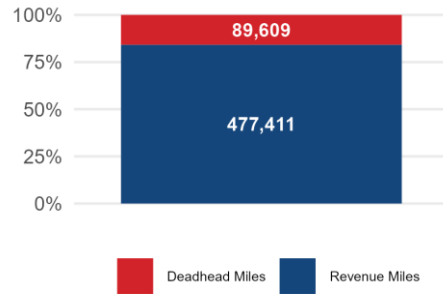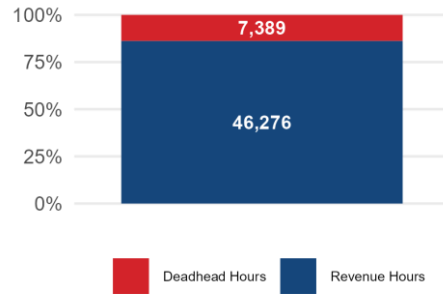
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 89,609
- Revenue Miles: 477,411

Hours Allocation

- Deadhead Hours: 7,389
- Revenue Hours: 46,276

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F4	25.10	5,187	5,138 (99.1%)

Service Change Summary

Route F4 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

- Weekday: 11 (F4)
- Saturday: 9 (F4)
- Sunday: 7 (F4)

Class/Tier Average · System Average

About the Line

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	A
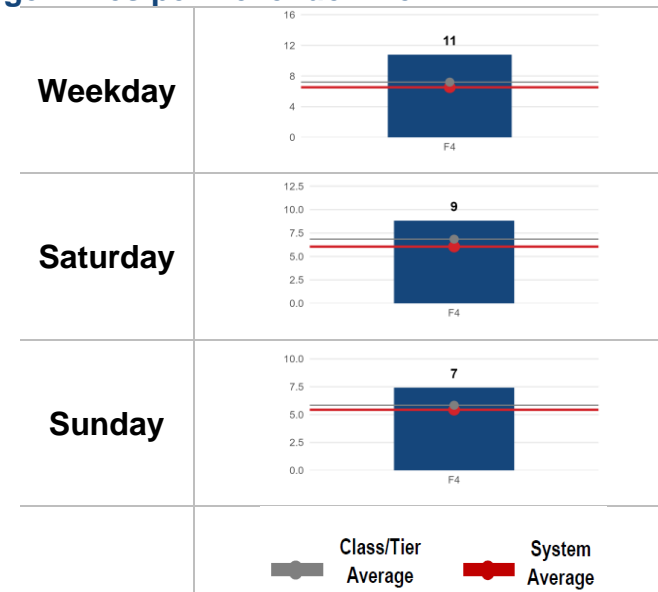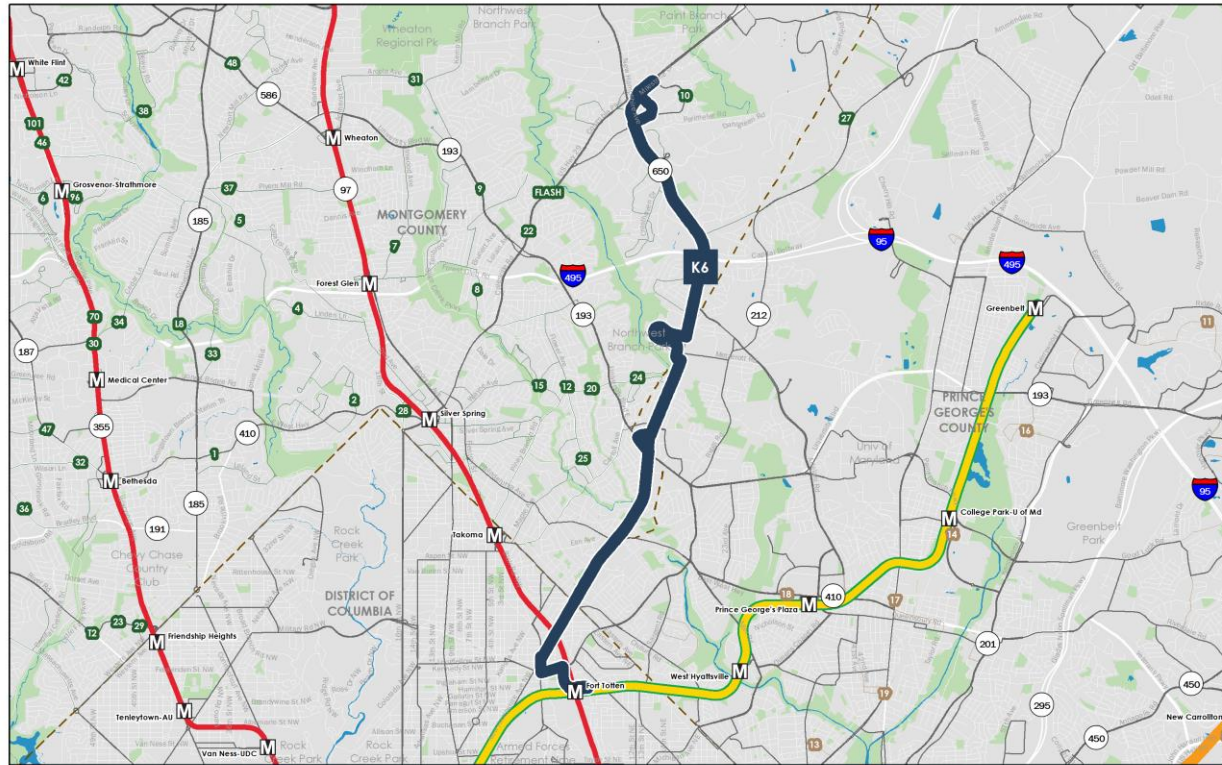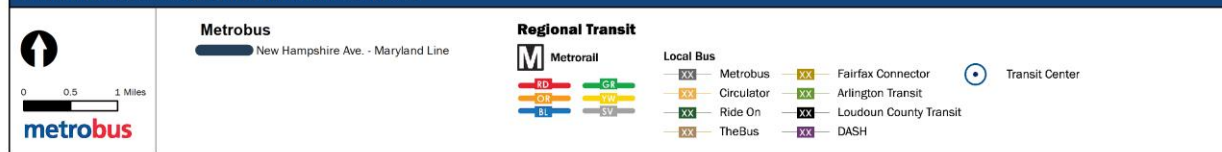
Legend

■ Exceeds   ■ Meets   ■ Approaches   ■ Below   ■ Significantly Below

Line Benefit Score

46
Out of 100
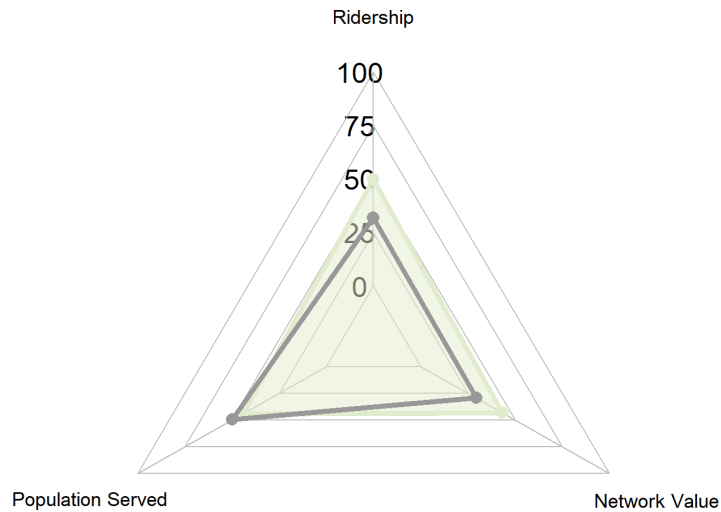
Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	44	43	50	
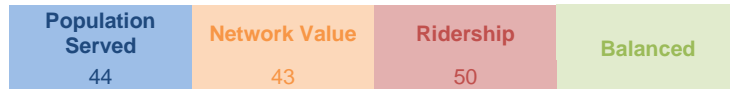
Operating Statistics

	Annual Operating Costs	$5,411,729
	Peak Vehicles	15
	Vehicle Type(s)	40 Foot

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

	Service Area Population		48,221
	People of Color Population	*Service Area*	21,877
		% Riders Surveyed	95%
	Low Income Household	*Service Area*	18,423
		% Riders Surveyed	67%

Facilities/Amenities

	Bus Stops	98
	% Stops With Shelters	32%
	% Stops With Benches	44%
	% Stops With Real-Time Signs	7%
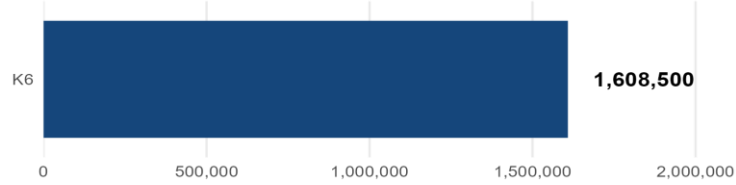
metrobus

Ridership

Annual Ridership	K6	**1,608,500**

Top Transfer Locations

Fort Totten

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
5,140	**4,156**	**3,363**
K6	K6	K6
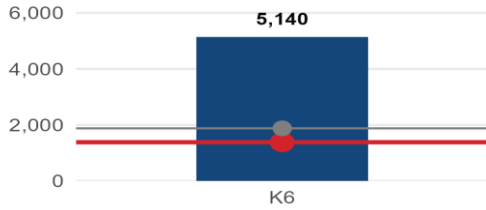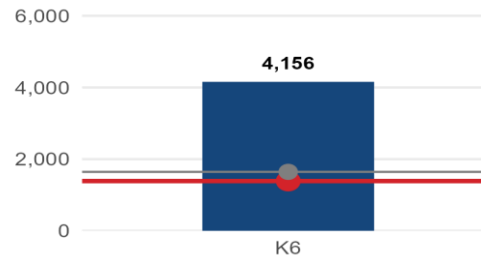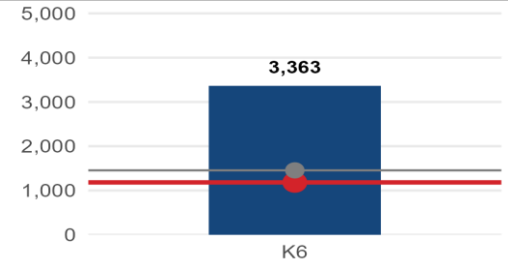
Average Trip Ridership and Maximum Load by Time Period
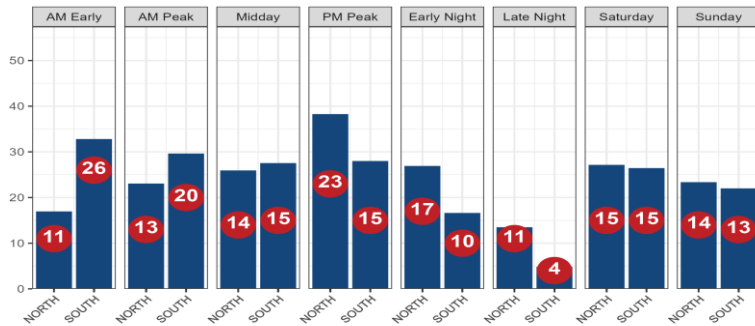
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.49	0.43
	Off-Peak Maximum Target: 1.0	0.35	0.35
	Saturday Maximum Target: 1.0	0.38	0.38
	Sunday Maximum Target: 1.0	0.33	0.31

metrobus

Span and Frequency

Frequency (Minutes)

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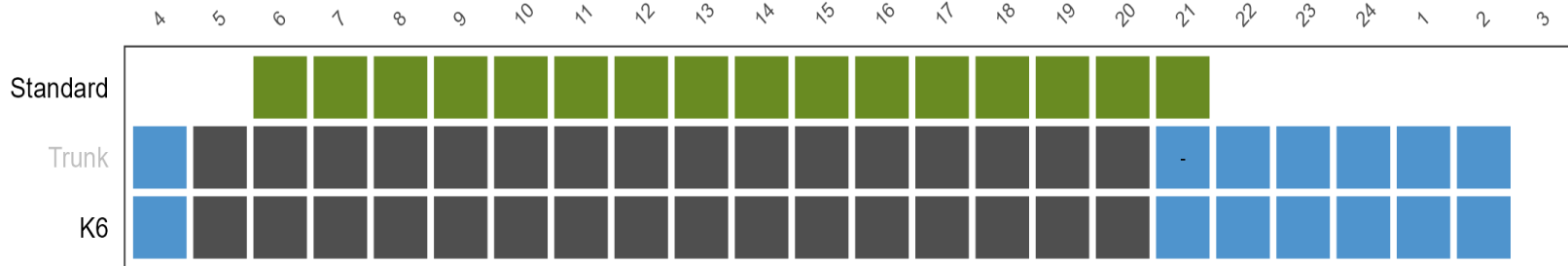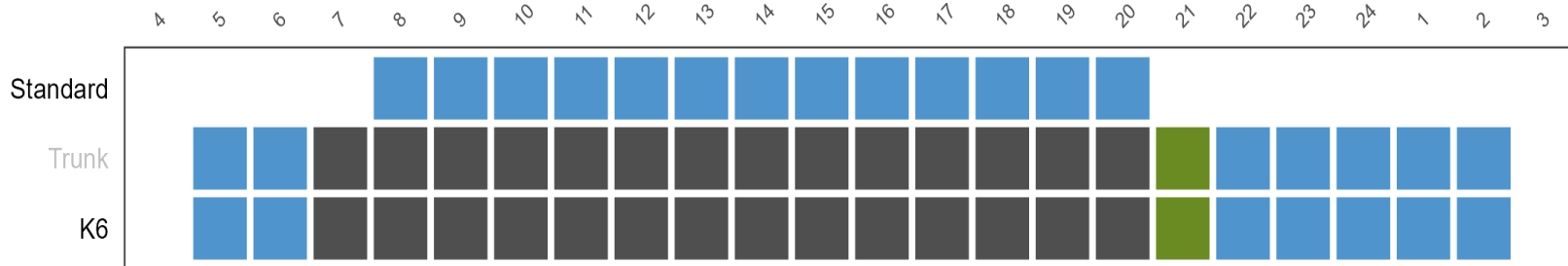
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
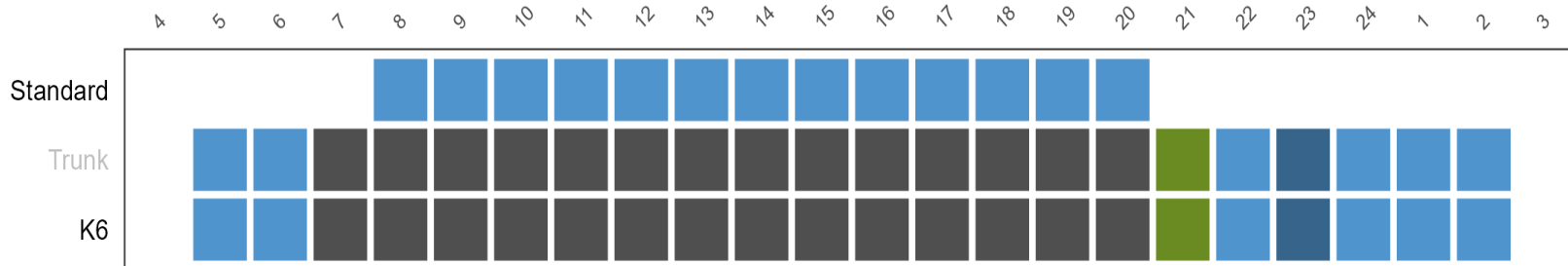
A New Hampshire Ave. - Maryland

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:30 AM - 2:30 AM	-	A	5:15 AM - 2:28 AM	-	A	5:30 AM - 2:16 AM	-	A
Frequency of Service | varies	Peak: 11.0 / Off-Peak: 11.7	Peak: 20.8 / Off-Peak: 24.1	A	14.4	27.3	A	14.4	26.9	A
Productivity									
Passengers per Revenue Hour | 20	31.3	20.3	A	31.2	20.2	A	28.9	18.1	A
Passengers per Revenue Mile | 2	3.0	2.0	A	3.0	1.9	A	2.5	1.6	A
Reliability									
On-Time Performance | 79%	76%	78%	C	74%	77%	D	76%	78%	C
Crowding | 5%	1%	0%	A	1%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.46	Off-Peak: 0.3 Peak: 0.36	A	0.38	0.29	A	0.32	0.25	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$3.82	$ 6.80	A	$3.82	$ 6.78	A	$4.13	$ 7.75	A
Cost Recovery | 20%	24%	18%	A	24%	16%	A	22%	14%	B

metrobus

Route K6

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	5.3	4.7	E
Route Design	**Circuity |** 1.75	1.31	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	31.3	20.3	A	31.2	20.2	A	28.9	18.1	A
	Passengers per Revenue Mile | 2	3.0	2.0	A	3.0	1.9	A	2.5	1.6	A
	Unique Segment Ridership | 10%	71%	20%	A	72%	36%	A	88%	39%	A
Reliability	**On-Time Performance |** 79%	76%	78%	C	74%	77%	D	76%	78%	C
	Crowding | 5%	1%	0%	A	1%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.46	Off-Peak: 0.3 Peak: 0.36	A	0.38	0.31	A	0.32	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.82	$ 6.80	A	$3.82	$ 6.78	A	$4.13	$ 7.75	A
	Cost Recovery | 20%	24%	18%	A	24%	17%	A	22%	15%	B

Operational Analysis
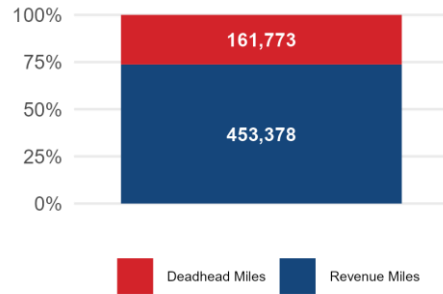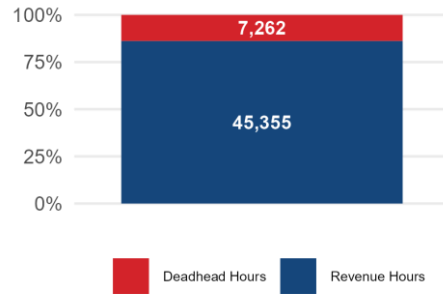
Miles Allocation

- 100%
- 75%
- 50%
- 25%
- 0%

161,773

453,378

■ Deadhead Miles ■ Revenue Miles

Hours Allocation

- 100%
- 75%
- 50%
- 25%
- 0%

7,262

45,355

■ Deadhead Hours ■ Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K6	18.80	5,666	5,641 (99.6%)

Service Change Summary

Route K6 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — K6: 9

Saturday — K6: 9

Sunday — K6: 7

━ Class/Tier Average   ━ System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— New Hampshire Ave. - Maryland Limited Line

Regional Transit

Ⓜ Metrorail

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

0   0.425   0.85 Miles

metrobus

Service Classification

Framework

Activity Tier

2

Overall Grade

Line   **D**

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

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

769

Line Benefit Score

-

Out of 100

Line Benefit Score cannot be calculated for this line.

Classification Average

Line Focus:
Line Score:

Population Served	Network Value	Ridership	Balanced
34		5	

Operating Statistics

📅💲	**Annual Operating Costs**	
🚌	**Peak Vehicles**	
🚌🚌🚌	**Vehicle Type(s)**	

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

👥👥	**Service Area Population**		26,662
👥👥	**People of Color Population**	*Service Area*	11,077
		% Riders Surveyed	66%
🏠💲	**Low Income Household**	*Service Area*	10,763
		% Riders Surveyed	44%

Facilities/Amenities

Ⓜ metro	**Bus Stops**	22
🚏	**% Stops With Shelters**	32%
🪑	**% Stops With Benches**	41%
9:00	**% Stops With Real-Time Signs**	18%
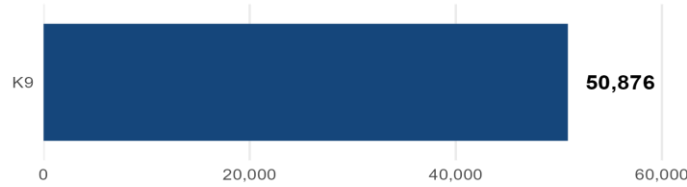
metrobus

Ridership

Annual Ridership

K9 — 50,876

Top Transfer Locations

Fort Totten

Average Daily Ridership

- ●— Class/Tier Average
- ●— System Average

Weekday	Saturday	Sunday
535 (K9)	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period
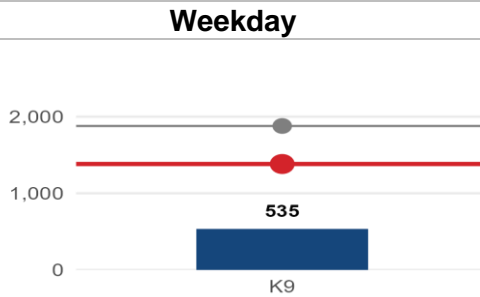
Time Period	NORTH	SOUTH
AM Early		12
AM Peak	5	10
Midday	4	
PM Peak	9	6
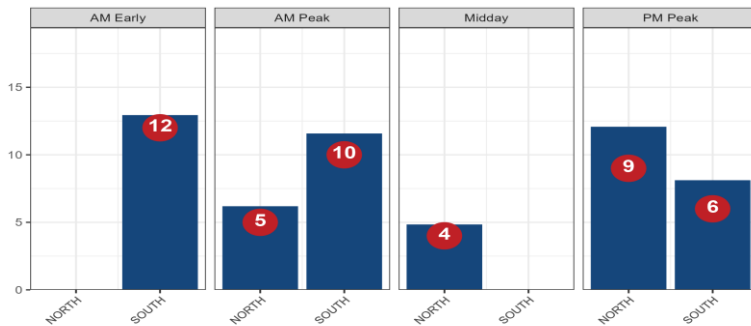
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.18	0.19
	Off-Peak Maximum Target: 1.0	0.09	0.3
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

Span and Frequency

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

Weekday (by Hour)

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

Standard

Trunk

K9

Saturday (by Hour)

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

No Service

Sunday (by Hour)

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

No Service
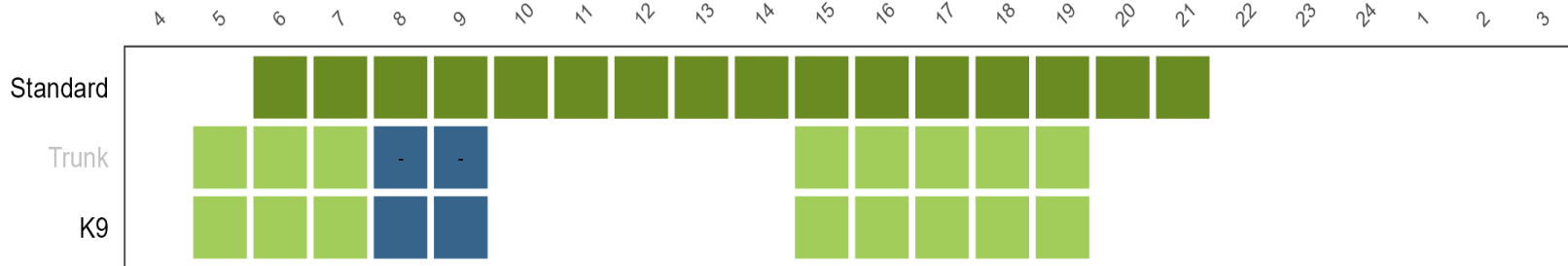
D New Hampshire Ave. - Maryland Limited

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:21 AM - 9:32 AM; 3:20 PM - 7:22 PM	-	E	-	-	-	-	-	-
Frequency of Service | varies	Peak: 21.2 / Off-Peak: NA	Peak: 20.8 / Off-Peak: 24.1	C	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | 20	13.9	20.3	E	-	-	-	-	-	-
Passengers per Revenue Mile | 2	1.4	2	E	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	-	-	-	-	-	-	-	-	-
Crowding | 5%	-	-	-	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.19	Off-Peak: 0.3 Peak: 0.36	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$8.58	$ 6.80	E	-	-	-	-	-	-
Cost Recovery | 20%	11%	18%	E	-	-	-	-	-	-

metrobus

Route K9

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile** | 4-5	1.9	4.7	**E**
Route Design **Circuity** | 1.75	1.07	1.46	**A**

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour** | 20	13.9	20.3	**E**	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	1.4	2	**E**	-	-	-	-	-	-
	Unique Segment Ridership | 10%	-	-	-	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	-	-	-	-	-	-	-	-	-
	Crowding | 5%	-	-	-	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.19	Off-Peak: 0.3 Peak: 0.36	**A**	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$8.58	$ 6.80	**E**	-	-	-	-	-	-
	Cost Recovery | 20%	11%	18%	**E**	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

No Service

Hours Allocation

No Service

Service Delivery (Monthly)

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

Service Change Summary

Route K9 - Dec 2021:
Weekday: K9 - Weekday service restored to pre-pandemic service in Sept 21; temp. suspended in Dec 21 for op. shortage; Saturday: No Change; Sunday: No Change;

Passenger Miles per Revenue Mile

Weekday — 4

Saturday — *No Service*

Sunday — *No Service*

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— North Capitol Street Line

Regional Transit

Metrorail

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

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

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

metrobus

Line Benefit Score

42

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	46	44	36	

Operating Statistics

	Annual Operating Costs	$6,930,215
	Peak Vehicles	14
	Vehicle Type(s)	40 Foot

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

	Service Area Population		45,865
	People of Color Population	Service Area	23,522
		% Riders Surveyed	84%
	Low Income Household	Service Area	9,510
		% Riders Surveyed	54%

Facilities/Amenities

	Bus Stops	91
	% Stops With Shelters	30%
	% Stops With Benches	26%
	% Stops With Real-Time Signs	13%

metrobus

Ridership
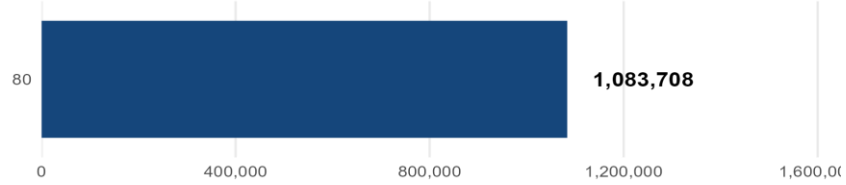
Annual Ridership	Annual Ridership bar chart: 80 — **1,083,708** (scale 0 to 1,600,000)
Top Transfer Locations	**Fort Totten, Brookland, Gallery Place-Chinatown**

Average Daily Ridership

— Class/Tier Average (grey)
— System Average (red)

Weekday	Saturday	Sunday
3,705 (route 80)	**2,119** (route 80)	**1,799** (route 80)

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	10	9
AM Peak	12	13
Midday	12	12
PM Peak	14	11
Early Night	9	6
Late Night	6	4
Saturday	8	8
Sunday	7	7
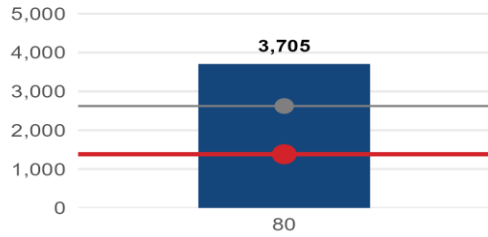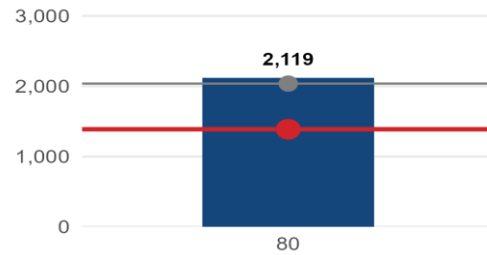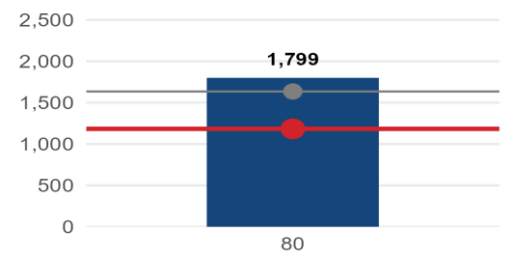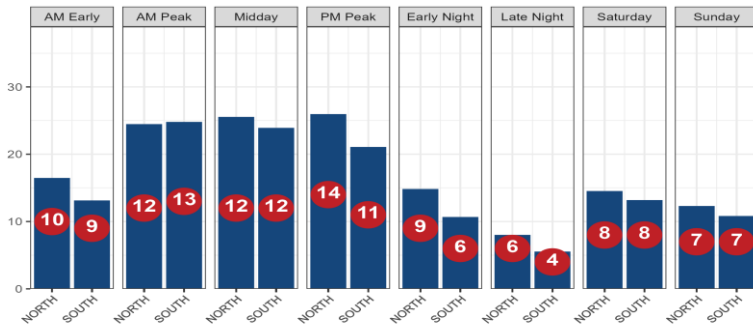
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.33	0.3
	Off-Peak Maximum Target: 1.0	0.27	0.24
	Saturday Maximum Target: 1.0	0.21	0.19
	Sunday Maximum Target: 1.0	0.18	0.16

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus
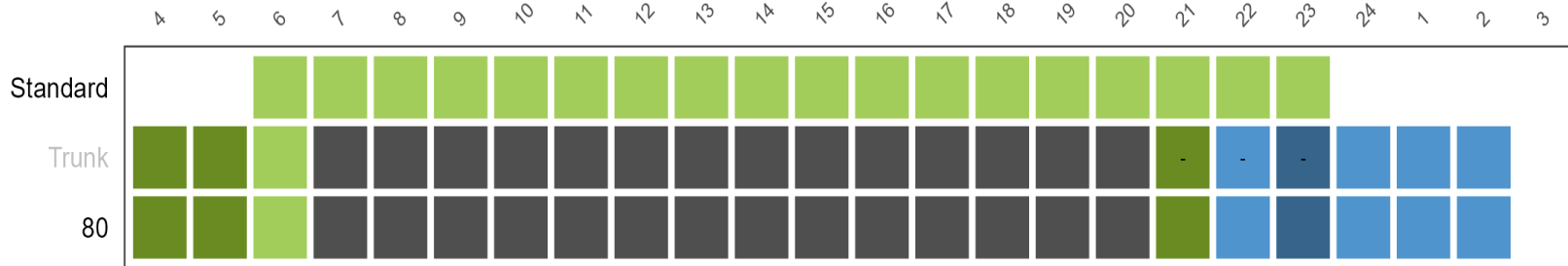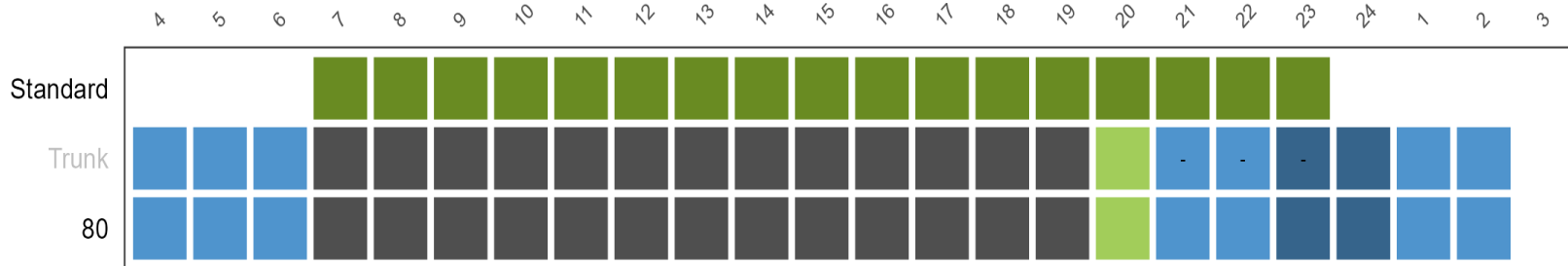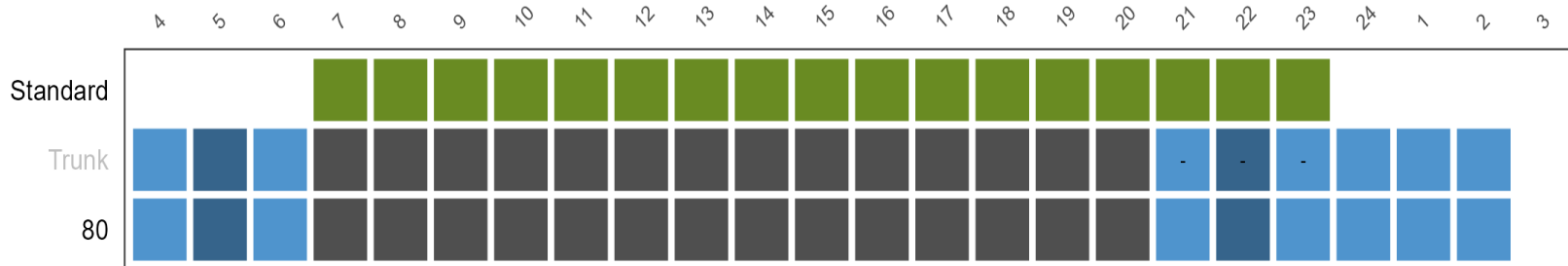
C North Capitol Street

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:16 AM - 2:19 AM	-	A	4:31 AM - 2:22 AM	-	A	4:43 AM - 2:17 AM	-	A
Frequency of Service | varies	Peak: 12.4 / Off-Peak: 12.0	Peak: 16.6 / Off-Peak: 20	B	15.0	22.5	A	14.8	25.9	A
Productivity									
Passengers per Revenue Hour | 30	19.3	24.4	E	14.0	21.6	E	13.8	20.0	E
Passengers per Revenue Mile | 4	2.8	3.2	E	1.9	2.7	E	1.5	2.4	E
Reliability									
On-Time Performance | 79%	75%	74%	C	70%	72%	D	78%	76%	C
Crowding | 5%	0%	1%	A	3%	1%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.31	Off-Peak: 0.29 Peak: 0.38	A	0.2	0.29	A	0.17	0.26	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$6.19	$ 5.47	D	$8.55	$ 6.24	E	$8.64	$ 6.78	E
Cost Recovery | 25%	12%	21%	E	9%	18%	E	9%	17%	E

metrobus

Route 80

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	6.4	5.2	E
Route Design — Circuity | 1.75	1.44	1.29	A

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity									
Passengers per Revenue Hour | 30	19.3	24.4	E	14.0	21.6	E	13.8	20.0	E
Passengers per Revenue Mile | 4	2.8	3.2	E	1.9	2.7	E	1.5	2.4	E
Unique Segment Ridership | 10%	58%	22%	A	56%	34%	A	58%	34%	A
Reliability									
On-Time Performance | 79%	75%	74%	C	70%	72%	D	78%	76%	C
Crowding | 5%	0%	1%	A	3%	1%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.31	Off-Peak: 0.29 Peak: 0.38	A	0.2	0.29	A	0.17	0.27	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$6.19	$ 5.47	D	$8.55	$ 6.24	E	$8.64	$ 6.78	E
Cost Recovery | 25%	12%	21%	E	9%	18%	E	9%	17%	E

metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 64,067
Revenue Miles: 415,847

Hours Allocation

Deadhead Hours: 4,842
Revenue Hours: 58,081
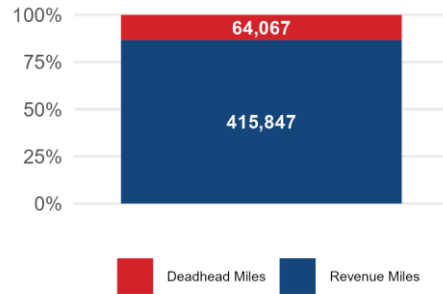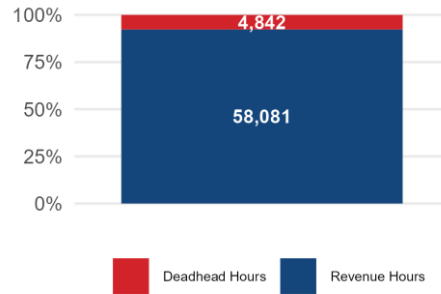
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
80	14.50	5,275	5,216 (98.9%)

Service Change Summary

Route 80 - Dec 2021:
Weekday: Reduce peak frequency to 12 min; Saturday:
No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

Class/Tier Average — Gray
System Average — Red

About the Line

Service Classification

Commuter

Activity Tier

3

Overall Grade

Line	C

Legend

■ Exceeds ■ Meets
■ Approaches ■ Below ■ Significantly Below

Line Benefit Score

31

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	73	17	1	
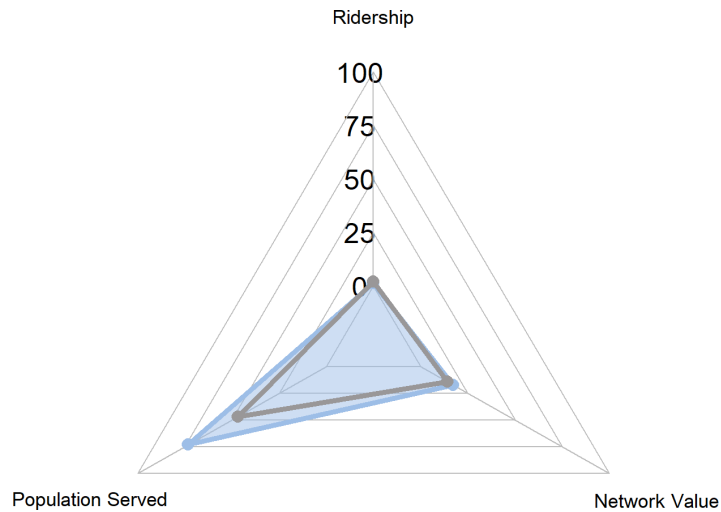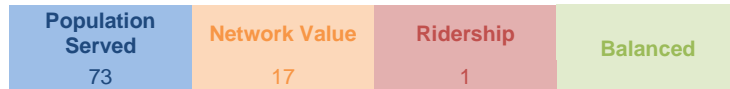
Operating Statistics

Annual Operating Costs		
Peak Vehicles		3
Vehicle Type(s)		40 Foot

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

Service Area Population			35,435
People of Color Population	Service Area		12,216
	% Riders Surveyed		37%
Low Income Household	Service Area		5,090
	% Riders Surveyed		5%

Facilities/Amenities

Bus Stops		140
% Stops With Shelters		9%
% Stops With Benches		14%
% Stops With Real-Time Signs		0%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

784

Ridership

Annual Ridership

18J — 5,780
18G — 19,777

(scale: 0 — 10,000 — 20,000)

Top Transfer Locations

Pentagon

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

Class/Tier Average
System Average

18G — 124
18J — 22

Average Trip Ridership and Maximum Load by Time Period

AM Early — NORTH 6
AM Peak — NORTH 12, SOUTH 3
PM Peak — NORTH 3, SOUTH 8
Early Night — SOUTH 4
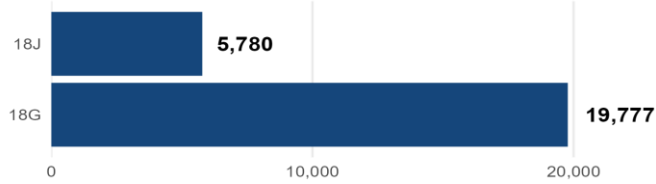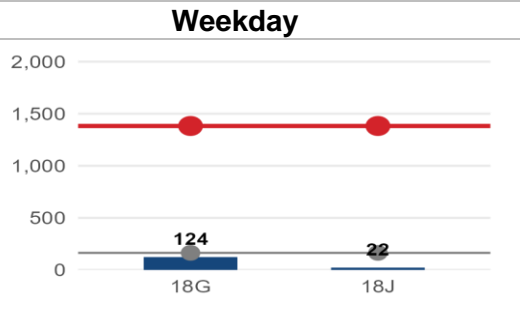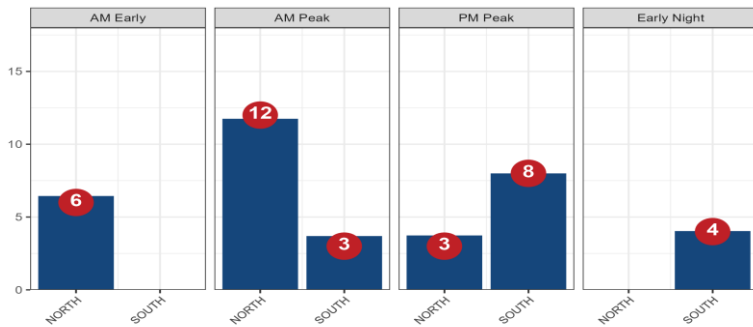
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.21	0.14
	Off-Peak Maximum Target: 1.0	0.16	0.09
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

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

Standard
Trunk
18J
18G

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
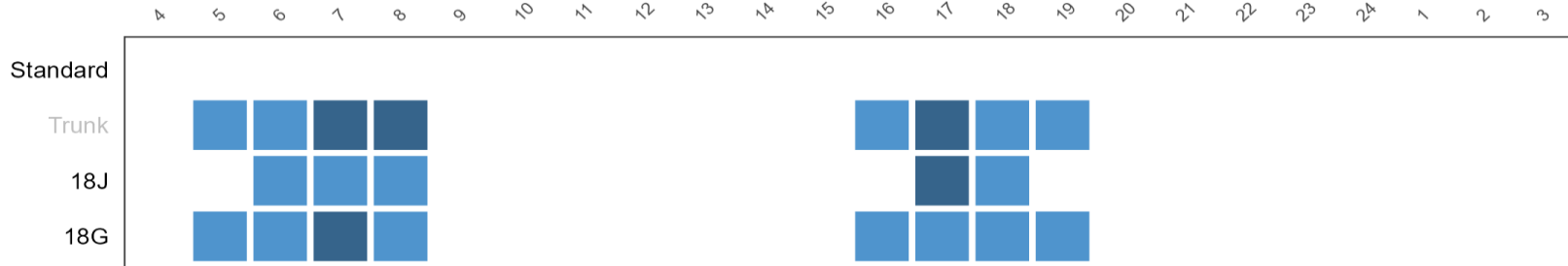
C Orange Hunt

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: 41.4 / Off-Peak: NA	Peak: 56.8 / Off-Peak: 60.7	-	-	-	-	-	-	-
Productivity — Passengers per Revenue Hour | N/A	8.5	10.7	D	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.4	0.6	E	-	-	-	-	-	-
Reliability — On-Time Performance | 79%	79%	77%	B	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.18	Off-Peak: 0.18 Peak: 0.22	A	-	-	-	-	-	-
Cost Effectiveness — Operating Cost per Passenger Trip | $7	$13.98	$12.25	E	-	-	-	-	-	-
Cost Recovery | 20%	21%	17%	B	-	-	-	-	-	-

metrobus

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	10.2	10.7	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.5	0.6	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	44%	29%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	79%	77%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.14 Peak: 0.24	Off-Peak: 0.17 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$11.72	$12.25	E	-	-	-	-	-	-
	Cost Recovery | 20%	28%	15%	A	-	-	-	-	-	-

metrobus

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	-

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity **Passengers per Revenue Hour |** N/A	4.8	10.7	E	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.2	0.6	E	-	-	-	-	-	-
Unique Segment Ridership | 15%	46%	29%	A	-	-	-	-	-	-
Reliability **On-Time Performance |** 79%	79%	77%	B	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Peak: 0.08	Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness **Operating Cost per Passenger Trip |** $7	$24.68	$12.25	E	-	-	-	-	-	-
Cost Recovery | 20%	7%	15%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

No Service

Hours Allocation

No Service

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
18G	37.40	294	286 (97.3%)
18J	34.60	126	126 (100.0%)

Service Change Summary

Route 18G - Dec 2021:
Weekday: 18G/H - Weekday service restored in Sept 21 on a combined 18G/H routing; Saturday: No change; Sunday: No change;
Route 18J - Dec 2021:
Weekday: 18J - Weekday service restored to pre-pandemic in Sept 21; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — 18G: 6.5, 18J: 2.1

Saturday — *No Service*

Sunday — *No Service*

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ Oxon Hill-Fort Washington Line

Regional Transit
Ⓜ Metrorail

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

metrobus

0   0.5   1 Miles

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line   **C**

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

Line Benefit Score

19

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	25	27	5	

Operating Statistics

Annual Operating Costs		$1,209,260
Peak Vehicles		10
Vehicle Type(s)		40 Foot

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

Service Area Population			19,015
People of Color Population	Service Area		16,082
	% Riders Surveyed		97%
Low Income Household	Service Area		6,194
	% Riders Surveyed		42%

Facilities/Amenities

Bus Stops		81
% Stops With Shelters		6%
% Stops With Benches		6%
% Stops With Real-Time Signs		0%

metrobus

Ridership

Annual Ridership	P18 ███████████ **118,671**
	0 50,000 100,000 150,000

Top Transfer Locations	Southern Avenue

	Weekday	**Saturday**	**Sunday**
Average Daily Ridership ── Class/Tier Average ── System Average	2,000 ───── 1,500 ──●── (System Average) 1,000 ──●── (Class/Tier Average) **495** 500 ███ 0 P18	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night
NORTH **7** / SOUTH **3**	NORTH **9** / SOUTH **6**	NORTH **10** / SOUTH **7**	NORTH **7** / SOUTH **9**	SOUTH **7**
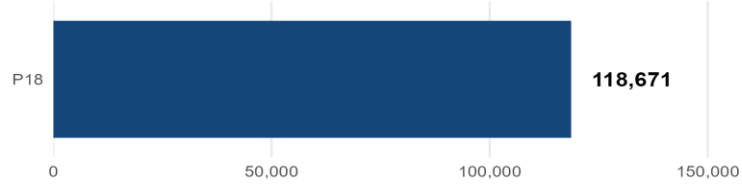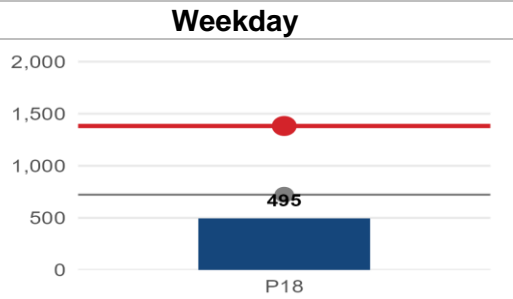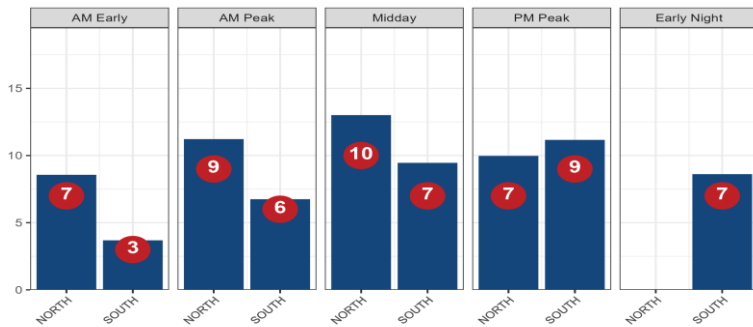
Vehicle Load Factor

	Direction:	**NORTH**	**SOUTH**
Weekday	**Peak** Maximum Target: 1	0.2	0.19
	Off-Peak Maximum Target: 1.0	0.21	0.16
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
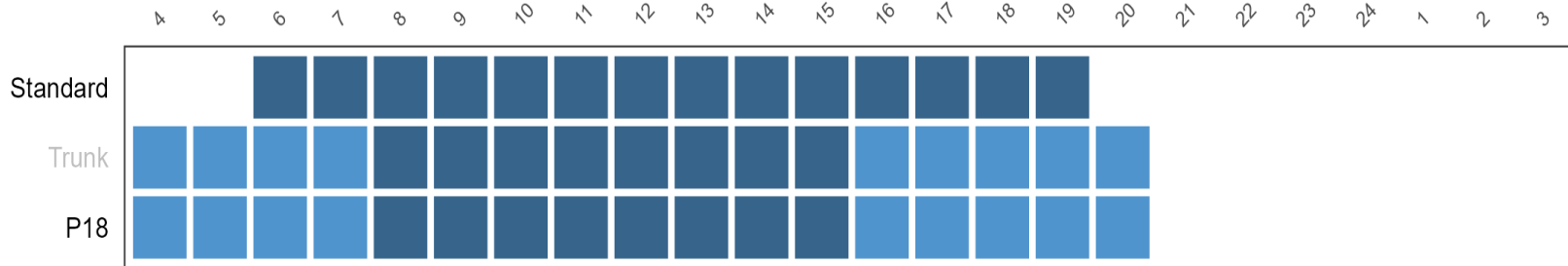
C Oxon Hill-Fort Washington

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:32 AM - 8:12 PM	-	A	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 26.3 / Off-Peak: 58.1	Peak: 29.7 / Off-Peak: 41.4	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour** | 10	11.1	17	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.4	E	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	73%	82%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.19	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$10.74	$ 7.90	E	-	-	-	-	-	-
	Cost Recovery | 20%	7%	11%	E	-	-	-	-	-	-

metrobus

Route P18

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	2.7	5	E
Route Design	**Circuity |** N/A	1.74	1.8	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	11.1	17	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.7	1.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	77%	47%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	73%	82%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.19	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$10.74	$ 7.90	E	-	-	-	-	-	-
	Cost Recovery | 20%	7%	10%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 34,663
- Revenue Miles: 153,816

Hours Allocation

- Deadhead Hours: 2,041
- Revenue Hours: 10,135

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
P18	30.90	1,071	1,062 (99.2%)

Service Change Summary

Route P18 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday	(P18 bar chart)
Saturday	No Service
Sunday	No Service

- Class/Tier Average
- System Average

LINE: 584 - Oxon Hill-Suitland

ROUTE(S): D12, D14

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

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	49	21	33	
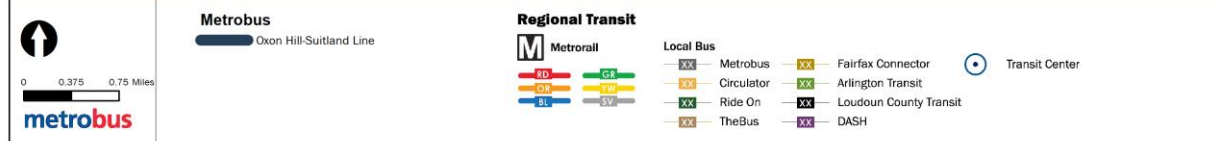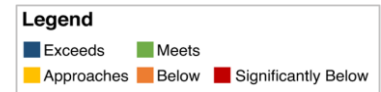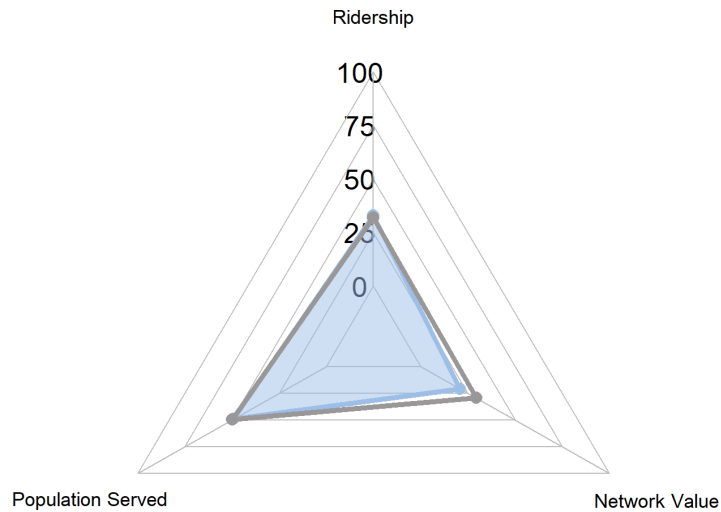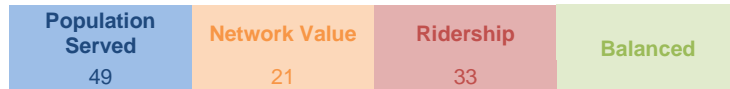
Operating Statistics

	Annual Operating Costs	$5,488,286
	Peak Vehicles	15
	Vehicle Type(s)	40 Foot

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

	Service Area Population		73,748
	People of Color Population	Service Area	61,567
		% Riders Surveyed	98%
	Low Income Household	Service Area	23,033
		% Riders Surveyed	78%

Facilities/Amenities

	Bus Stops	290
	% Stops With Shelters	7%
	% Stops With Benches	4%
	% Stops With Real-Time Signs	1%

metrobus

Ridership

Annual Ridership

D14: 378,290
D12: 613,342
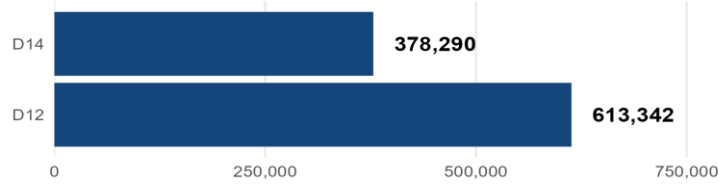
Top Transfer Locations

Southern Avenue, Suitland, Potomac Avenue

Average Daily Ridership
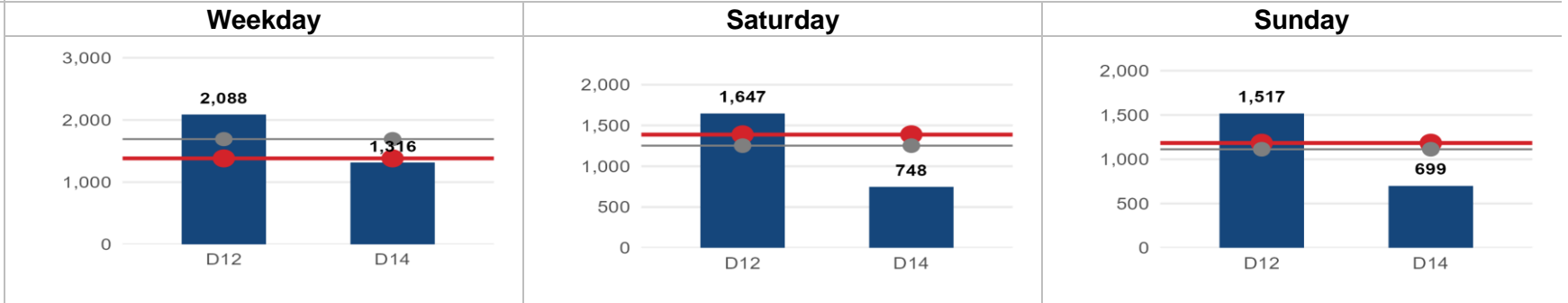
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
D12: 2,088 — D14: 1,316	D12: 1,647 — D14: 748	D12: 1,517 — D14: 699

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	11	14
AM Peak	12	13
Midday	12	12
PM Peak	14	13
Early Night	10	10
Late Night	7	5
Saturday	10	11
Sunday	10	10

Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.33	0.33
	Off-Peak Maximum Target: 1.0	0.27	0.29
	Saturday Maximum Target: 1.0	0.25	0.26
	Sunday Maximum Target: 1.0	0.24	0.25

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

B 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 - 2:39 AM	-	A	5:30 AM - 2:36 AM	-	A	6:00 AM - 2:46 AM	-	A
	Frequency of Service | varies	Peak: 23.5 / Off-Peak: 29.8	Peak: 22.8 / Off-Peak: 34.7	A	33.5	41.6	A	32.3	39.8	A
Productivity	Passengers per Revenue Hour | 15	18.2	20.5	A	15.9	17.8	B	16.3	17.0	B
	Passengers per Revenue Mile | 1	1.4	1.7	A	1.2	1.5	A	1.2	1.4	A
Reliability	On-Time Performance | 79%	74%	79%	C	71%	77%	D	73%	80%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.33	Off-Peak: 0.27 Peak: 0.35	A	0.26	0.26	A	0.25	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$6.57	$6.46	A	$7.50	$7.22	B	$7.31	$7.50	B
	Cost Recovery | 20%	7%	13%	E	6%	11%	E	6%	11%	E

metrobus

Route D12

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	5.6	4.7	E
Route Design — **Circuity |** 1.75	3.66	2.2	E

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	19.6	20.5	A	16.9	17.8	A	16.6	17.0	A
	Passengers per Revenue Mile | 1	1.6	1.7	A	1.4	1.5	A	1.3	1.4	A
	Unique Segment Ridership | 10%	40%	40%	A	34%	56%	A	33%	59%	A
Reliability	**On-Time Performance |** 79%	75%	79%	C	72%	77%	D	74%	80%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.33	Off-Peak: 0.29 Peak: 0.35	A	0.25	0.26	A	0.22	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$6.08	$ 6.46	A	$7.05	$ 7.22	B	$7.18	$ 7.50	B
	Cost Recovery | 20%	7%	14%	E	6%	11%	E	6%	10%	E

Route D14

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	3.7	4.7	E
Route Design — Circuity | 1.75	7.29	2.2	E

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 15	16.3	20.5	B	14.0	17.8	C	15.7	17.0	B
	Passengers per Revenue Mile | 1	1.1	1.7	A	1.0	1.5	C	1.1	1.4	B
	Unique Segment Ridership | 10%	68%	40%	A	62%	56%	A	70%	59%	A
Reliability	On-Time Performance | 79%	73%	79%	D	69%	77%	E	70%	80%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.33	Off-Peak: 0.29 Peak: 0.35	A	0.29	0.26	A	0.31	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$7.34	$6.46	B	$8.51	$7.22	D	$7.61	$7.50	B
	Cost Recovery | 20%	7%	14%	E	6%	11%	E	7%	10%	E

Operational Analysis
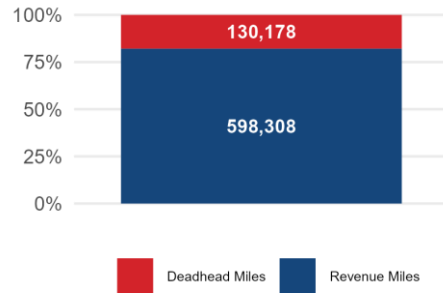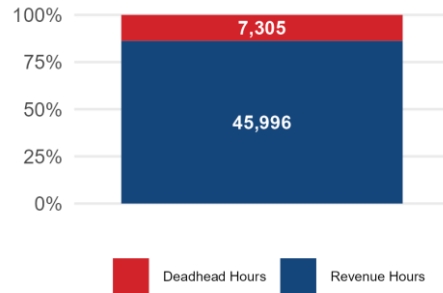
Miles Allocation

- **Deadhead Miles:** 130,178
- **Revenue Miles:** 598,308

Hours Allocation

- **Deadhead Hours:** 7,305
- **Revenue Hours:** 45,996

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D12	27.30	3,125	3,091 (98.9%)
D14	54.30	1,565	1,541 (98.5%)

Service Change Summary

Route D12 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route D14 - Dec 2021:
Weekday: reroute from Wilson Bridge Dr.; change timepoint to Wilson Tower Apts/Kerby Hill Rd.; Saturday: reroute from Wilson Bridge Dr.; change timepoint to Wilson Tower Apts/Kerby Hill Rd.; Sunday: reroute from Wilson Bridge Dr.; change timepoint to Wilson Tower Apts/Kerby Hill Rd.;

Passenger Miles per Revenue Mile

Weekday — D12: 6.25, D14: 6.68

Saturday — D12: 5.37, D14: 6.12

Sunday — D12: 4.6, D14: 6.8

- Class/Tier Average
- System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
 P Street-Ledroit Park Line

Regional Transit
Metrorail M

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

Service Classification

Coverage

Activity Tier

1

Overall Grade

Line	C

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

Line Benefit Score

36

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
Line Score: 64	35	8	
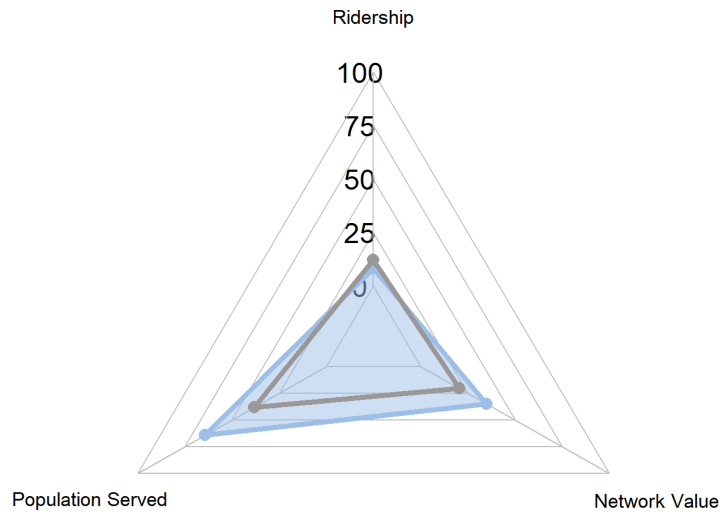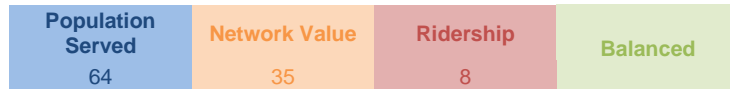
Operating Statistics

	Annual Operating Costs	$2,121,028
	Peak Vehicles	3
	Vehicle Type(s)	30 Foot, 35 Foot

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

	Service Area Population		50,134
	People of Color Population	*Service Area*	14,835
		% Riders Surveyed	74%
	Low Income Household	*Service Area*	8,291
		% Riders Surveyed	36%

Facilities/Amenities

	Bus Stops	59
	% Stops With Shelters	25%
	% Stops With Benches	22%
	% Stops With Real-Time Signs	0%

Ridership

Annual Ridership

G2 — 268,316
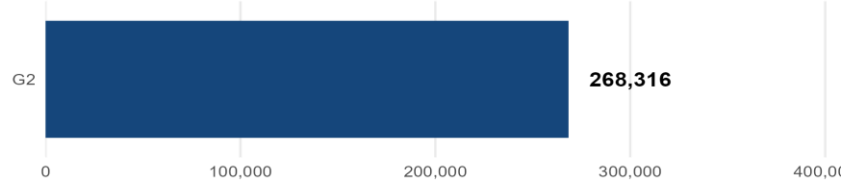
Top Transfer Locations

Dupont Circle, Shaw-Howard University, Mt. Vernon Square-UDC

Average Daily Ridership
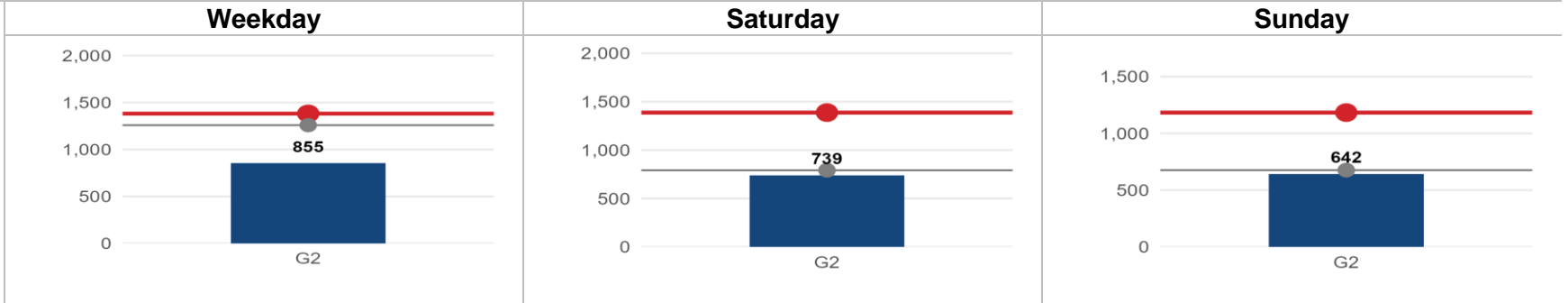
- ● Class/Tier Average
- — System Average

Weekday	Saturday	Sunday
855	739	642

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST		5	7	16	10	4	8	7
WEST	3	15	10	9	5	3	8	7
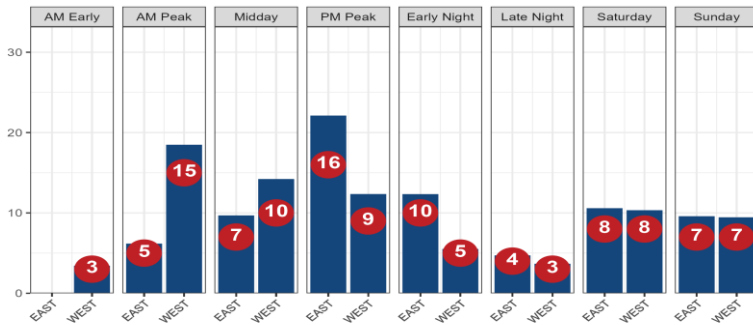
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.41	0.39
	Off-Peak Maximum Target: 1.0	0.27	0.26
	Saturday Maximum Target: 1.0	0.27	0.26
	Sunday Maximum Target: 1.0	0.24	0.23

Span and Frequency
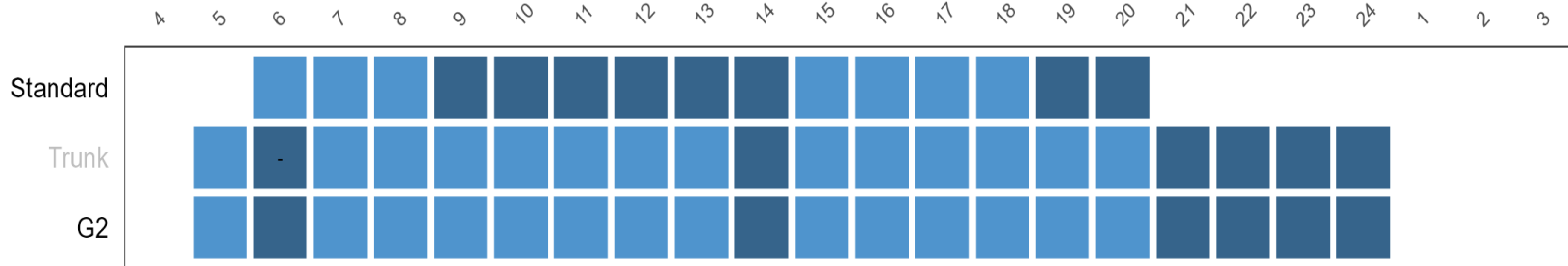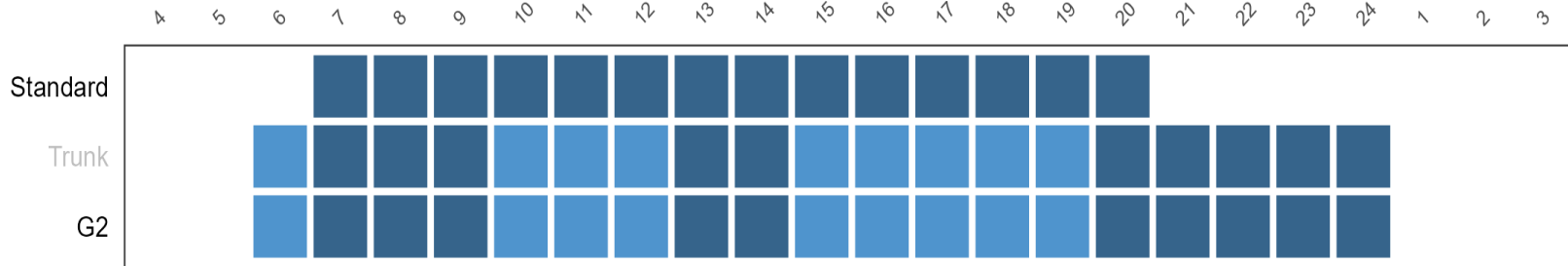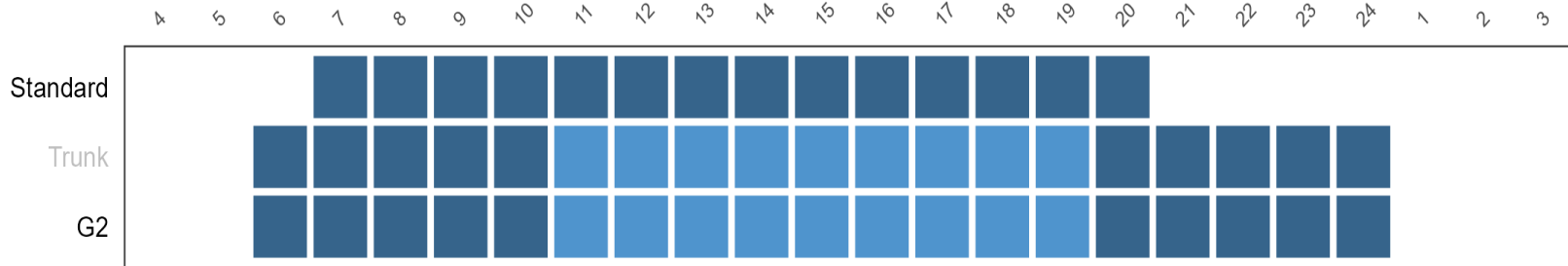
C P Street-Ledroit Park

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:45 AM - 12:30 AM	-	A	6:15 AM - 12:33 AM	-	A	6:20 AM - 12:29 AM	-	A
	Frequency of Service | varies	Peak: 27.3 / Off-Peak: 30.0	Peak: 19 / Off-Peak: 27.6	B	31.2	29.7	A	31.7	30.0	A
Productivity	**Passengers per Revenue Hour | 20**	16.6	21.1	D	14.6	18.6	E	14.1	16.6	E
	Passengers per Revenue Mile | 4	2.8	2.9	E	2.4	2.3	E	2.2	2.0	E
Reliability	**On-Time Performance | 79%**	79%	76%	C	80%	76%	B	82%	80%	B
	Crowding | 5%	4%	2%	A	4%	1%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.4	Off-Peak: 0.24 Peak: 0.33	A	0.26	0.22	A	0.23	0.2	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$7.17	$ 5.78	E	$8.18	$ 6.56	E	$8.45	$ 7.31	E
	Cost Recovery | 25%	19%	14%	D	17%	13%	E	16%	12%	E

Route G2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	7	6.5	E
Route Design	Circuity | N/A	1.2	1.59	-

	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	16.6	21.1	D	14.6	18.6	E	14.1	16.6	E
	Passengers per Revenue Mile | 4	2.8	2.9	E	2.4	2.3	E	2.2	2.0	E
	Unique Segment Ridership | 10%	86%	46%	A	81%	53%	A	82%	45%	A
Reliability	On-Time Performance | 79%	79%	76%	C	80%	76%	B	82%	80%	B
	Crowding | 5%	4%	3%	A	4%	1%	A	0%	1%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.4	Off-Peak: 0.25 Peak: 0.35	A	0.26	0.23	A	0.23	0.21	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$7.17	$ 5.78	E	$8.18	$ 6.56	E	$8.45	$ 7.31	E
	Cost Recovery | 25%	19%	14%	D	17%	12%	E	16%	11%	E
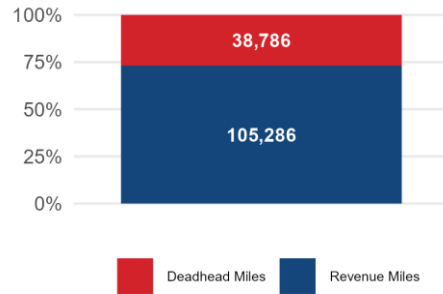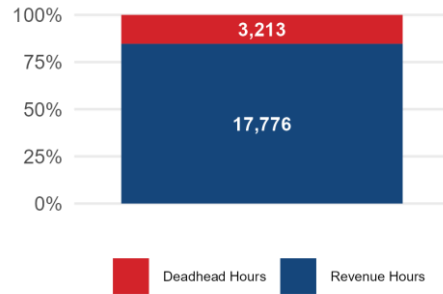
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 38,786
- Revenue Miles: 105,286

Hours Allocation

- Deadhead Hours: 3,213
- Revenue Hours: 17,776

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G2	8.80	2,030	2,023 (99.7%)

Service Change Summary

Route G2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

- Class/Tier Average
- System Average

About the Line

Service Classification

Framework

Activity Tier

1

Overall Grade

| Line | C |

Legend

| Exceeds | Meets |
| Approaches | Below | Significantly Below |

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Park Road-Brookland Line

Regional Transit

M Metrorail

Local Bus

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

Transit Center

0   0.15   0.3 Miles

metrobus

Line Benefit Score

34
Out of 100

Radar chart with axes: Ridership, Network Value, Population Served (scale 0 to 100)

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	51	26	26	
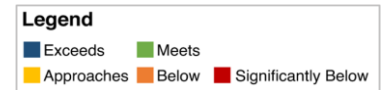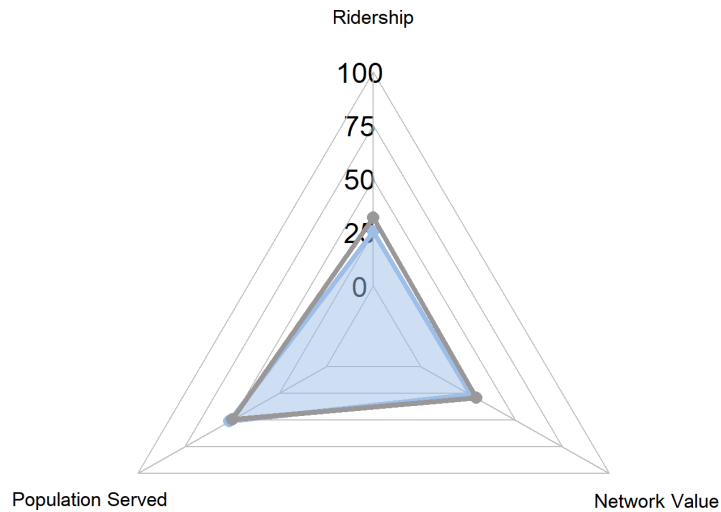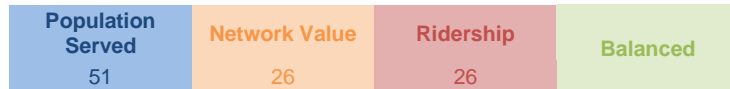
Operating Statistics

Annual Operating Costs	$3,407,055
Peak Vehicles	8
Vehicle Type(s)	40 Foot

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

Service Area Population		72,679
People of Color Population	Service Area	33,857
	% Riders Surveyed	90%
Low Income Household	Service Area	18,386
	% Riders Surveyed	61%

Facilities/Amenities

Bus Stops	75
% Stops With Shelters	13%
% Stops With Benches	7%
% Stops With Real-Time Signs	8%

metrobus

Ridership

Annual Ridership

H9 — 4,389
H8 — 776,484

(axis: 0, 300,000, 600,000, 900,000)
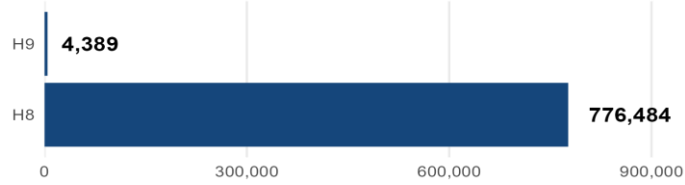
Top Transfer Locations

Brookland, Georgia Avenue-Petworth, Columbia Heights

Average Daily Ridership
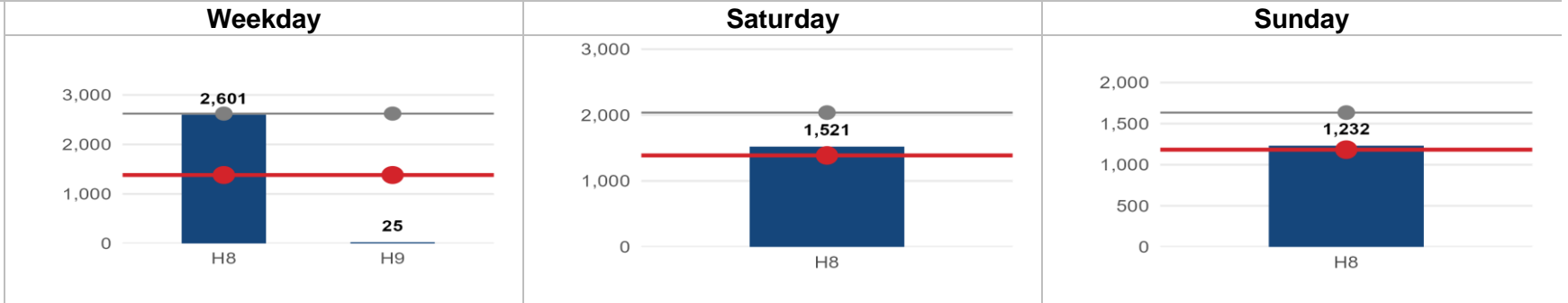
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday

Weekday: H8 — 2,601; H9 — 25
Saturday: H8 — 1,521
Sunday: H8 — 1,232

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	11	15	15	17	12	9	12	10
WEST	9	15	16	15	8	6	12	10
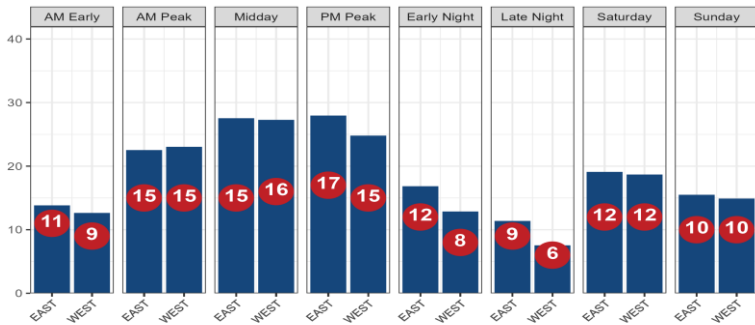
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.4	0.37
	Off-Peak Maximum Target: 1.0	0.33	0.31
	Saturday Maximum Target: 1.0	0.31	0.3
	Sunday Maximum Target: 1.0	0.25	0.25

metrobus

Span and Frequency

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

Weekday (by Hour)

Rows: Standard, Trunk, H9, H8

Saturday (by Hour)

Rows: Standard, Trunk, H8

Sunday (by Hour)

Rows: Standard, Trunk, H8

metrobus
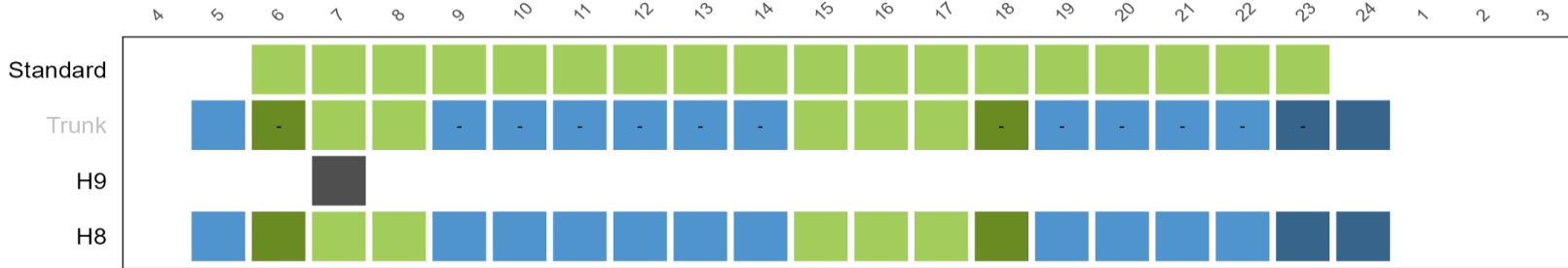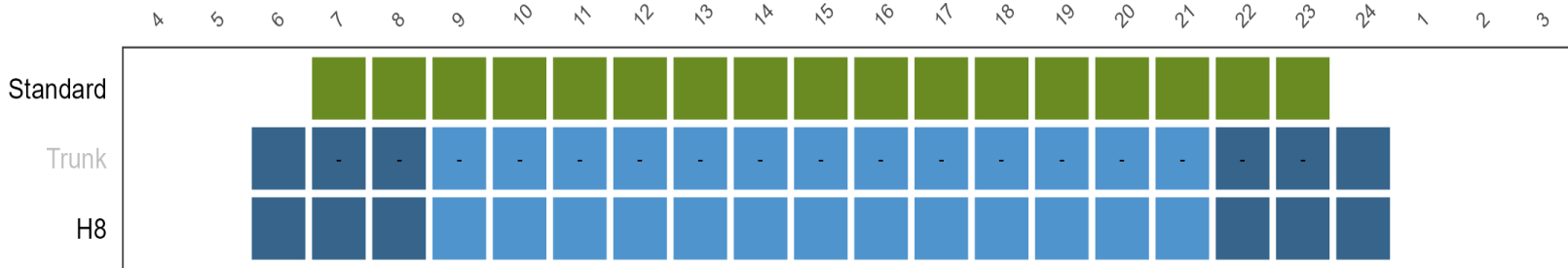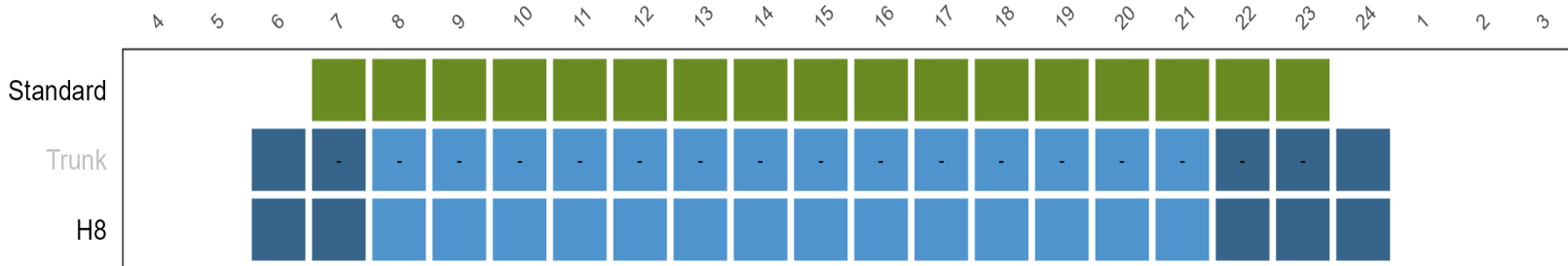
C Park Road-Brookland

Measure	Standard	Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:00 AM - 12:17 AM	-	A	6:00 AM - 12:16 AM	-	A	6:00 AM - 12:21 AM	-	A
	Frequency of Service | varies	Peak: 15.3 / Off-Peak: 23.6	Peak: 16.6 / Off-Peak: 20	C	27.3	22.5	D	26.9	25.9	D
Productivity	**Passengers per Revenue Hour | 30**	29.0	24.4	C	26.1	21.6	D	20.4	20.0	E
	Passengers per Revenue Mile | 4	3.9	3.2	C	3.2	2.7	E	2.5	2.4	E
Reliability	**On-Time Performance | 79%**	76%	74%	C	73%	72%	D	79%	76%	B
	Crowding | 5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.39	Off-Peak: 0.29 Peak: 0.38	A	0.3	0.29	A	0.25	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$4.12	$ 5.47	A	$4.57	$ 6.24	A	$5.84	$ 6.78	C
	Cost Recovery | 25%	23%	21%	C	21%	18%	D	17%	17%	E

Route H8

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.6	5.2	E
Route Design	**Circuity |** 1.75	1.75	1.29	C

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	29.1	24.4	C	26.1	21.6	D	20.4	20.0	E
	Passengers per Revenue Mile | 4	3.9	3.2	C	3.2	2.7	E	2.5	2.4	E
	Unique Segment Ridership | 10%	29%	22%	A	53%	34%	A	53%	34%	A
Reliability	**On-Time Performance |** 79%	76%	74%	C	73%	72%	D	79%	76%	B
	Crowding | 5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.32 Peak: 0.39	Off-Peak: 0.29 Peak: 0.38	A	0.3	0.29	A	0.25	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.10	$ 5.47	A	$4.57	$ 6.24	A	$5.84	$ 6.78	C
	Cost Recovery | 25%	23%	21%	C	21%	18%	D	16%	17%	E

Route H9

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.8	5.2	E
Route Design	**Circuity |** 1.75	1.22	1.29	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	21.4	24.4	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	4.2	3.2	B	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	22%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	87%	74%	A	-	-	-	-	-	-
	Crowding | 5%	0%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Peak: 0.29	Peak: 0.38	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.57	$ 5.47	C	-	-	-	-	-	-
	Cost Recovery | 25%	33%	21%	A	-	-	-	-	-	-

Operational Analysis
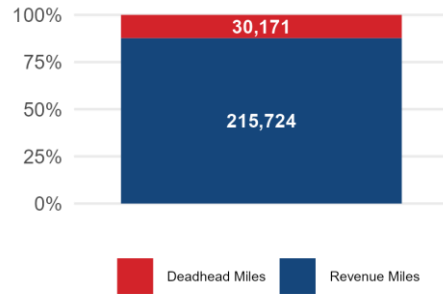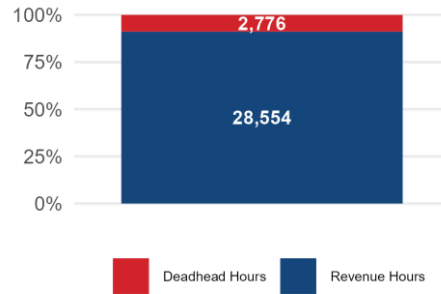
Miles Allocation

- Deadhead Miles: 30,171
- Revenue Miles: 215,724

Hours Allocation

- Deadhead Hours: 2,776
- Revenue Hours: 28,554

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
H8	11.60	3,055	3,018 (98.8%)
H9	2.80	30	30 (100.0%)

Service Change Summary

Route H8 - Dec 2021:
Weekday: Run-time adjustment; Saturday: Run-time adjustment; Sunday: Run-time adjustment;
Route H9 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- H8: 8.4
- H9: 6.5

Saturday
- H8: 7

Sunday
- H8: 6

Legend:
- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Pennsylvania Avenue Line

Regional Transit

M Metrorail

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

0   0.325   0.65 Miles

metrobus

Service Classification

Framework

Activity Tier

1

Overall Grade

| Line | | **C** |

Legend
- Exceeds
- Meets
- Approaches
- Below
- Significantly Below
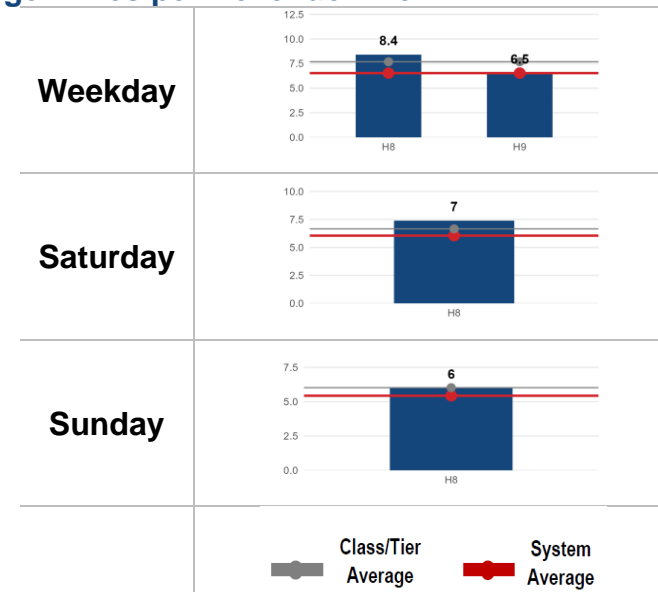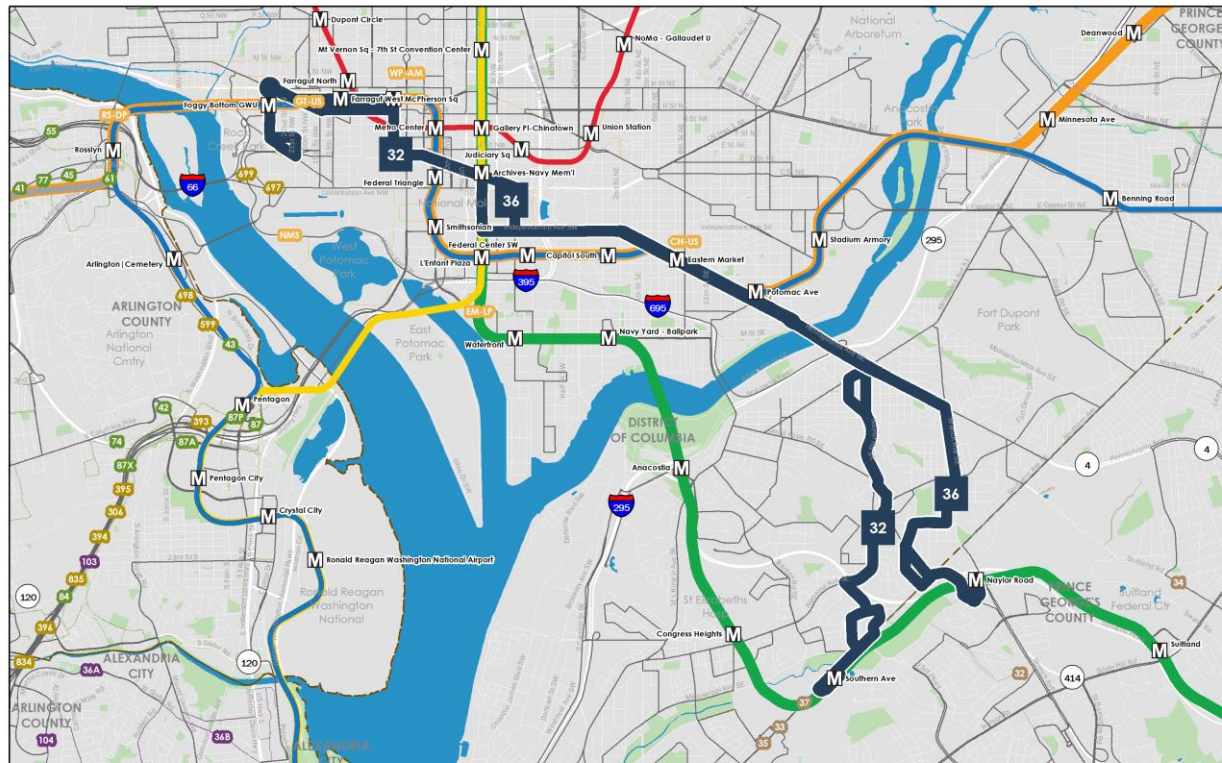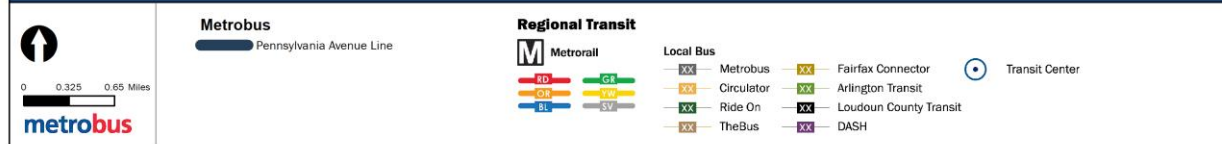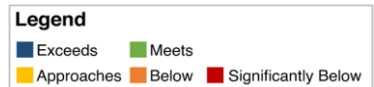
Line Benefit Score

58

Out of 100
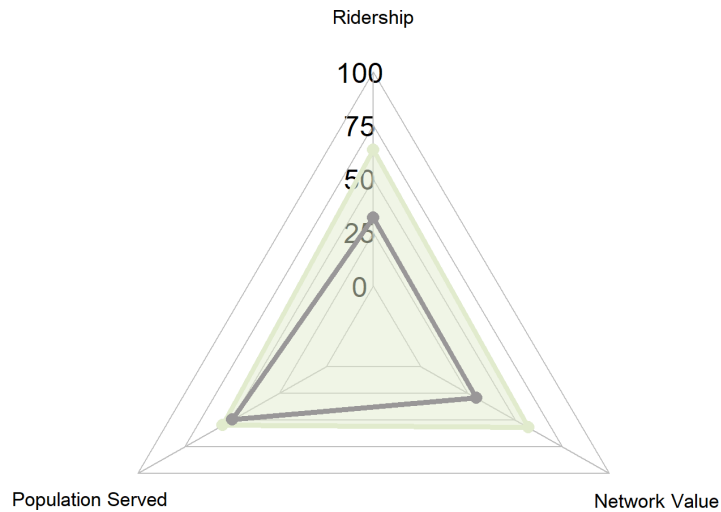
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	55	57	64	

Operating Statistics

	Annual Operating Costs	$7,927,593
	Peak Vehicles	25
	Vehicle Type(s)	40 Foot

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

	Service Area Population		99,239
	People of Color Population	Service Area	51,764
		% Riders Surveyed	88%
	Low Income Household	Service Area	28,939
		% Riders Surveyed	57%

Facilities/Amenities

	Bus Stops	127
	% Stops With Shelters	35%
	% Stops With Benches	35%
	% Stops With Real-Time Signs	18%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership

36	697,884
32	1,178,440
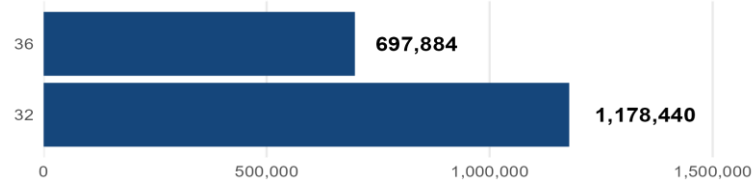
Top Transfer Locations

Potomac Avenue, Southern Avenue, Archives-Navy Memorial
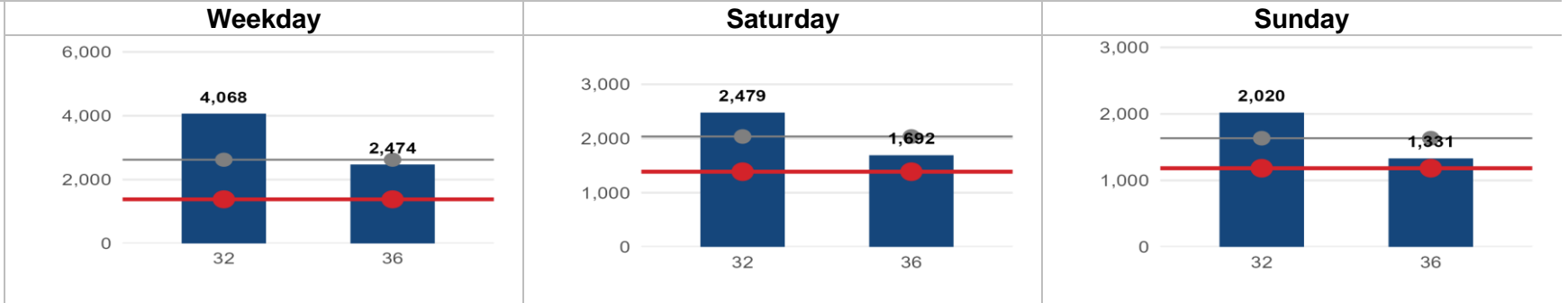
Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
32: 4,068 — 36: 2,474	32: 2,479 — 36: 1,692	32: 2,020 — 36: 1,331

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	6	17
AM Peak	13	22
Midday	18	18
PM Peak	23	15
Early Night	12	8
Late Night	7	5
Saturday	11	11
Sunday	10	10
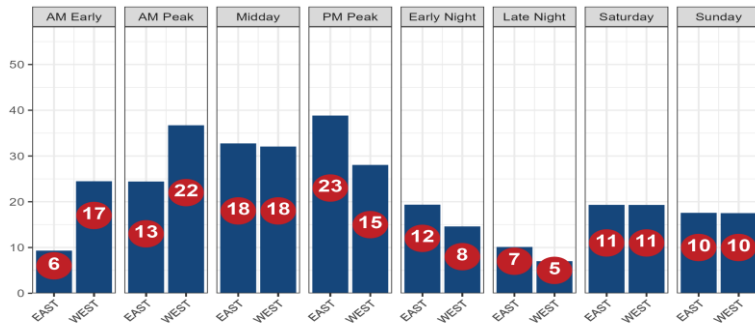
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.49	0.48
	Off-Peak Maximum Target: 1.0	0.35	0.36
	Saturday Maximum Target: 1.0	0.28	0.29
	Sunday Maximum Target: 1.0	0.26	0.26

metrobus

Span and Frequency

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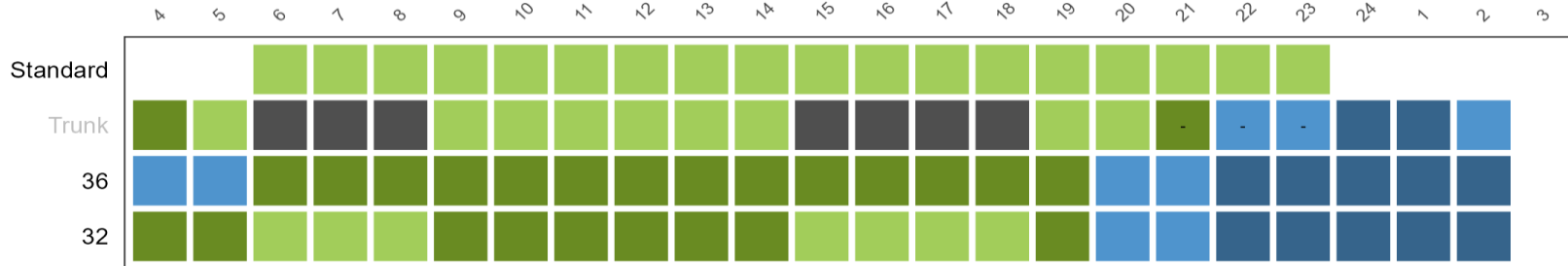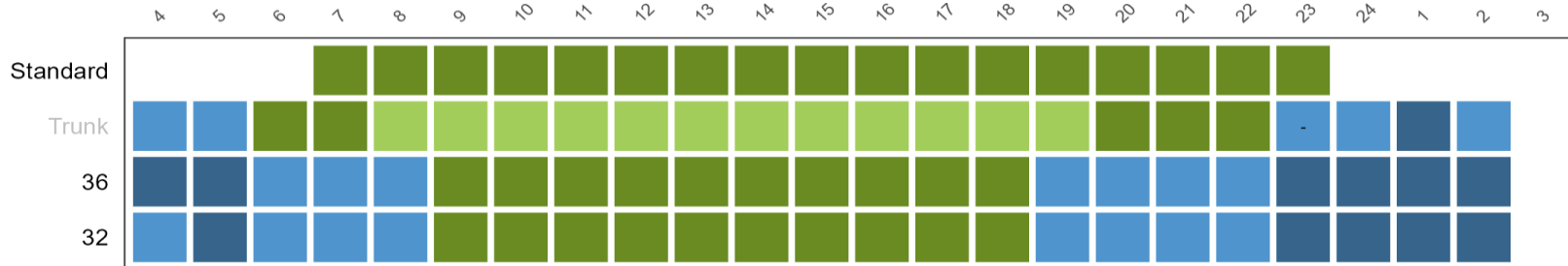
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
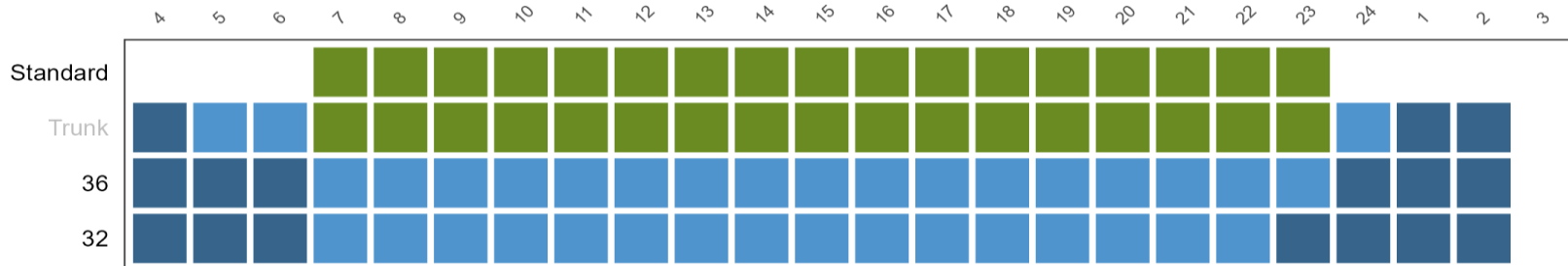
C Pennsylvania Avenue

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	Span of Service | varies	4:04 AM - 2:39 AM	-	A	4:03 AM - 2:45 AM	-	A	4:03 AM - 2:32 AM	-	A
Availability	Frequency of Service | varies	Peak: 11.6 / Off-Peak: 13.7	Peak: 16.6 / Off-Peak: 20	B	16.3	22.5	B	18.3	25.9	B
Productivity	Passengers per Revenue Hour | 30	24.9	24.4	D	18.7	21.6	E	17.9	20.0	E
Productivity	Passengers per Revenue Mile | 4	3.1	3.2	E	2.1	2.7	E	1.9	2.4	E
Reliability	On-Time Performance | 79%	73%	74%	D	67%	72%	E	75%	76%	C
Reliability	Crowding | 5%	1%	1%	A	0%	1%	A	0%	0%	A
Reliability	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.48	Off-Peak: 0.29 Peak: 0.38	A	0.28	0.29	A	0.26	0.26	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$4.78	$ 5.47	A	$6.38	$ 6.24	D	$6.66	$ 6.78	E
Cost Effectiveness	Cost Recovery | 25%	14%	21%	E	11%	18%	E	10%	17%	E

Route 32

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	4.8	5.2	A
Route Design Circuity | 1.75	1.39	1.29	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	28.6	24.4	C	21.7	21.6	E	20.8	20.0	E
	Passengers per Revenue Mile | 4	3.5	3.2	D	2.4	2.7	E	2.2	2.4	E
	Unique Segment Ridership | 10%	24%	22%	A	25%	34%	A	28%	34%	A
Reliability	On-Time Performance | 79%	73%	74%	D	71%	72%	D	76%	76%	C
	Crowding | 5%	1%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.41 Peak: 0.53	Off-Peak: 0.29 Peak: 0.38	A	0.32	0.29	A	0.3	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$4.17	$ 5.47	A	$5.50	$ 6.24	C	$5.72	$ 6.78	C
	Cost Recovery | 25%	16%	21%	E	12%	18%	E	11%	17%	E

metrobus

Route 36

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.8	5.2	A
Route Design	**Circuity |** 1.75	1.31	1.29	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	20.5	24.4	E	15.6	21.6	E	14.8	20.0	E
	Passengers per Revenue Mile | 4	2.5	3.2	E	1.7	2.7	E	1.5	2.4	E
	Unique Segment Ridership | 10%	13%	22%	A	9%	34%	C	10%	34%	C
Reliability	**On-Time Performance |** 79%	71%	74%	D	64%	72%	E	73%	76%	D
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.42	Off-Peak: 0.29 Peak: 0.38	A	0.24	0.29	A	0.22	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.82	$ 5.47	C	$7.65	$ 6.24	E	$8.09	$ 6.78	E
	Cost Recovery | 25%	13%	21%	E	10%	18%	E	9%	17%	E
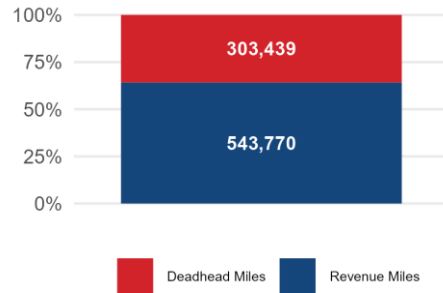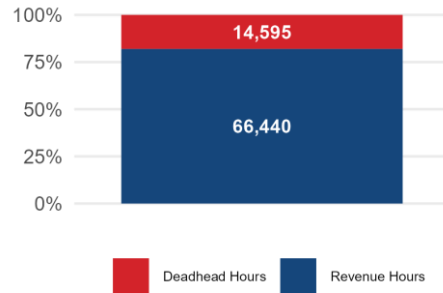
metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

827

Operational Analysis

Miles Allocation

- 303,439 (Deadhead Miles)
- 543,770 (Revenue Miles)

Legend: Deadhead Miles / Revenue Miles

Hours Allocation

- 14,595 (Deadhead Hours)
- 66,440 (Revenue Hours)

Legend: Deadhead Hours / Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
32	19.90	3,698	3,640 (98.4%)
36	19.00	3,311	3,264 (98.6%)

Service Change Summary

Route 32 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route 36 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- 32: 10.6
- 36: 7.6

Saturday
- 32: 6.9
- 36: 4.9

Sunday
- 32: 6.5
- 36: 4.5

Legend: Class/Tier Average / System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Pershing Drive-Arlington Blvd Line

Regional Transit

Ⓜ **Metrorail**

Local Bus

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

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line	C

Legend

■ Exceeds   ■ Meets
■ Approaches   ■ Below   ■ Significantly Below

metrobus

Line Benefit Score

30

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	**Population Served**	**Network Value**	**Ridership**	**Balanced**
Line Score:	50	31	8	
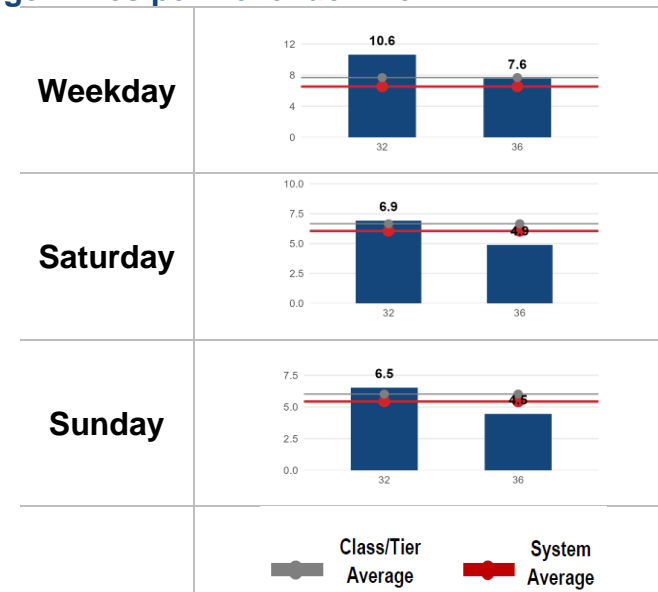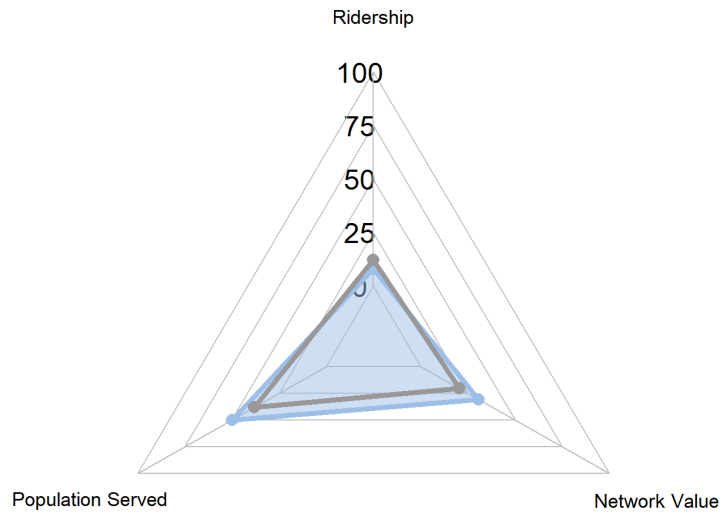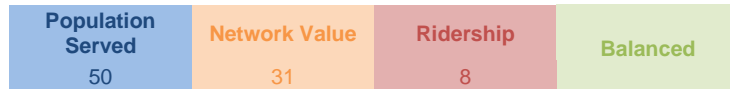
Operating Statistics

Annual Operating Costs	$1,992,131
Peak Vehicles	4
Vehicle Type(s)	40 Foot

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

Service Area Population			50,849
People of Color Population	*Service Area*	11,381
	% Riders Surveyed	72%
Low Income Household	*Service Area*	10,394
	% Riders Surveyed	47%

Facilities/Amenities

Bus Stops	71
% Stops With Shelters	35%
% Stops With Benches	35%
% Stops With Real-Time Signs	1%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Ridership
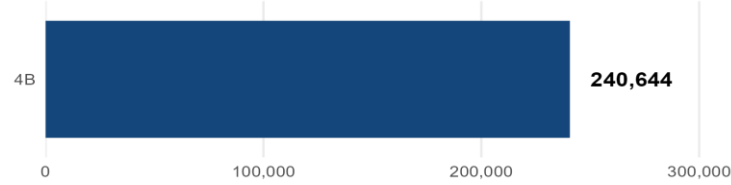
Annual Ridership	240,644
Top Transfer Locations	**Rosslyn, Court House, Rosslyn East**

Average Daily Ridership	Weekday	Saturday	Sunday
── Class/Tier Average ── System Average	844	496	327
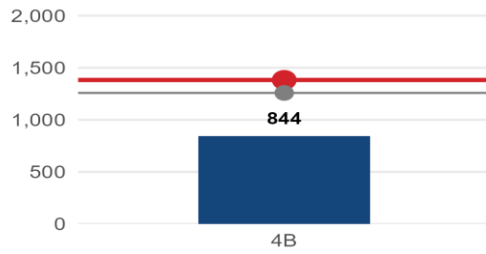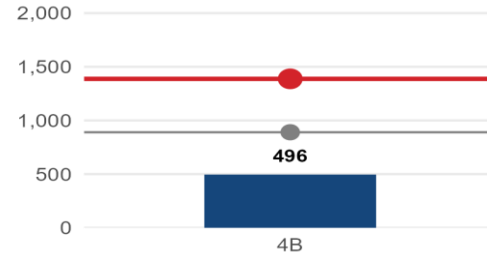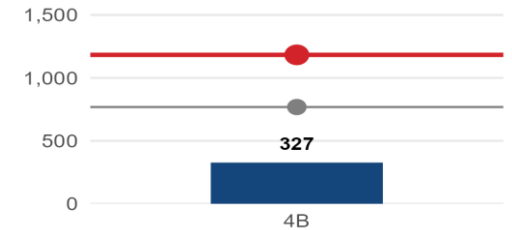
Average Trip Ridership and Maximum Load by Time Period
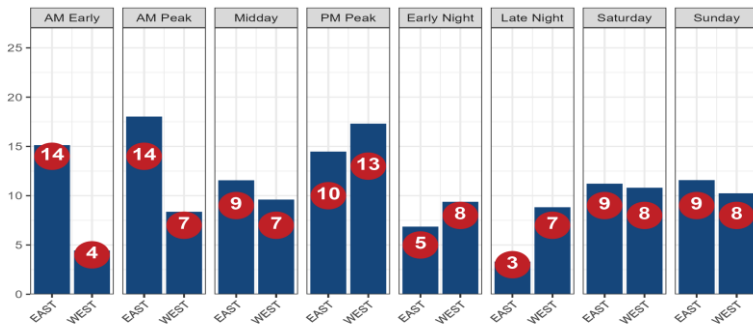
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.3	0.25
	Off-Peak Maximum Target: 1.0	0.19	0.18
	Saturday Maximum Target: 1.0	0.22	0.21
	Sunday Maximum Target: 1.0	0.22	0.19

metrobus

Span and Frequency

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus
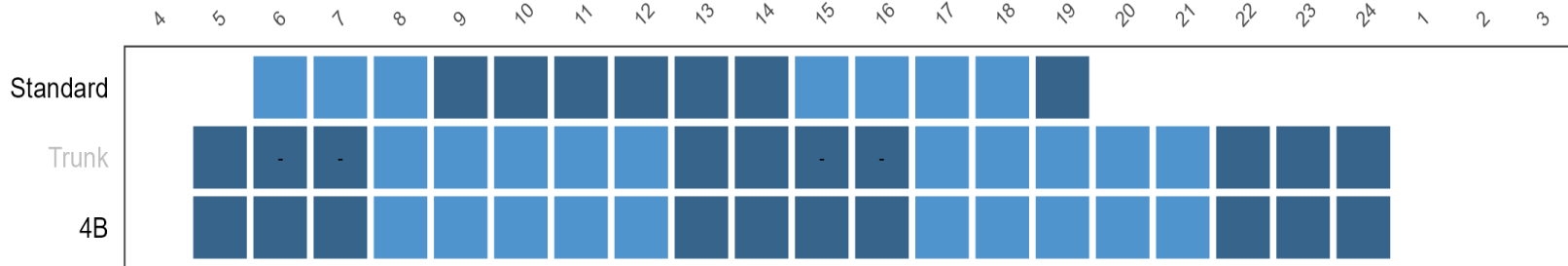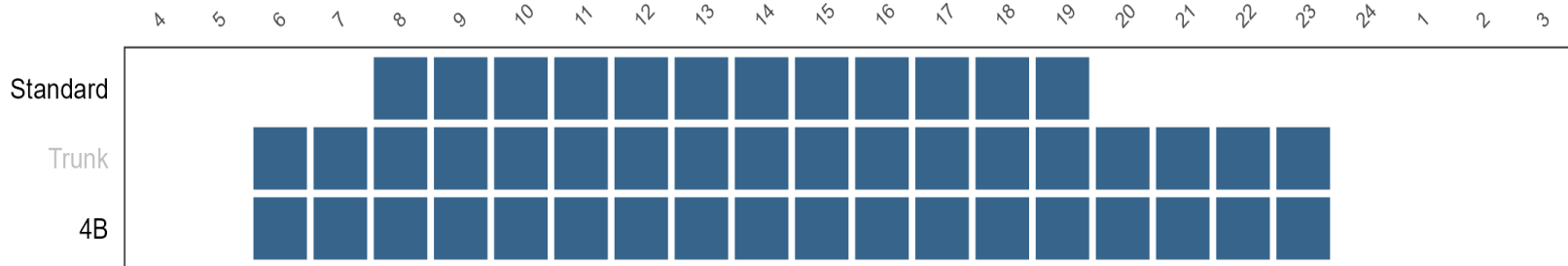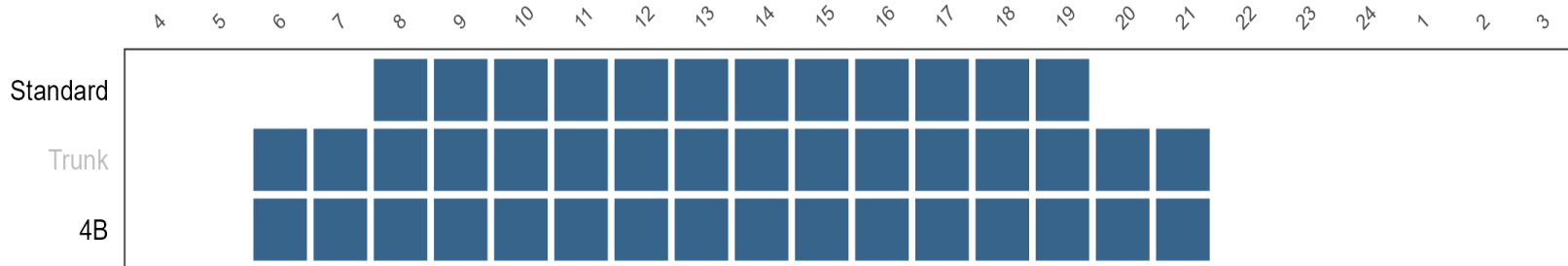
C Pershing Drive-Arlington Blvd

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	5:05 AM - 12:01 AM	-	A	6:20 AM - 11:31 PM	-	A	6:35 AM - 9:44 PM	-	A
Frequency of Service | varies	Peak: 30.2 / Off-Peak: 29.9	Peak: 26.3 / Off-Peak: 36.7	C	45.3	39.6	A	60.1	40.8	C
Productivity — **Passengers per Revenue Hour** | 15	15.1	25.1	B	15.3	24.3	B	14.2	22.5	C
Passengers per Revenue Mile | 2	1.8	2.9	D	1.7	2.6	D	1.7	2.3	D
Reliability — **On-Time Performance** | 79%	89%	82%	A	91%	82%	A	83%	81%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.28	Off-Peak: 0.23 Peak: 0.29	A	0.21	0.22	A	0.21	0.2	A
Cost Effectiveness — **Operating Cost per Passenger Trip** | $5	$7.89	$ 5.84	E	$7.79	$ 6.11	E	$8.38	$ 6.59	E
Cost Recovery | 20%	16%	13%	D	16%	12%	D	15%	11%	D

Route 4B

Measure | Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	5.4	6.3	E
Route Design Circuity | N/A	1.26	2.5	-

Measure | Standard	Weekday			Saturday			Sunday		
	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Passengers per Revenue Hour | 15	15.1	25.1	B	15.3	24.3	B	14.2	22.5	C
Passengers per Revenue Mile | 2	1.8	2.9	D	1.7	2.6	D	1.7	2.3	D
Unique Segment Ridership | 10%	70%	29%	A	73%	43%	A	69%	52%	A
On-Time Performance | 79%	89%	82%	A	91%	82%	A	83%	81%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.19 Peak: 0.28	Off-Peak: 0.25 Peak: 0.32	A	0.21	0.24	A	0.21	0.21	A
Operating Cost per Passenger Trip | $5	$7.89	$ 5.84	E	$7.79	$ 6.11	E	$8.38	$ 6.59	E
Cost Recovery | 20%	16%	13%	D	16%	12%	D	15%	11%	D

Productivity applies to the first three measures. *Reliability* applies to On-Time Performance, Crowding, and Load Factor. *Cost Effectiveness* applies to Operating Cost per Passenger Trip and Cost Recovery.

Operational Analysis

Miles Allocation

Deadhead Miles: 34,819
Revenue Miles: 147,355

Hours Allocation

Deadhead Hours: 2,339
Revenue Hours: 16,696
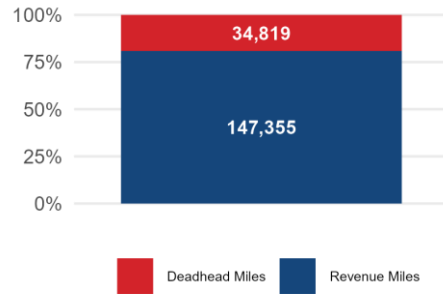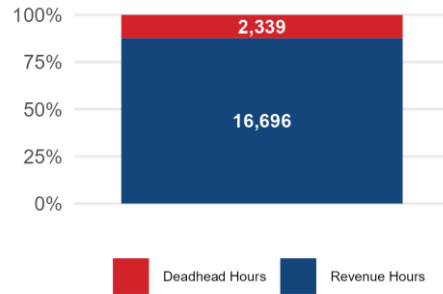
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
4B	13.60	1,878	1,868 (99.5%)

Service Change Summary

Route 4B - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;

Passenger Miles per Revenue Mile

Weekday — 4B: 6

Saturday — 4B: 6

Sunday — 4B: 5

Class/Tier Average
System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line   B

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

Line Benefit Score

17

Out of 100

Ridership / Population Served / Network Value radar chart
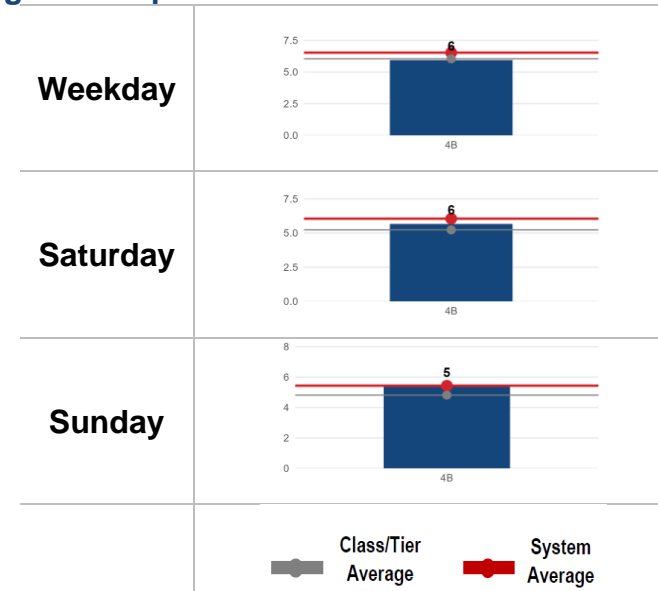
Classification Average
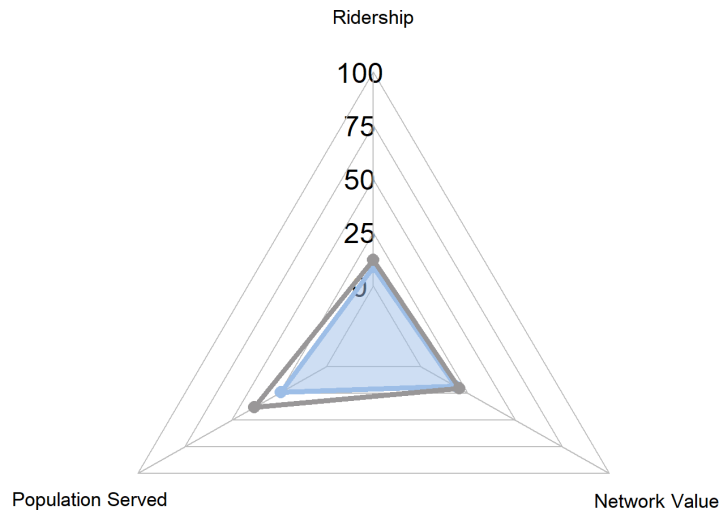
	Population Served	Network Value	Ridership	Balanced
Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	24	18	9	

Operating Statistics

	Annual Operating Costs	$1,240,349
	Peak Vehicles	4
	Vehicle Type(s)	40 Foot

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

	Service Area Population		23,027
	People of Color Population	Service Area	11,731
		% Riders Surveyed	94%
	Low Income Household	Service Area	5,975
		% Riders Surveyed	63%

Facilities/Amenities

	Bus Stops	69
	% Stops With Shelters	23%
	% Stops With Benches	16%
	% Stops With Real-Time Signs	1%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

837

Ridership

Annual Ridership

R4   241,769

| 0 | 100,000 | 200,000 | 300,000 |
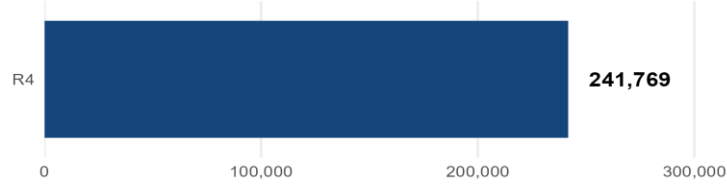
Top Transfer Locations

Brookland, Prince George's Plaza, West Hyattsville

Average Daily Ridership
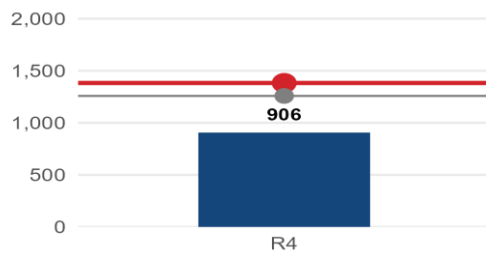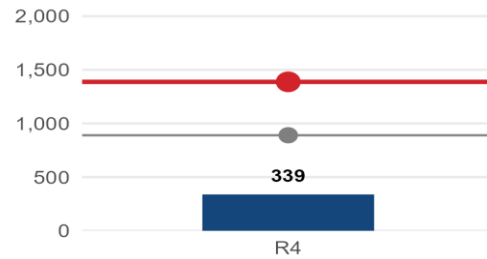
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
906	339	251

Average Trip Ridership and Maximum Load by Time Period

AM Early, AM Peak, Midday, PM Peak, Early Night, Late Night, Saturday, Sunday (NORTH / SOUTH)

NORTH/SOUTH max load values: AM Early 4/13, AM Peak 7/14, Midday 9/9, PM Peak 13/8, Early Night 6/5, Late Night –/3, Saturday 7/8, Sunday 6/7
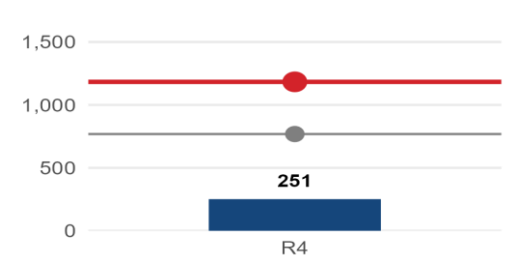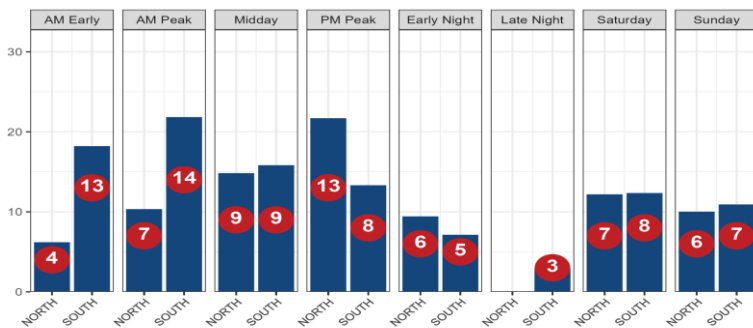
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.26	0.27
	Off-Peak Maximum Target: 1.0	0.19	0.22
	Saturday Maximum Target: 1.0	0.19	0.19
	Sunday Maximum Target: 1.0	0.16	0.17

Span and Frequency

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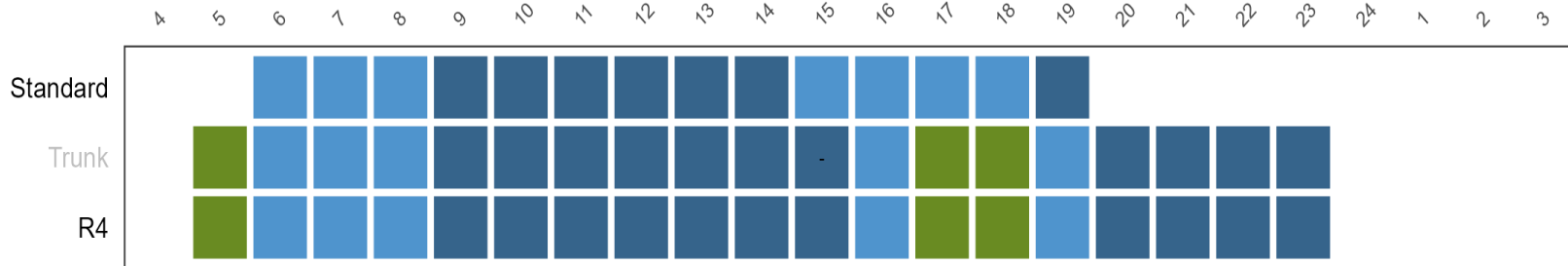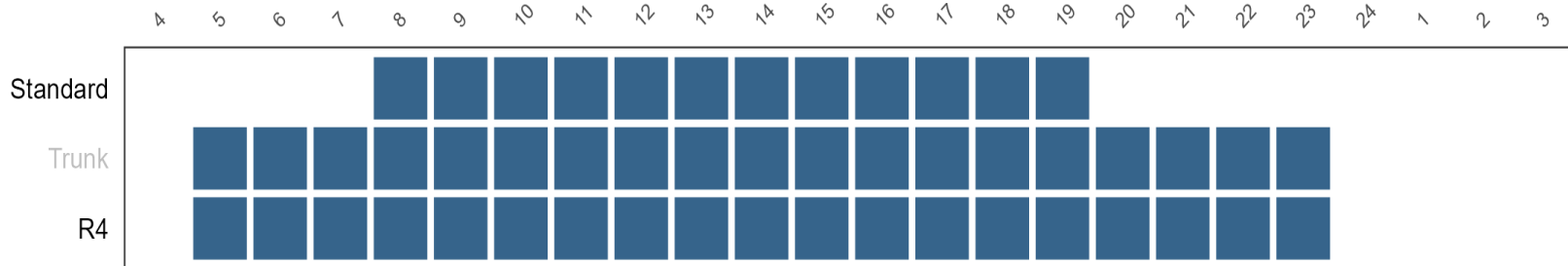
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
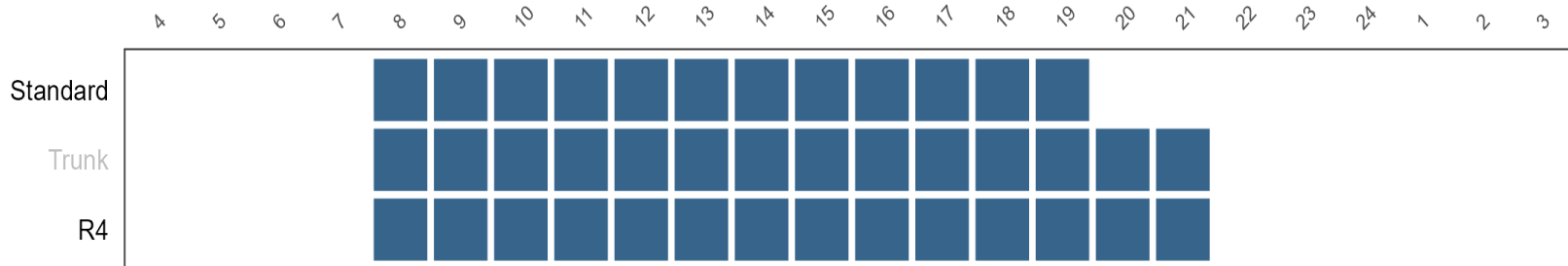
B Queens Chapel Road

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: 24.1 / Off-Peak: 56.2	Peak: 26.3 / Off-Peak: 36.7	A	68.9	39.6	D	63.5	40.8	C
Productivity									
Passengers per Revenue Hour | 15	23.9	25.1	A	22.1	24.3	A	20.5	22.5	A
Passengers per Revenue Mile | 2	2.5	2.9	A	2.1	2.6	B	1.8	2.3	D
Reliability									
On-Time Performance | 79%	80%	82%	B	88%	82%	A	78%	81%	C
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.27	Off-Peak: 0.23 Peak: 0.29	A	0.19	0.22	A	0.17	0.2	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$4.99	$ 5.84	A	$5.39	$ 6.11	B	$5.82	$ 6.59	C
Cost Recovery | 20%	20%	13%	C	18%	12%	C	17%	11%	D

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Route R4

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.1	6.3	E
Route Design	**Circuity |** N/A	1.32	2.5	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	23.9	25.1	A	22.1	24.3	A	20.5	22.5	A
	Passengers per Revenue Mile | 2	2.5	2.9	A	2.1	2.6	B	1.8	2.3	D
	Unique Segment Ridership | 10%	41%	29%	A	46%	43%	A	44%	52%	A
Reliability	**On-Time Performance |** 79%	80%	82%	B	88%	82%	A	78%	81%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.2 Peak: 0.27	Off-Peak: 0.25 Peak: 0.32	A	0.19	0.24	A	0.17	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.99	$ 5.84	A	$5.39	$ 6.11	B	$5.82	$ 6.59	C
	Cost Recovery | 20%	20%	13%	C	18%	12%	C	17%	11%	D

metrobus

Operational Analysis

Miles Allocation

- 11,098 (Deadhead Miles)
- 95,314 (Revenue Miles)

Legend: ■ Deadhead Miles ■ Revenue Miles

Hours Allocation

- 881 (Deadhead Hours)
- 10,395 (Revenue Hours)

Legend: ■ Deadhead Hours ■ Revenue Hours
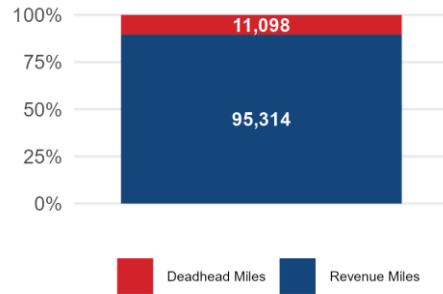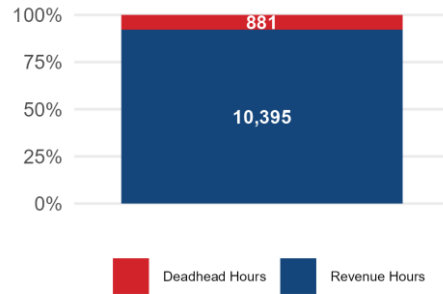
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
R4	12.20	1,549	1,528 (98.6%)

Service Change Summary

Route R4 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

Legend: ▬ Class/Tier Average ▬ System Average

About the Line

Service Classification

Gap

Activity Tier

1

Overall Grade

Line	-

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

Line Benefit Score

7

Out of 100
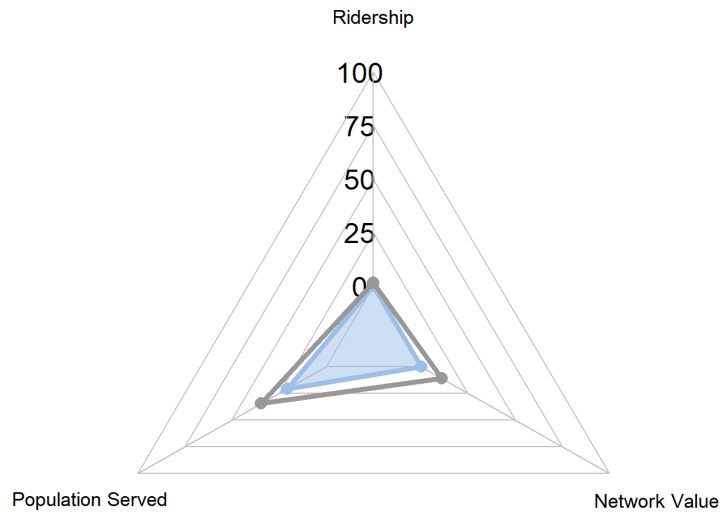
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	21	0	0	
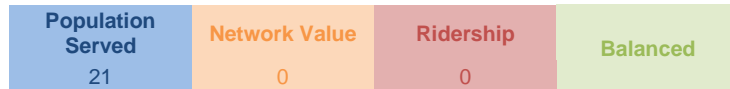
Operating Statistics

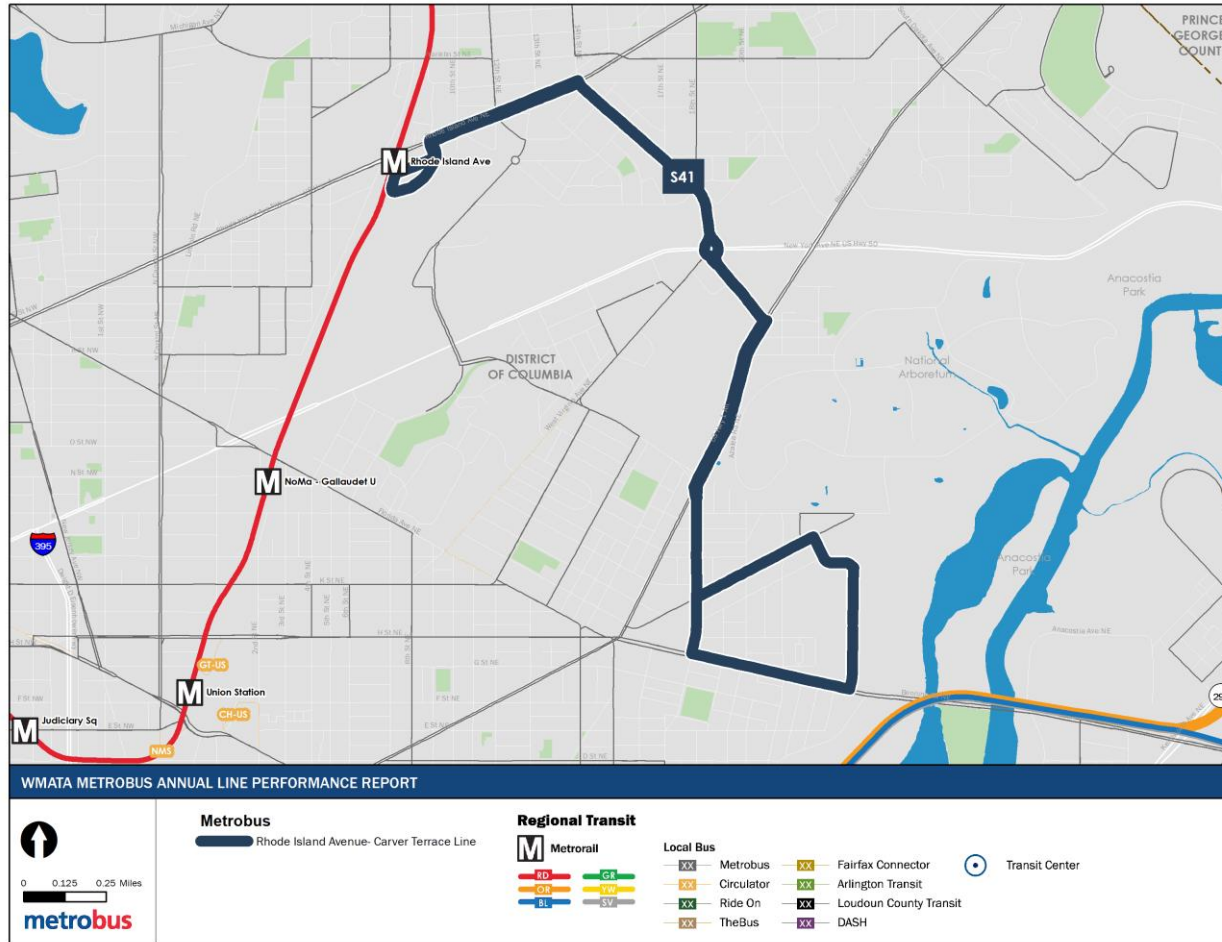|		
Annual Operating Costs		$24,681
Peak Vehicles		
Vehicle Type(s)		

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

	Service Area Population		21,878
	People of Color Population	*Service Area*	16,998
		% Riders Surveyed	
	Low Income Household	*Service Area*	8,947
		% Riders Surveyed	

Facilities/Amenities

	Bus Stops	30
	% Stops With Shelters	10%
	% Stops With Benches	7%
	% Stops With Real-Time Signs	10%

metrobus

Ridership

Annual Ridership

S41 — 1,498

(Scale: 0, 500, 1,000, 1,500, 2,000)

Top Transfer Locations

NA

Average Daily Ridership

- — Class/Tier Average
- — System Average

Weekday	Saturday	Sunday
S41: 8 (Class/Tier Average), ~1,400 (System Average)	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Peak: SOUTH — 4

PM Peak: NORTH — 3
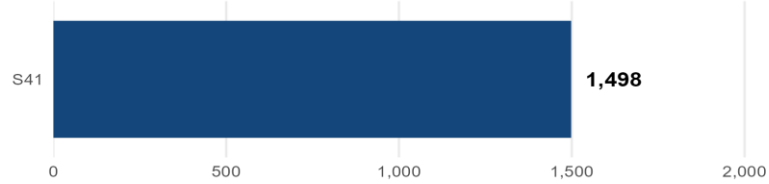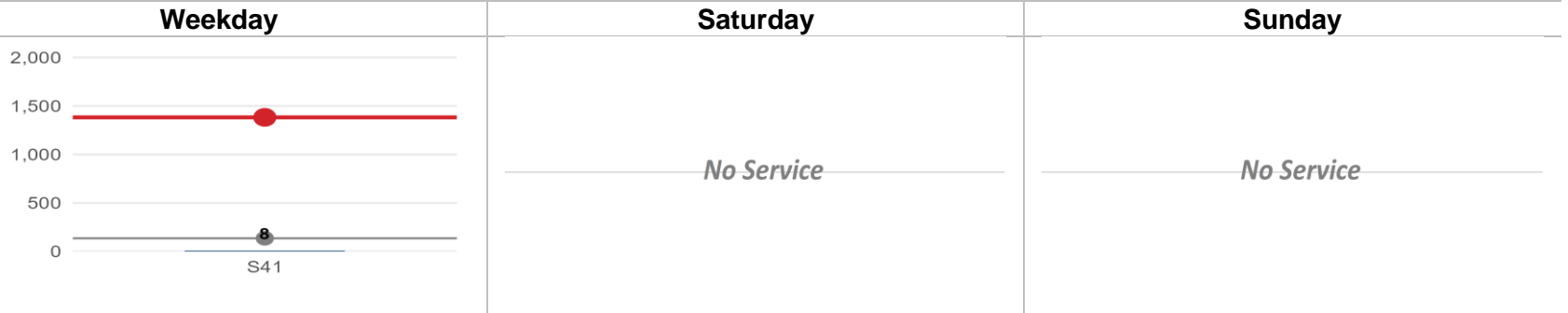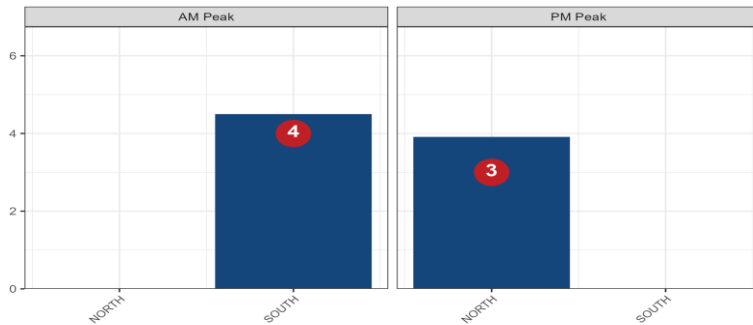
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: NA		
	Off-Peak Maximum Target: NA	0.08	0.11
	Saturday Maximum Target: NA		
	Sunday Maximum Target: NA		

Span and Frequency

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Rhode Island Avenue- Carver Terrace

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	8:06 AM - 8:25 AM; 3:40 PM - 3:56 PM	-	-	-	-	-	-	-	-
Frequency of Service | varies	Peak: NA / Off-Peak: NA	Peak: 5.2 / Off-Peak: 14.9	-	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour |	10.1	14.4	-	-	-	-	-	-	-
Passengers per Revenue Mile |	1.2	2	-	-	-	-	-	-	-
Reliability									
On-Time Performance |	76%	97%	-	-	-	-	-	-	-
Crowding |	-	-	-	-	-	-	-	-	-
Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip |	$11.87	$ 9.38	-	-	-	-	-	-	-
Cost Recovery |	10%	10%	-	-	-	-	-	-	-

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Route S41

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile** |	4.8	4.4	-
Route Design	**Circuity** |	1.24	1.37	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour** |	10.1	14.4	-	-	-	-	-	-	-
	Passengers per Revenue Mile |	1.2	2	-	-	-	-	-	-	-
	Unique Segment Ridership |	0%	40%	-	-	-	-	-	-	-
Reliability	**On-Time Performance** |	76%	97%	-	-	-	-	-	-	-
	Crowding |	-	-	-	-	-	-	-	-	-
	Load Factor | Peak: NA / Off-Peak: NA	-	-	-	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** |	$11.87	$ 9.38	-	-	-	-	-	-	-
	Cost Recovery |	10%	10%	-	-	-	-	-	-	-

Operational Analysis
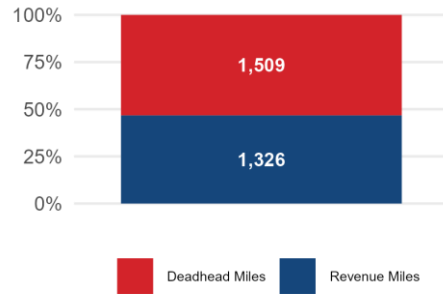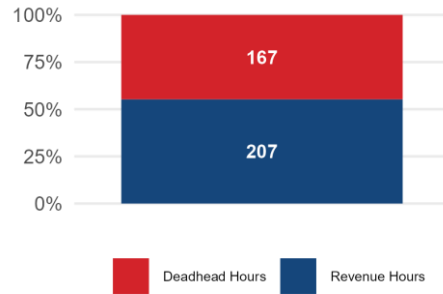
Miles Allocation

- Deadhead Miles: 1,509
- Revenue Miles: 1,326

Hours Allocation

- Deadhead Hours: 167
- Revenue Hours: 207

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
S41	6.70	30	30 (100.0%)

Service Change Summary

Route S41 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — S41

Saturday — No Service

Sunday — No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Rhode Island Avenue Line

Regional Transit

M Metrorail

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

● Transit Center

0   0.25   0.5 Miles

metrobus

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	D

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

Line Benefit Score

39

Out of 100

Ridership / Population Served / Network Value radar chart

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	51	42	24	

Operating Statistics

Annual Operating Costs		$4,389,532
Peak Vehicles		15
Vehicle Type(s)		40 Foot

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

Service Area Population			56,405
People of Color Population	Service Area	27,784
	% Riders Surveyed	73%
Low Income Household	Service Area	11,975
	% Riders Surveyed	46%

Facilities/Amenities

Bus Stops		91
% Stops With Shelters		14%
% Stops With Benches		15%
% Stops With Real-Time Signs		7%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

851

Ridership

Annual Ridership	G8 — 676,904
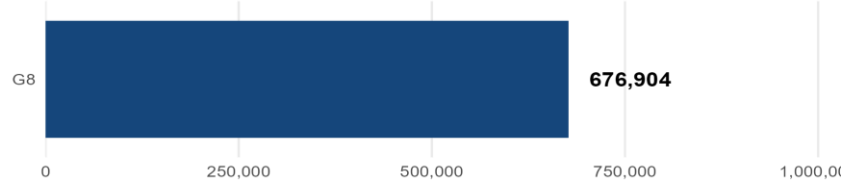
Top Transfer Locations

Brookland, Shaw-Howard University, McPherson Square
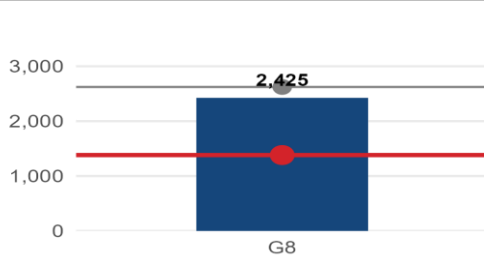
Average Daily Ridership

— ● Class/Tier Average
— ● System Average

Weekday	Saturday	Sunday
2,425	1,186	916

Average Trip Ridership and Maximum Load by Time Period

AM Early: EAST 7, WEST 9
AM Peak: EAST 8, WEST 15
Midday: EAST 10, WEST 14
PM Peak: EAST 13, WEST 10
Early Night: EAST 10, WEST 6
Late Night: EAST 6, WEST 3
Saturday: EAST 9, WEST 10
Sunday: EAST 8, WEST 8
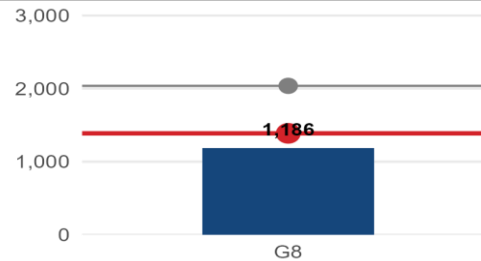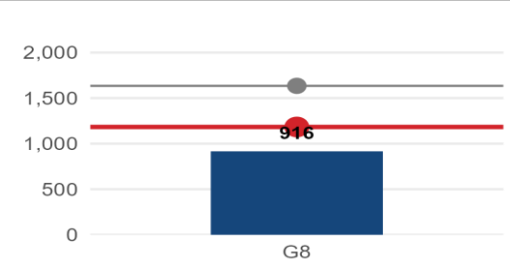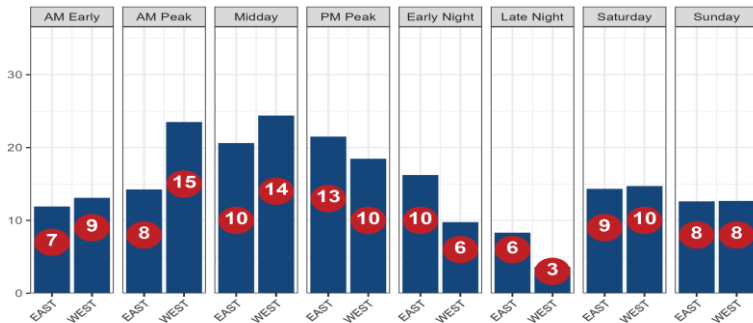
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.29	0.32
	Off-Peak Maximum Target: 1.0	0.23	0.23
	Saturday Maximum Target: 1.0	0.22	0.24
	Sunday Maximum Target: 1.0	0.19	0.21

metrobus

Span and Frequency

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

D Rhode Island Avenue

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:40 AM - 2:23 AM	-	A	5:15 AM - 2:27 AM	-	A	5:00 AM - 2:17 AM	-	A
Frequency of Service | varies	Peak: 13.8 / Off-Peak: 27.5	Peak: 16.6 / Off-Peak: 20	B	30.8	22.5	E	34.3	25.9	E
Productivity									
Passengers per Revenue Hour | 30	18.6	24.4	E	15.9	21.6	E	14.3	20.0	E
Passengers per Revenue Mile | 4	2.4	3.2	E	1.8	2.7	E	1.5	2.4	E
Reliability									
On-Time Performance | 79%	71%	74%	D	59%	72%	E	73%	76%	D
Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.31	Off-Peak: 0.29 Peak: 0.38	A	0.23	0.29	A	0.2	0.26	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$6.43	$ 5.47	D	$7.50	$ 6.24	E	$8.33	$ 6.78	E
Cost Recovery | 25%	18%	21%	E	15%	18%	E	14%	17%	E

metrobus

Route G8

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	5.8	5.2	E
Route Design — Circuity | 1.75	1.57	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	18.6	24.4	E	15.9	21.6	E	14.3	20.0	E
	Passengers per Revenue Mile | 4	2.4	3.2	E	1.8	2.7	E	1.5	2.4	E
	Unique Segment Ridership | 10%	72%	22%	A	75%	34%	A	74%	34%	A
Reliability	On-Time Performance | 79%	71%	74%	D	59%	72%	E	73%	76%	D
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.31	Off-Peak: 0.29 Peak: 0.38	A	0.23	0.29	A	0.2	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$6.43	$5.47	D	$7.50	$6.24	E	$8.33	$6.78	E
	Cost Recovery | 25%	18%	21%	E	15%	18%	E	14%	17%	E

metrobus

Operational Analysis

Miles Allocation

Deadhead Miles: 64,967
Revenue Miles: 298,445

Hours Allocation

Deadhead Hours: 5,027
Revenue Hours: 36,788

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
G8	16.10	3,458	3,423 (99.0%)

Service Change Summary

Route G8 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

Class/Tier Average   System Average

About the Line

Service Classification

Framework

Activity Tier

3

Overall Grade

Line   B

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:	37	14	12	
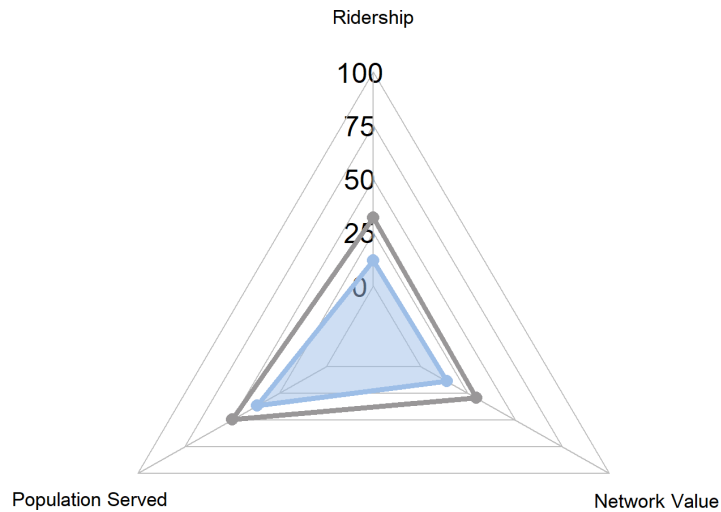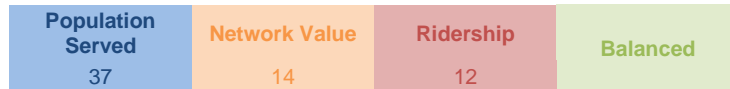
Operating Statistics

Annual Operating Costs		$1,870,337
Peak Vehicles		5
Vehicle Type(s)		40 Foot

Service Area Context (1/4 Mile, Survey Weekday Only)
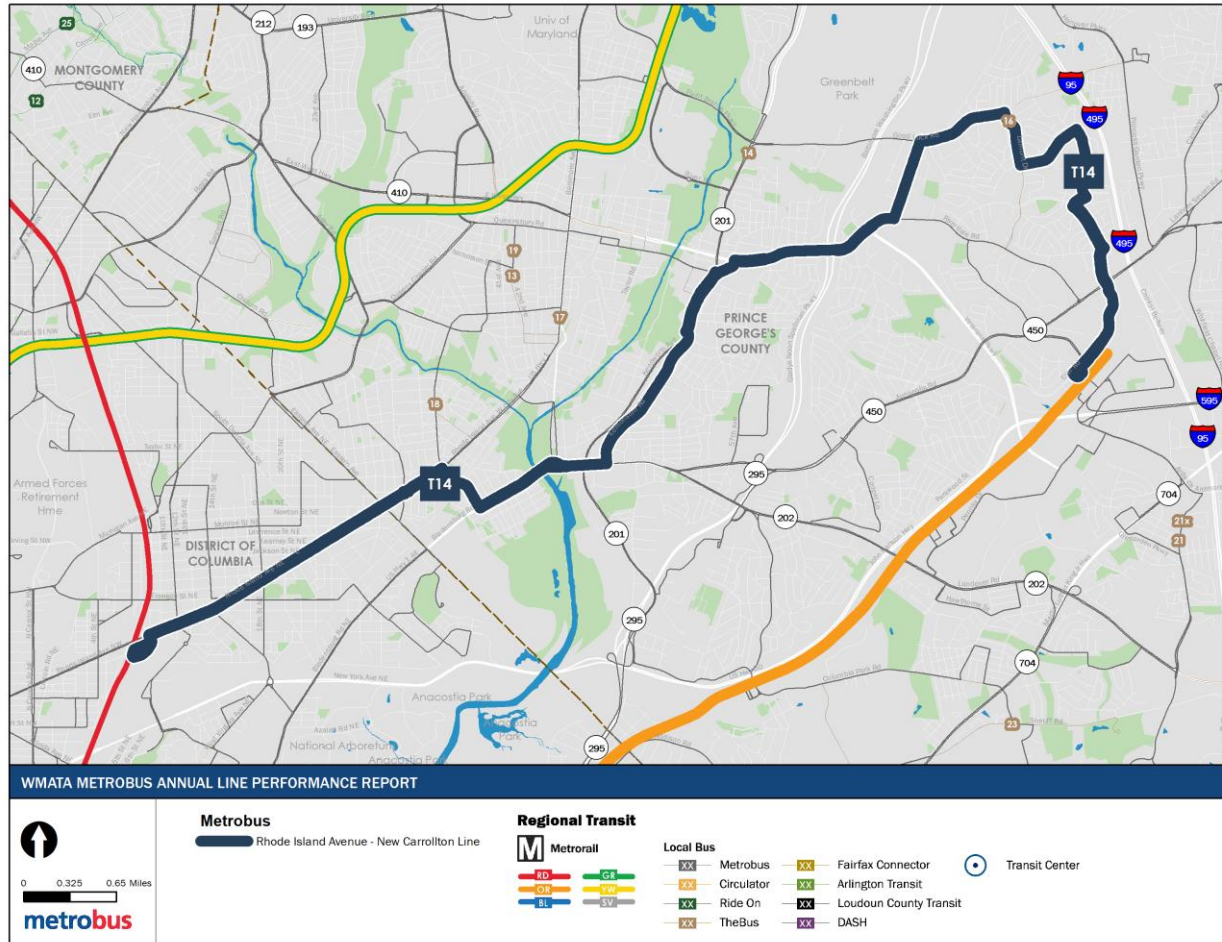
Service Area Population			37,964
People of Color Population	Service Area		19,442
	% Riders Surveyed		89%
Low Income Household	Service Area		10,718
	% Riders Surveyed		54%

Facilities/Amenities

Bus Stops		123
% Stops With Shelters		14%
% Stops With Benches		16%
% Stops With Real-Time Signs		3%

metrobus

Ridership

Annual Ridership	T14 — 326,553

Top Transfer Locations

Rhode Island Avenue, New Carrollton

Average Daily Ridership

— Class/Tier Average
— System Average
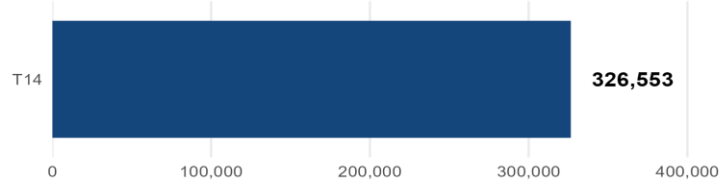
Weekday	Saturday	Sunday
T14: 1,235	T14: 451	T14: 343

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	8	16
AM Peak	10	19
Midday	12	13
PM Peak	19	11
Early Night	11	8
Saturday	11	11
Sunday	11	11
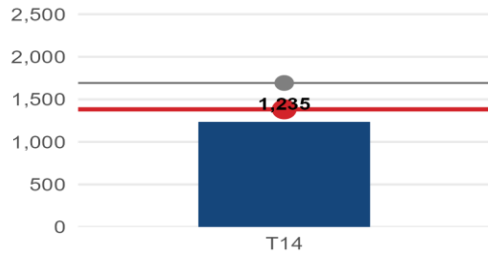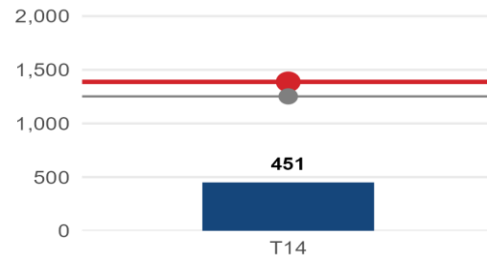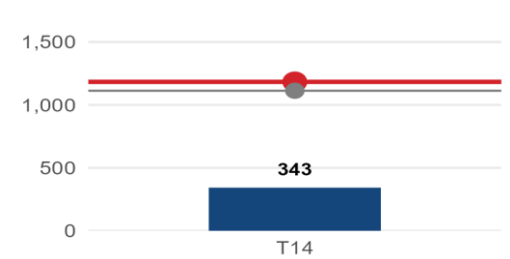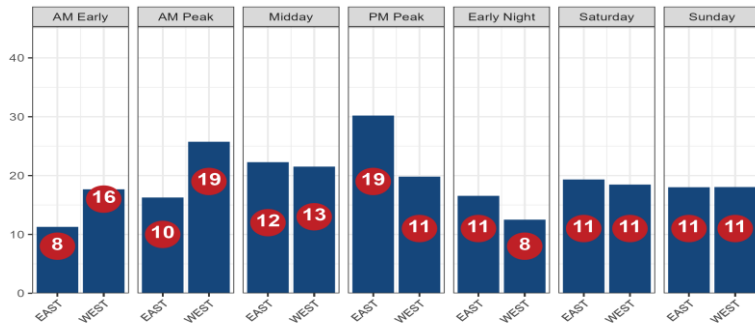
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.38	0.36
	Off-Peak Maximum Target: 1.0	0.27	0.31
	Saturday Maximum Target: 1.0	0.29	0.28
	Sunday Maximum Target: 1.0	0.26	0.27

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

B Rhode Island Avenue - New Carrollton

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	4:37 AM - 10:33 PM	-	A	6:42 AM - 10:28 PM	-	A	8:05 AM - 6:41 PM	-	C
Frequency of Service | varies	Peak: 27.5 / Off-Peak: 53.4	Peak: 22.8 / Off-Peak: 34.7	B	60.2	41.6	C	63.1	39.8	C
Productivity — Passengers per Revenue Hour | 15	22.8	20.5	A	19.4	17.8	A	18.9	17.0	A
Passengers per Revenue Mile | 1	1.9	1.7	A	1.7	1.5	A	1.6	1.4	A
Reliability — On-Time Performance | 79%	81%	79%	B	82%	77%	B	76%	80%	C
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.37	Off-Peak: 0.27 Peak: 0.35	A	0.28	0.26	A	0.27	0.25	A
Cost Effectiveness — Operating Cost per Passenger Trip | $7	$5.23	$ 6.46	A	$6.15	$ 7.22	A	$6.30	$ 7.50	A
Cost Recovery | 20%	16%	13%	D	14%	11%	E	14%	11%	E

metrobus

Route T14

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	5.3	4.7	E
Route Design	Circuity | 1.75	1.5	2.2	A

	Measure | Standard	Weekday			Saturday			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	22.8	20.5	A	19.4	17.8	A	18.9	17.0	A
	Passengers per Revenue Mile | 1	1.9	1.7	A	1.7	1.5	A	1.6	1.4	A
	Unique Segment Ridership | 10%	32%	40%	A	34%	56%	A	38%	59%	A
Reliability	On-Time Performance | 79%	81%	79%	B	82%	77%	B	76%	80%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.29 Peak: 0.37	Off-Peak: 0.29 Peak: 0.35	A	0.28	0.26	A	0.27	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$5.23	$ 6.46	A	$6.15	$ 7.22	A	$6.30	$ 7.50	A
	Cost Recovery | 20%	16%	14%	D	14%	11%	E	14%	10%	E

Operational Analysis
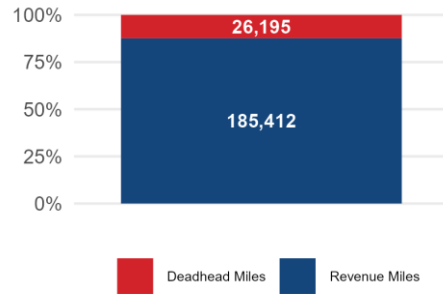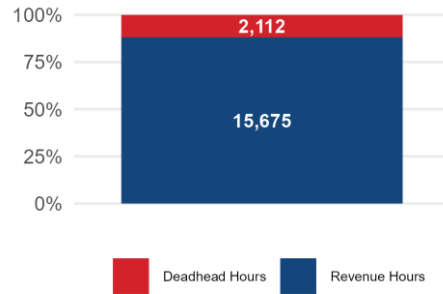
Miles Allocation

- Deadhead Miles: 26,195
- Revenue Miles: 185,412

Hours Allocation

- Deadhead Hours: 2,112
- Revenue Hours: 15,675

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T14	23.60	1,410	1,390 (98.6%)

Service Change Summary

Route T14 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — T14: 7

Saturday — T14: 6

Sunday — T14: 6

- Class/Tier Average
- System Average

About the Line

Service Classification

Framework

Activity Tier

3

Overall Grade

Line	B

Legend

■ Exceeds	■ Meets
■ Approaches	■ Below ■ Significantly Below

Line Benefit Score

30

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	33	39	19	
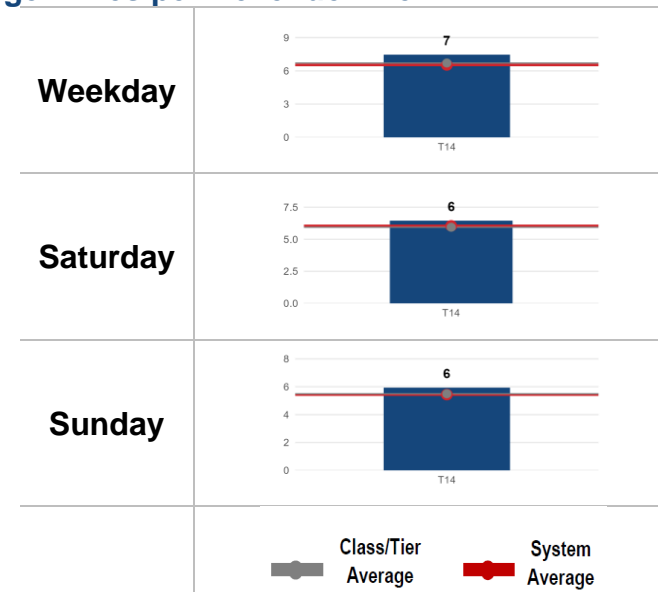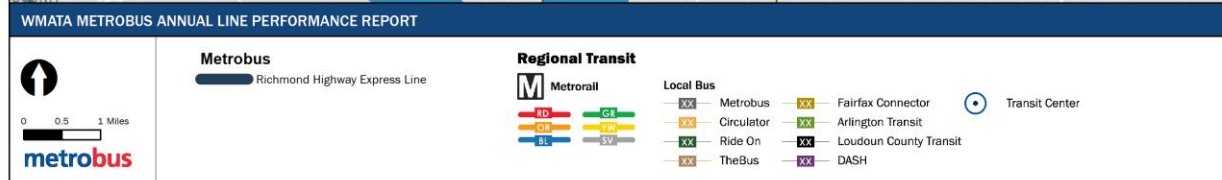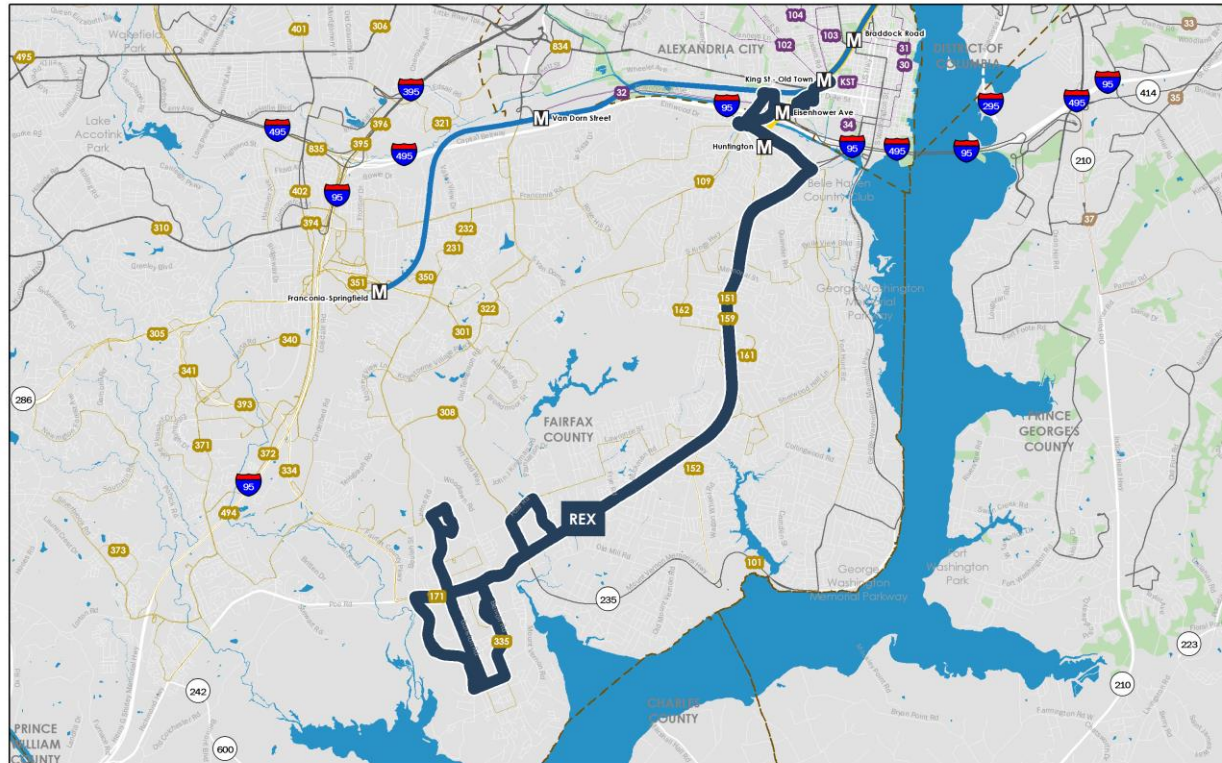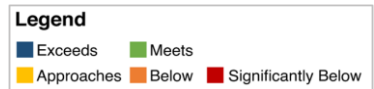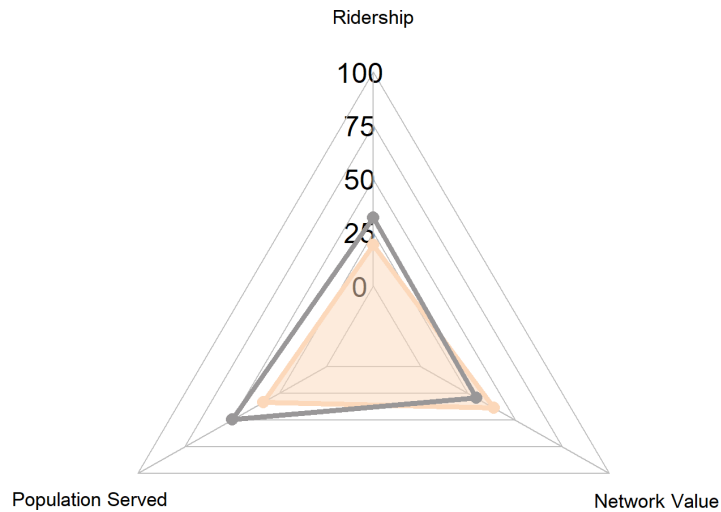
Operating Statistics

	Annual Operating Costs	$4,381,413
	Peak Vehicles	11
	Vehicle Type(s)	40 Foot

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

	Service Area Population		27,242
	People of Color Population	Service Area	10,391
		% Riders Surveyed	86%
	Low Income Household	*Service Area*	7,927
		% Riders Surveyed	63%

Facilities/Amenities

	Bus Stops	42
	% Stops With Shelters	38%
	% Stops With Benches	38%
	% Stops With Real-Time Signs	0%

Ridership

Annual Ridership	REX 603,909
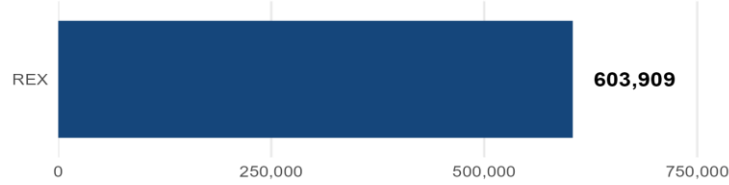
Top Transfer Locations

King Street, Huntington, Eisenhower Avenue
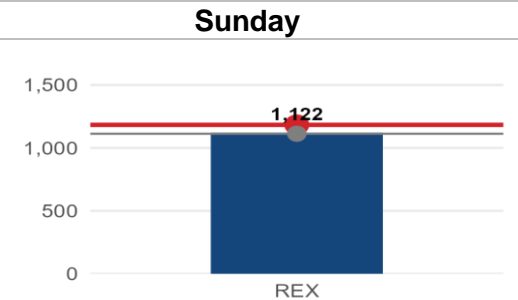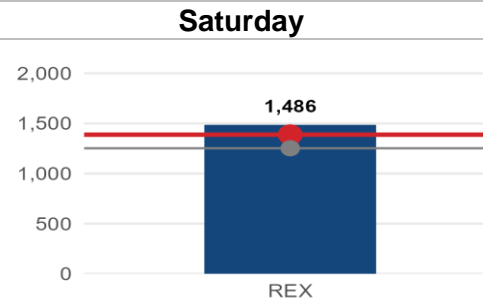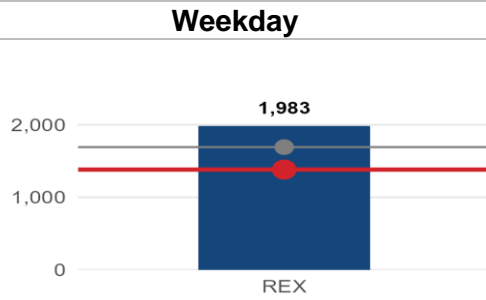
Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
1,983	1,486	1,122
REX	REX	REX

Average Trip Ridership and Maximum Load by Time Period

AM Early: NORTH 15, SOUTH 6
AM Peak: NORTH 15, SOUTH 11
Midday: NORTH 13, SOUTH 12
PM Peak: NORTH 12, SOUTH 16
Early Night: NORTH 7, SOUTH 12
Saturday: NORTH 12, SOUTH 11
Sunday: NORTH 10, SOUTH 10
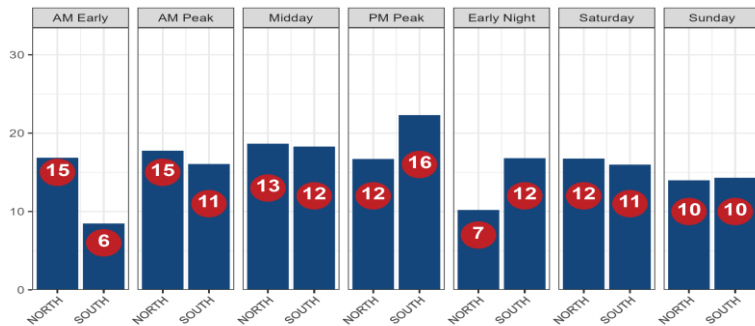
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.34	0.36
	Off-Peak Maximum Target: 1.0	0.3	0.29
	Saturday Maximum Target: 1.0	0.31	0.27
	Sunday Maximum Target: 1.0	0.26	0.24

metrobus

Span and Frequency

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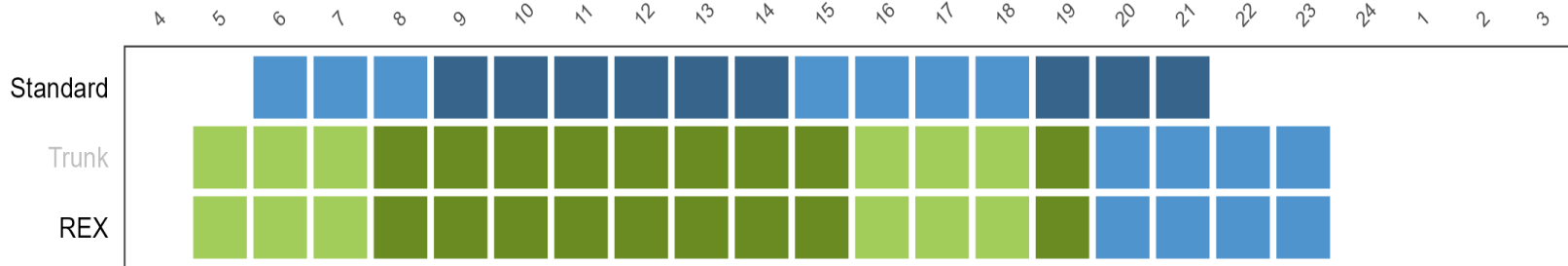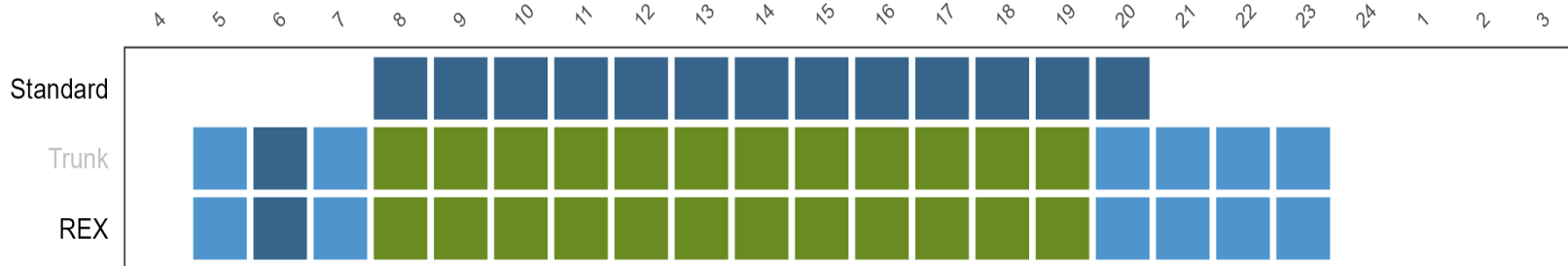
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
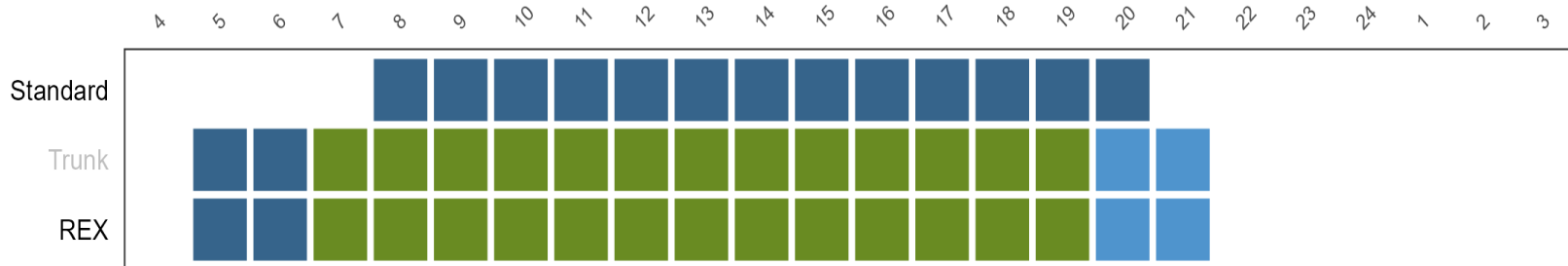
B Richmond Highway Express

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — **Span of Service** | varies	5:02 AM - 11:39 PM	-	A	5:00 AM - 11:46 PM	-	A	5:00 AM - 9:47 PM	-	A
Frequency of Service | varies	Peak: 15.7 / Off-Peak: 20.1	Peak: 22.8 / Off-Peak: 34.7	A	21.6	41.6	A	21.7	39.8	A
Productivity — **Passengers per Revenue Hour** | 15	15.3	20.5	B	15.2	17.8	B	12.6	17.0	D
Passengers per Revenue Mile | 1	1.2	1.7	A	1.1	1.5	A	0.9	1.4	C
Reliability — **On-Time Performance** | 79%	83%	79%	B	82%	77%	B	80%	80%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.35	Off-Peak: 0.27 Peak: 0.35	A	0.29	0.26	A	0.25	0.25	A
Cost Effectiveness — **Operating Cost per Passenger Trip** | $7	$7.78	$ 6.46	C	$7.87	$ 7.22	C	$9.47	$ 7.50	E
Cost Recovery | 20%	14%	13%	E	14%	11%	E	12%	11%	E

Route REX

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	1.6	4.7	E
Route Design — **Circuity |** 1.75	1.52	2.2	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour | 15**	15.3	20.5	B	15.2	17.8	B	12.6	17.0	D
	Passengers per Revenue Mile | 1	1.2	1.7	A	1.1	1.5	A	0.9	1.4	C
	Unique Segment Ridership | 10%	96%	40%	A	97%	56%	A	96%	59%	A
Reliability	**On-Time Performance | 79%**	83%	79%	B	82%	77%	B	80%	80%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.3 Peak: 0.35	Off-Peak: 0.29 Peak: 0.35	A	0.29	0.26	A	0.25	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$7.78	$ 6.46	C	$7.87	$ 7.22	C	$9.47	$ 7.50	E
	Cost Recovery | 20%	14%	14%	E	14%	11%	E	12%	10%	E
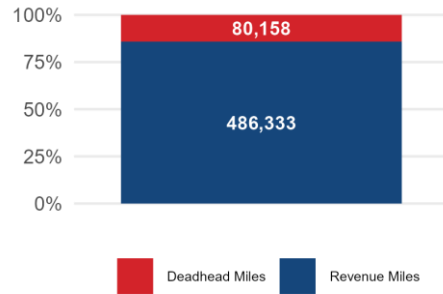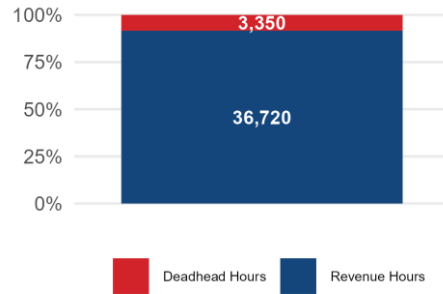
metrobus

Operational Analysis

Miles Allocation

Miles Allocation stacked bar:
- Deadhead Miles: 80,158
- Revenue Miles: 486,333

Legend: Deadhead Miles | Revenue Miles

Hours Allocation

Hours Allocation stacked bar:
- Deadhead Hours: 3,350
- Revenue Hours: 36,720

Legend: Deadhead Hours | Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
REX	31.40	3,257	3,230 (99.2%)

Service Change Summary

Route REX - Dec 2021:
Weekday: Reduce AM peak frequency to 15 minutes;
Saturday: No Change; Sunday: No Change;

Passenger Miles per Revenue Mile

Weekday: REX 7
Saturday: REX 6
Sunday: REX 5

Legend: Class/Tier Average | System Average

metrobus

LINE: 800 - Riggs Road

ROUTE(S): R1, R2

About the Line

Metrobus
— Riggs Road Line

Regional Transit

Ⓜ Metrorail

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

0   0.5   1 Miles

metrobus

Service Classification
Framework

Activity Tier
3

Overall Grade

Line	**B**

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

Line Benefit Score

34
Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	49	26	28	
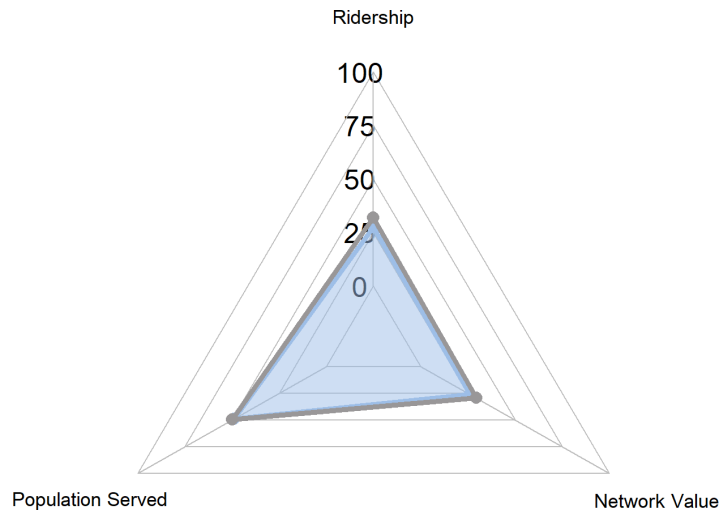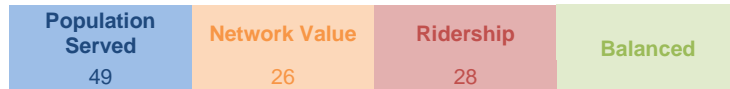
Operating Statistics

Annual Operating Costs	$2,733,432
Peak Vehicles	10
Vehicle Type(s)	40 Foot, 60 Foot

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

Service Area Population		80,776
People of Color Population	Service Area	35,440
	% Riders Surveyed	93%
Low Income Household	Service Area	28,083
	% Riders Surveyed	66%

Facilities/Amenities

Bus Stops	143
% Stops With Shelters	6%
% Stops With Benches	7%
% Stops With Real-Time Signs	1%

Ridership

Annual Ridership

Route	Ridership
R2	629,650
R1	121,432

Top Transfer Locations

Fort Totten

Average Daily Ridership

- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
R1: 541, R2: 2,301	R2: 927	R2: 713

Average Trip Ridership and Maximum Load by Time Period

AM Early: NORTH 7, SOUTH 27
AM Peak: NORTH 20, SOUTH 19
Midday: NORTH 15, SOUTH 20
PM Peak: NORTH 24, SOUTH 12
Early Night: NORTH 18, SOUTH 7
Saturday: NORTH 16, SOUTH 16
Sunday: NORTH 14, SOUTH 13
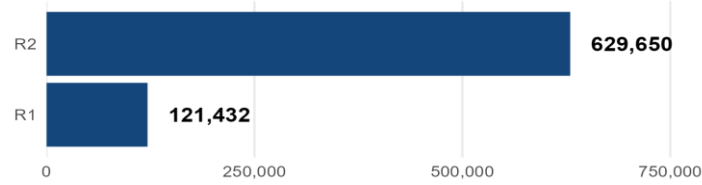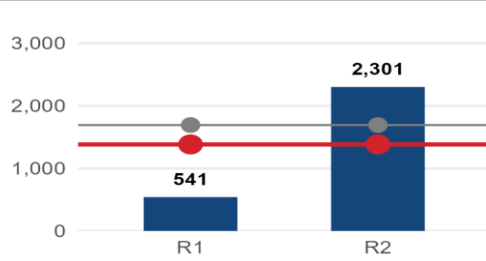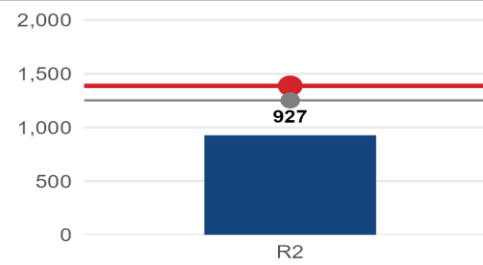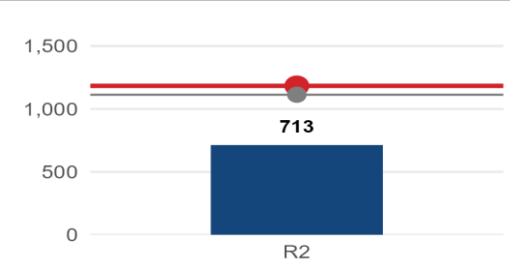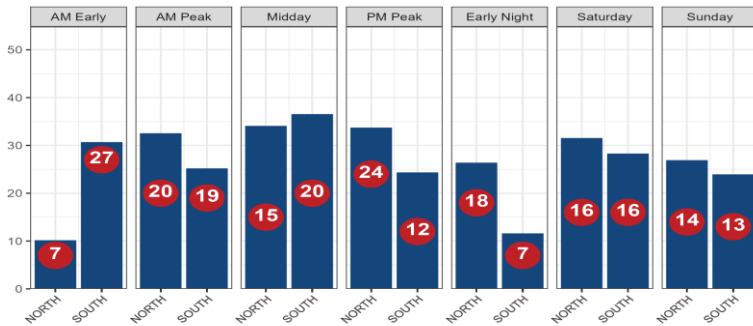
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.53	0.38
	Off-Peak Maximum Target: 1.0	0.32	0.41
	Saturday Maximum Target: 1.0	0.35	0.33
	Sunday Maximum Target: 1.0	0.32	0.3

metrobus

Span and Frequency

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

874

B Riggs Road

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	4:35 AM - 11:27 PM	-	A	5:50 AM - 9:41 PM	-	A	7:00 AM - 9:26 PM	-	A
	Frequency of Service | varies	Peak: 20.3 / Off-Peak: 33.6	Peak: 22.8 / Off-Peak: 34.7	A	60.0	41.6	B	60.1	39.8	C
Productivity	**Passengers per Revenue Hour | 15**	35.2	20.5	A	32.2	17.8	A	29.8	17.0	A
	Passengers per Revenue Mile | 1	2.9	1.7	A	2.7	1.5	A	2.3	1.4	A
Reliability	**On-Time Performance | 79%**	74%	79%	C	67%	77%	E	65%	80%	E
	Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.46	Off-Peak: 0.27 Peak: 0.35	A	0.34	0.26	A	0.31	0.25	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $7**	$3.39	$ 6.46	A	$3.70	$ 7.22	A	$4.00	$ 7.50	A
	Cost Recovery | 20%	33%	13%	A	30%	11%	A	28%	11%	A

metrobus

Route R1

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	6.1	4.7	E
Route Design	**Circuity |** 1.75	1.43	2.2	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	35.8	20.5	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	3.8	1.7	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	9%	40%	C	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	73%	79%	D	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.57 Peak: 0.48	Off-Peak: 0.29 Peak: 0.35	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$3.34	$ 6.46	A	-	-	-	-	-	-
	Cost Recovery | 20%	39%	14%	A	-	-	-	-	-	-

Route R2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	5.4	4.7	E
Route Design	Circuity | 1.75	1.28	2.2	A

	Measure | Standard	Weekday			Saturday			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	35.1	20.5	A	32.2	17.8	A	29.8	17.0	A
	Passengers per Revenue Mile | 1	2.7	1.7	A	2.7	1.5	A	2.3	1.4	A
	Unique Segment Ridership | 10%	40%	40%	A	81%	56%	A	78%	59%	A
Reliability	On-Time Performance | 79%	74%	79%	C	67%	77%	E	65%	80%	E
	Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.44	Off-Peak: 0.29 Peak: 0.35	A	0.34	0.26	A	0.31	0.25	A
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$3.40	$ 6.46	A	$3.70	$ 7.22	A	$4.00	$ 7.50	A
	Cost Recovery | 20%	31%	14%	A	29%	11%	A	26%	10%	A
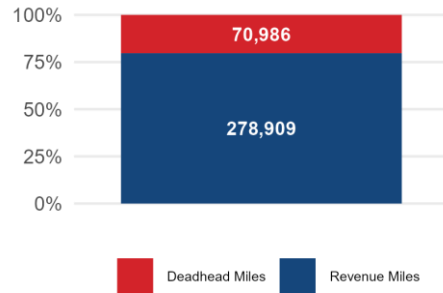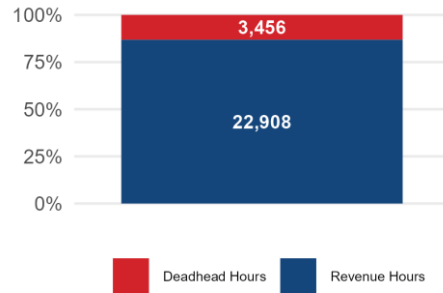
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 70,986
- Revenue Miles: 278,909

Hours Allocation

- Deadhead Hours: 3,456
- Revenue Hours: 22,908

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
R1	13.20	441	428 (97.1%)
R2	22.90	1,883	1,837 (97.6%)

Service Change Summary

Route R1 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route R2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday
- R1: 10.19
- R2: 9.23

Saturday
- R2: 9

Sunday
- R2: 7

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
River Road Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	C

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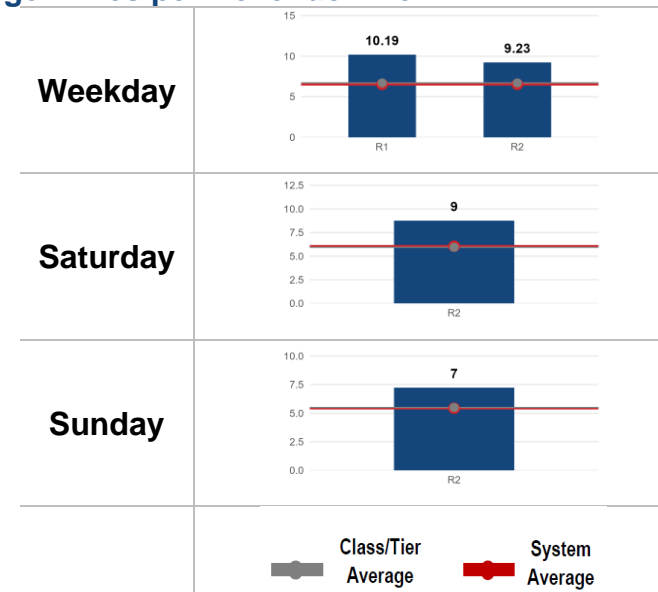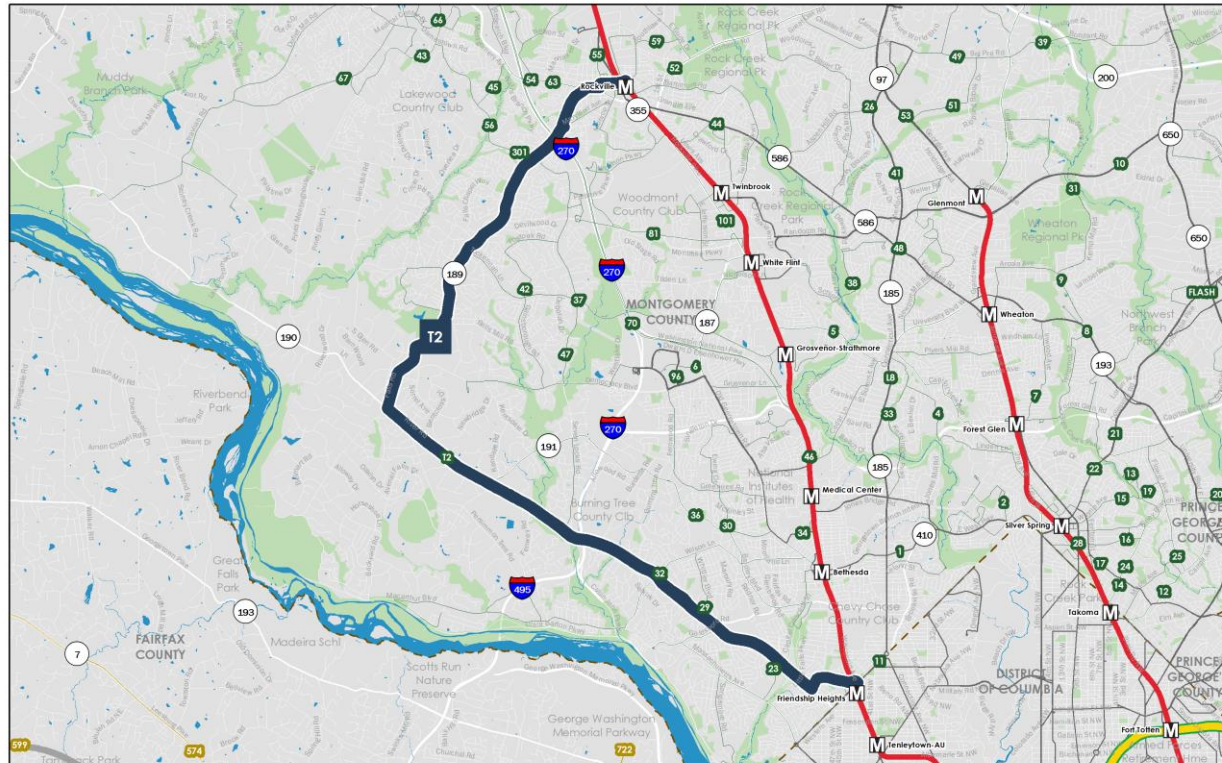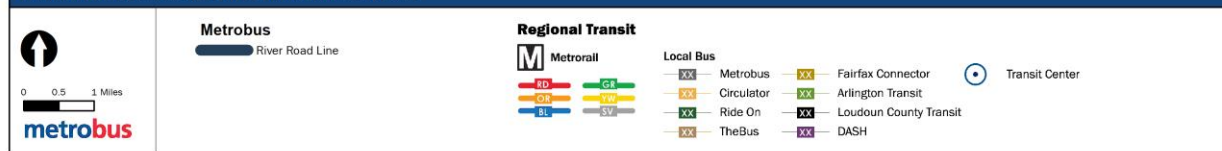
Line Benefit Score

15

Out of 100
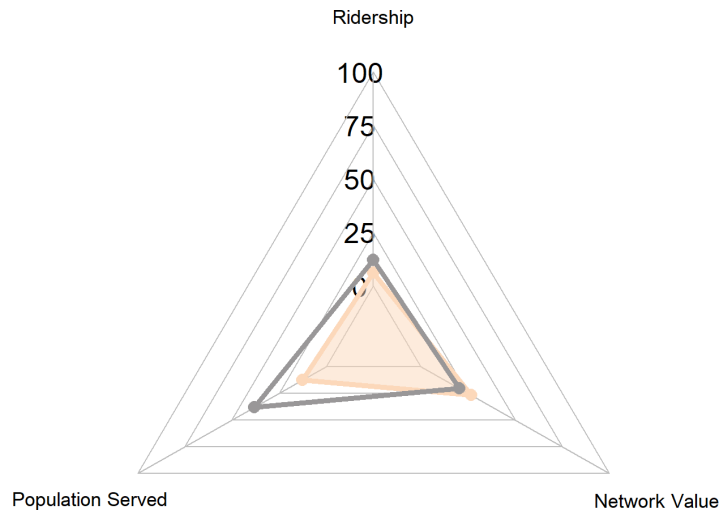
Ridership / Population Served / Network Value radar chart

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	13	27	6	

Operating Statistics

Annual Operating Costs		$1,617,693
Peak Vehicles		4
Vehicle Type(s)		40 Foot

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

Service Area Population			26,021
People of Color Population	Service Area		6,246
	% Riders Surveyed		71%
Low Income Household	Service Area		2,338
	% Riders Surveyed		49%

Facilities/Amenities

Bus Stops		132
% Stops With Shelters		11%
% Stops With Benches		49%
% Stops With Real-Time Signs		1%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership

T2 — 151,352

| 0 | 50,000 | 100,000 | 150,000 | 200,000 |
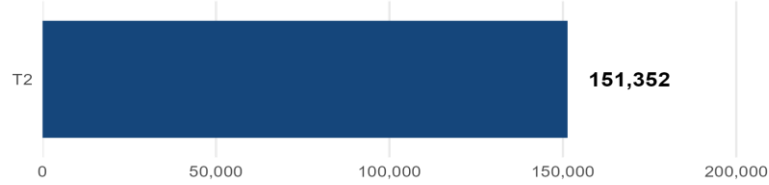
Top Transfer Locations

Friendship Heights, Rockville

Average Daily Ridership
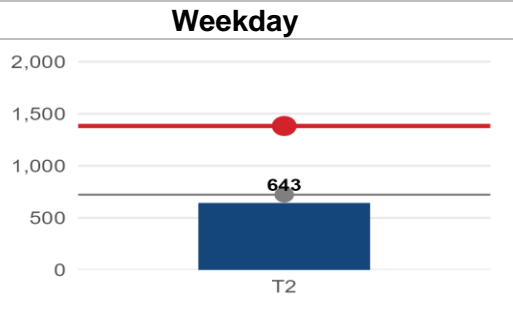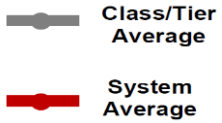
- Class/Tier Average
- System Average

Weekday	Saturday	Sunday
T2 — 643	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night
NORTH 4, SOUTH 4	NORTH 11, SOUTH 11	NORTH 8, SOUTH 8	NORTH 10, SOUTH 9	SOUTH 5
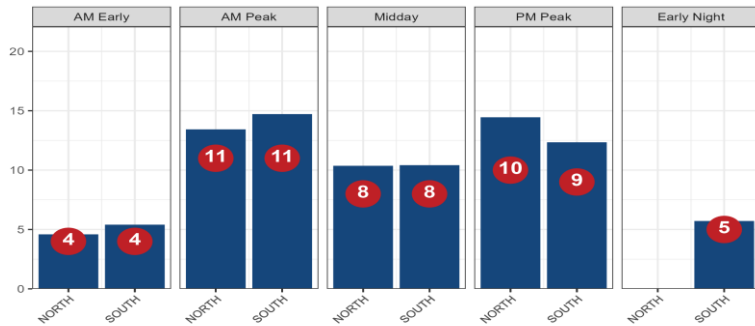
Vehicle Load Factor

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

Span and Frequency

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

Weekday (by Hour)

	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3
Standard																								
Trunk																								
T2																								

Saturday (by Hour)

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

No Service

Sunday (by Hour)

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

No Service
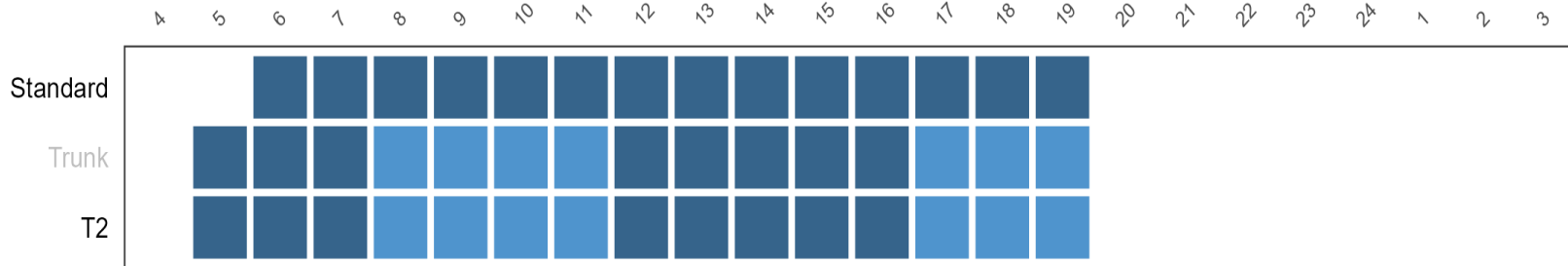
C River Road

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:30 AM - 7:35 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 30.2 / Off-Peak: 30.2	Peak: 29.7 / Off-Peak: 41.4	A	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | 10	12.1	17	A	-	-	-	-	-	-
Passengers per Revenue Mile | 1	0.8	1.4	E	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	81%	82%	B	-	-	-	-	-	-
Crowding | 5%	0%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.26	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$9.89	$ 7.90	E	-	-	-	-	-	-
Cost Recovery | 20%	12%	11%	E	-	-	-	-	-	-

metrobus

Route T2

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.1	5	A
Route Design	**Circuity |** N/A	1.67	1.8	-

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	12.1	17	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	0.8	1.4	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	71%	47%	A	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	81%	82%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.26	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$9.89	$ 7.90	E	-	-	-	-	-	-
	Cost Recovery | 20%	12%	10%	E	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- 10,088 (Deadhead Miles)
- 205,309 (Revenue Miles)

Legend: ■ Deadhead Miles ■ Revenue Miles

Hours Allocation

- 731 (Deadhead Hours)
- 13,558 (Revenue Hours)

Legend: ■ Deadhead Hours ■ Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
T2	32.30	1,155	1,155 (100.0%)

Service Change Summary

Route T2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — T2

Saturday — No Service

Sunday — No Service

Legend: ▬ Class/Tier Average ▬ System Average

metrobus

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	B

Legend

■ Exceeds	■ Meets
■ Approaches	■ Below	■ Significantly Below
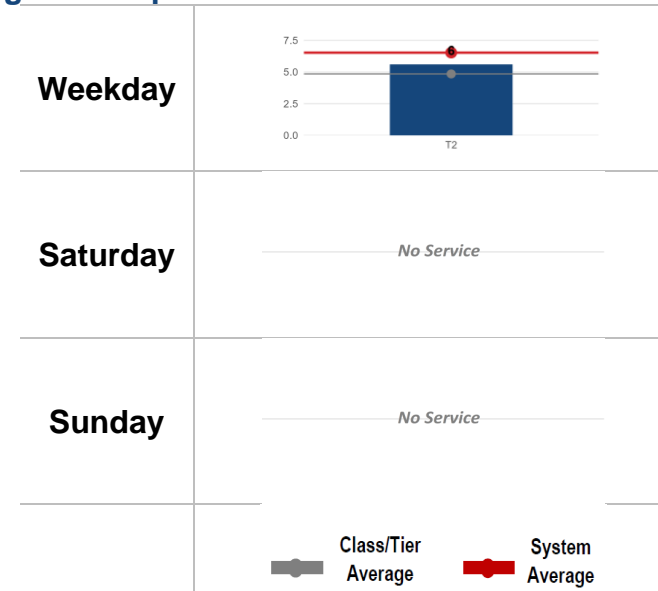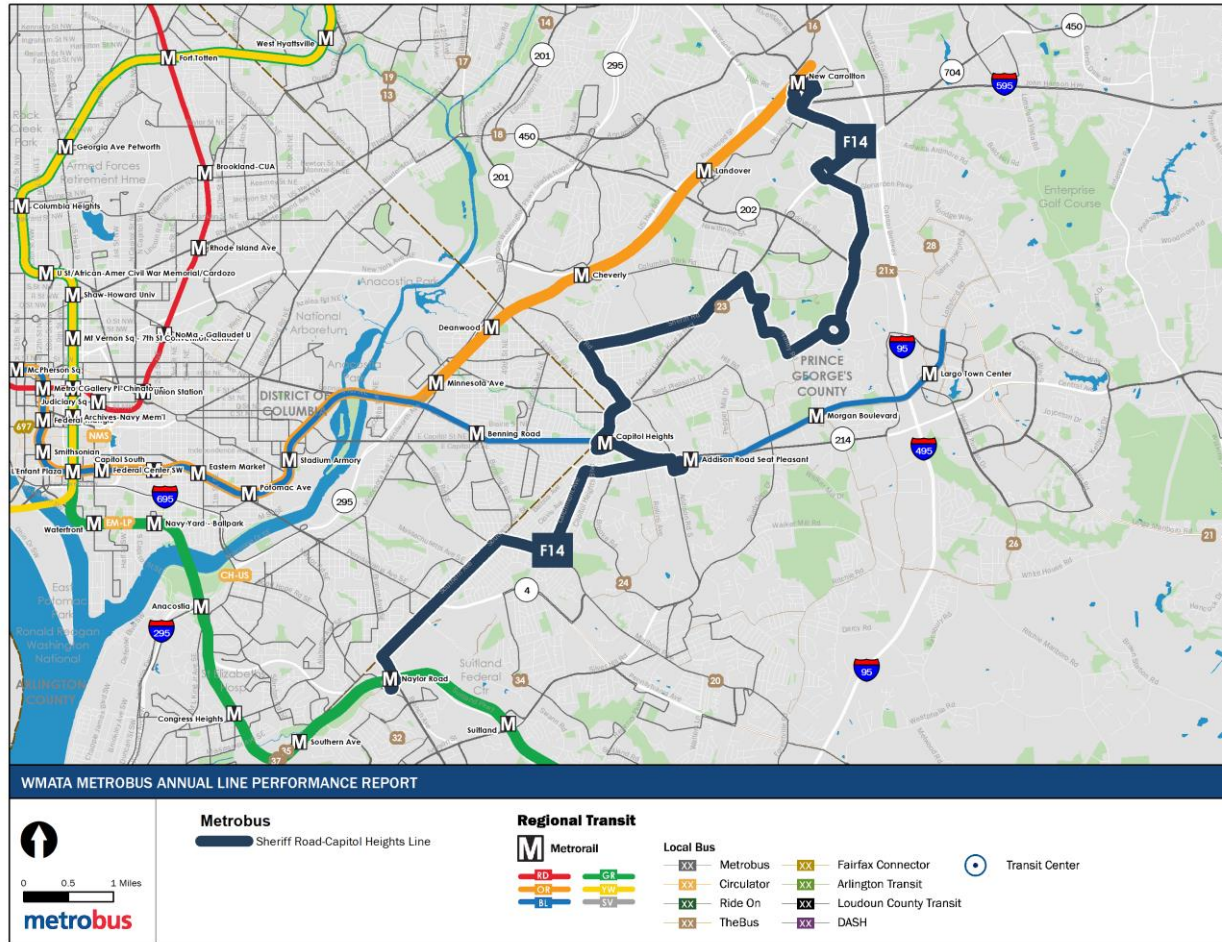
WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Sheriff Road-Capitol Heights Line

Regional Transit

Ⓜ Metrorail

Local Bus

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

0   0.5   1 Miles

metrobus

Line Benefit Score

28

Out of 100

Radar chart with axes: Ridership, Network Value, Population Served

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	46	27	11	
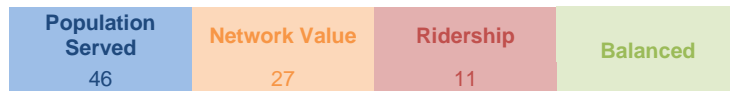
Operating Statistics

Annual Operating Costs		$2,231,443
Peak Vehicles		5
Vehicle Type(s)		40 Foot

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

Service Area Population			36,419
People of Color Population	Service Area		31,988
	% Riders Surveyed		99%
Low Income Household	Service Area		12,262
	% Riders Surveyed		62%

Facilities/Amenities

Bus Stops		176
% Stops With Shelters		21%
% Stops With Benches		10%
% Stops With Real-Time Signs		1%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

887

Ridership

Annual Ridership

F14   283,247

| 0 | 100,000 | 200,000 | 300,000 | 400,000 |
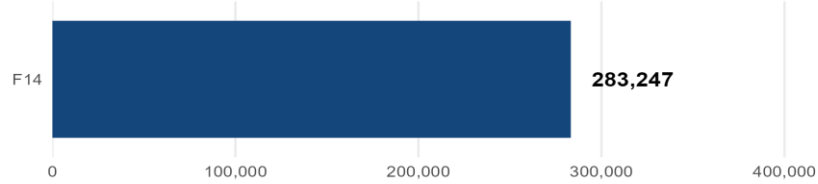
Top Transfer Locations

Capitol Heights, Naylor Road, Addison Road

Average Daily Ridership
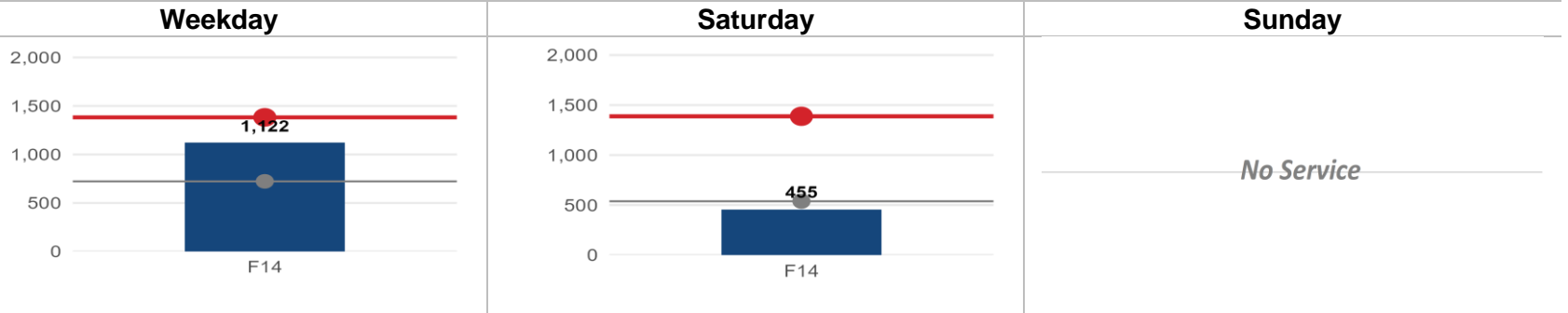
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
1,122	455	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early	AM Peak	Midday	PM Peak	Early Night	Saturday
NORTH 11 / SOUTH 8	NORTH 12 / SOUTH 12	NORTH 11 / SOUTH 11	NORTH 13 / SOUTH 13	NORTH 7 / SOUTH 8	NORTH 8 / SOUTH 9
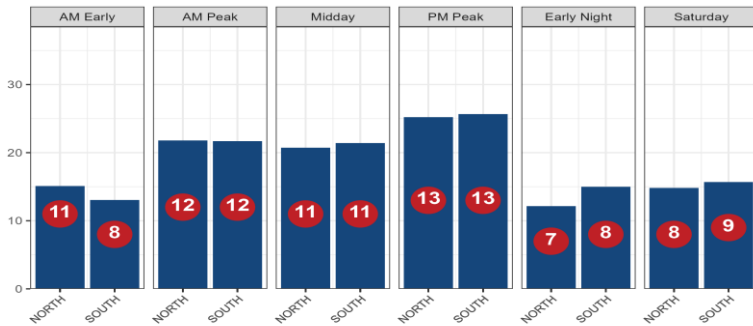
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.32	0.31
	Off-Peak Maximum Target: 1.0	0.25	0.25
	Saturday Maximum Target: 1.0	0.21	0.22
	Sunday Maximum Target: 1.0		

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

No Service

metrobus
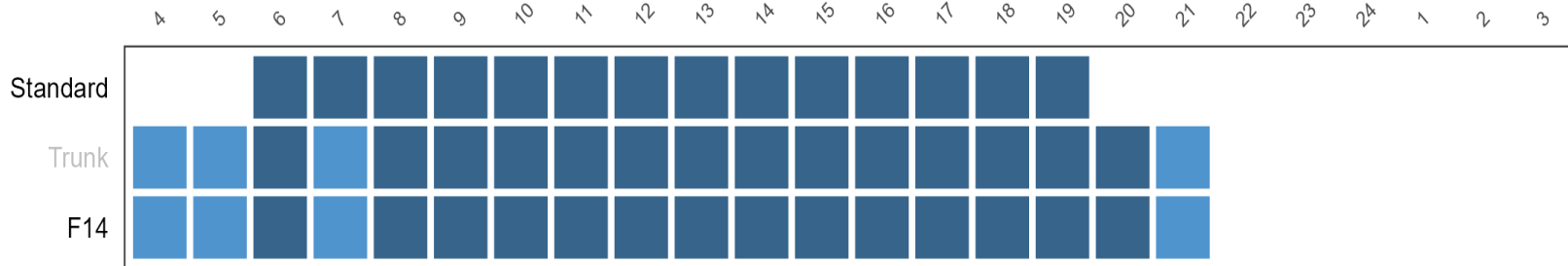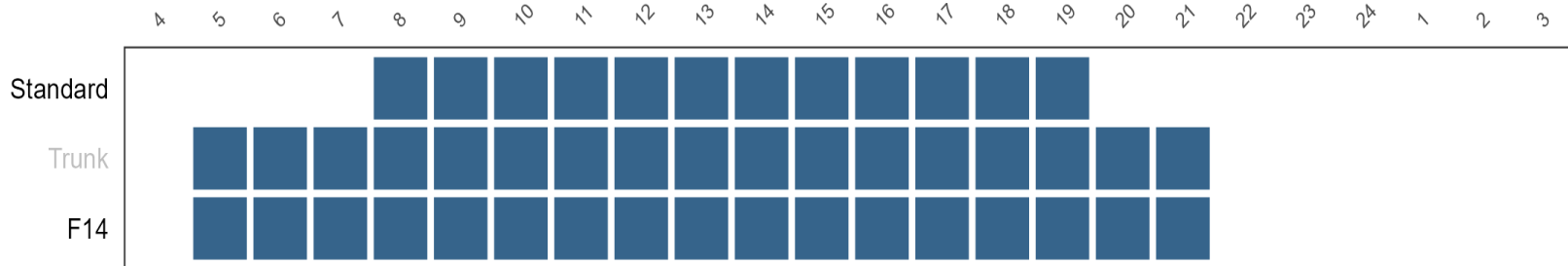
B Sheriff Road-Capitol Heights

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: 32.2 / Off-Peak: 47.0	Peak: 29.7 / Off-Peak: 41.4	A	50.0	46.6	A	-	-	-
Productivity	**Passengers per Revenue Hour** | 10	16.6	17	A	12.5	19	A	-	-	-
	Passengers per Revenue Mile | 1	1.3	1.4	A	0.9	1.5	C	-	-	-
Reliability	**On-Time Performance** | 79%	83%	82%	B	71%	79%	D	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.32	Off-Peak: 0.19 Peak: 0.24	A	0.21	0.22	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$7.17	$ 7.90	B	$9.58	$ 6.88	E	-	-	-
	Cost Recovery | 20%	9%	11%	E	6%	9%	E	-	-	-

metrobus

Route F14

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	5.2	5	E
Route Design Circuity | N/A	1.85	1.8	-

	Measure | Standard	Weekday			Saturday			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	16.6	17	A	12.5	19	A	-	-	-
	Passengers per Revenue Mile | 1	1.3	1.4	A	0.9	1.5	C	-	-	-
	Unique Segment Ridership | 10%	72%	47%	A	72%	59%	A	-	-	-
Reliability	On-Time Performance | 79%	83%	82%	B	71%	79%	D	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.25 Peak: 0.32	Off-Peak: 0.19 Peak: 0.24	A	0.21	0.22	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$7.17	$ 7.90	B	$9.58	$ 6.88	E	-	-	-
	Cost Recovery | 20%	9%	10%	E	6%	9%	E	-	-	-

Operational Analysis
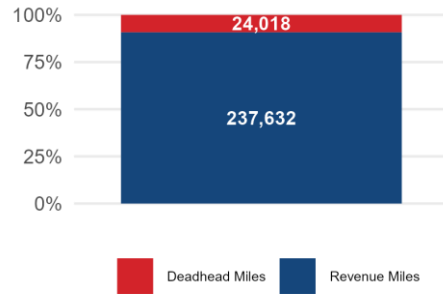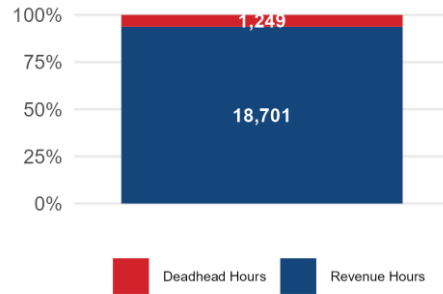
Miles Allocation

- Deadhead Miles: 24,018
- Revenue Miles: 237,632

Hours Allocation

- Deadhead Hours: 1,249
- Revenue Hours: 18,701

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
F14	34.50	1,265	1,256 (99.3%)

Service Change Summary

Route F14 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday — F14: 7

Saturday — F14

Sunday — No Service

- Class/Tier Average
- System Average

About the Line

Service Classification

Coverage

Activity Tier

3

Overall Grade

Line	A

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

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Sheriff Road-River Terrace Line

Regional Transit
Metrorail

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

Transit Center

metrobus

Line Benefit Score

23

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	30	31	7	
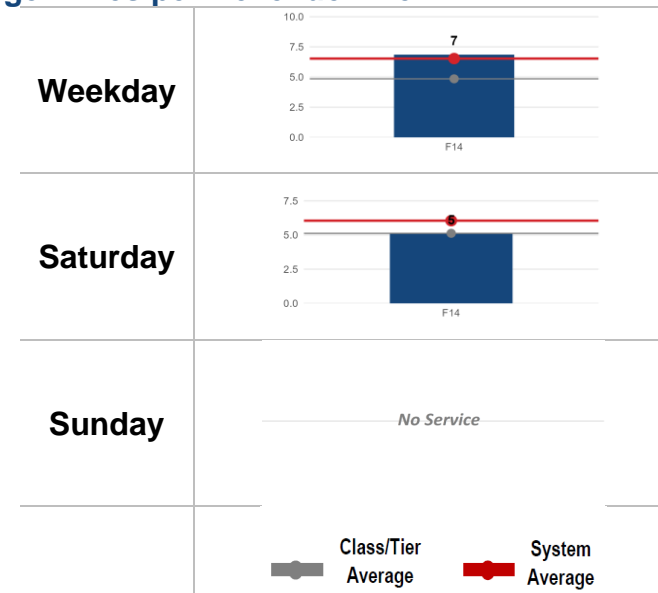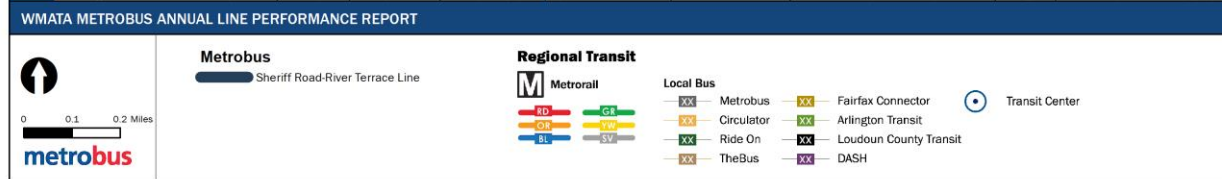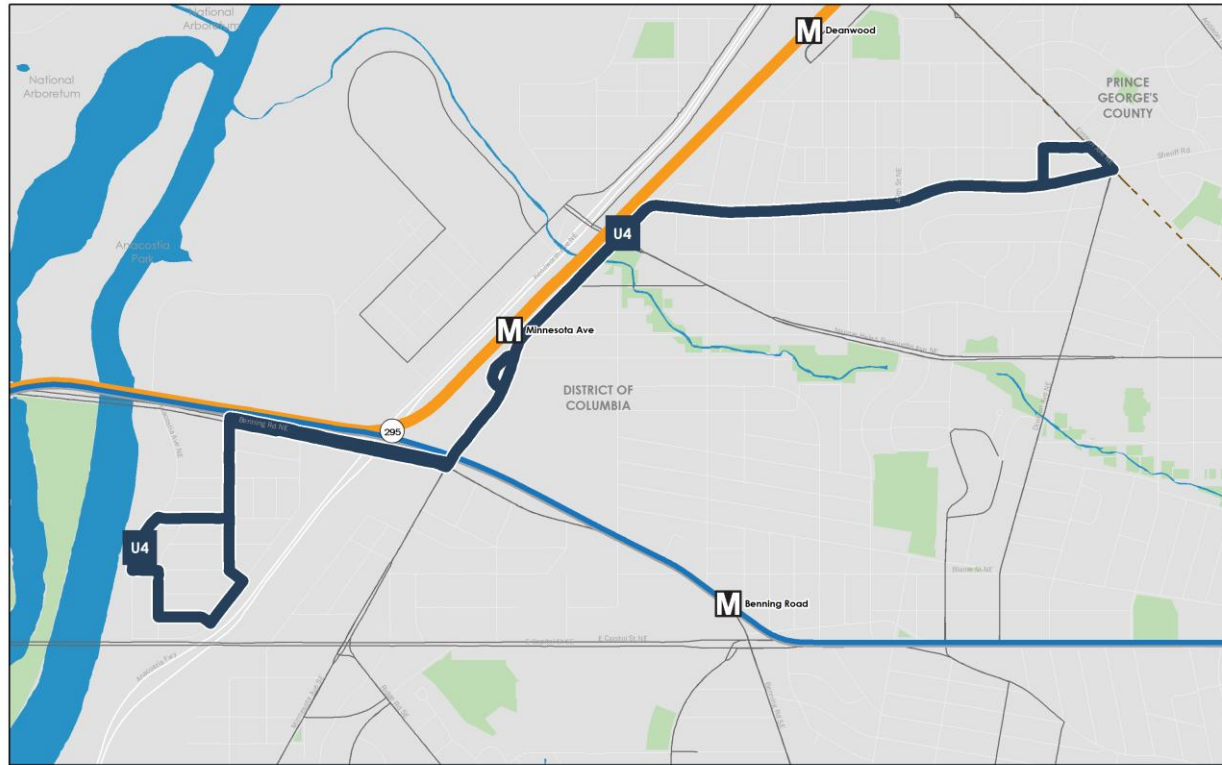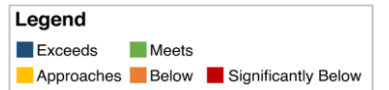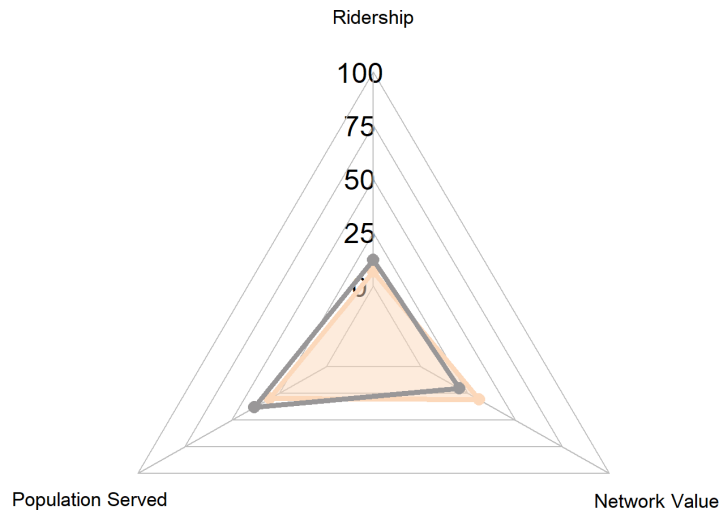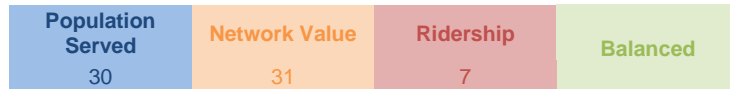
Operating Statistics

Annual Operating Costs	$982,264	
Peak Vehicles	3	
Vehicle Type(s)	30 Foot	

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

Service Area Population		15,849	
People of Color Population	*Service Area*	14,941	
	% Riders Surveyed	100%	
Low Income Household	*Service Area*	7,014	
	% Riders Surveyed	71%	

Facilities/Amenities

Bus Stops	40	
% Stops With Shelters	25%	
% Stops With Benches	15%	
% Stops With Real-Time Signs	5%	

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

Ridership

Annual Ridership	U4 — 208,788

Top Transfer Locations

Minnesota Avenue

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
710	349	335

Average Trip Ridership and Maximum Load by Time Period

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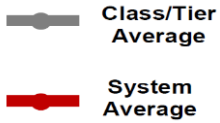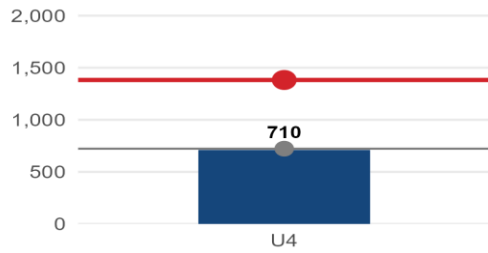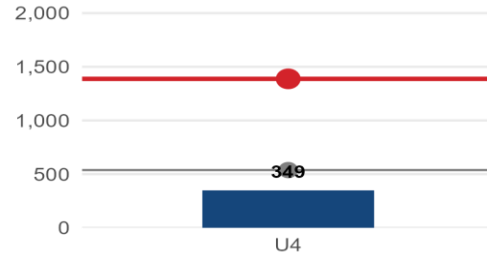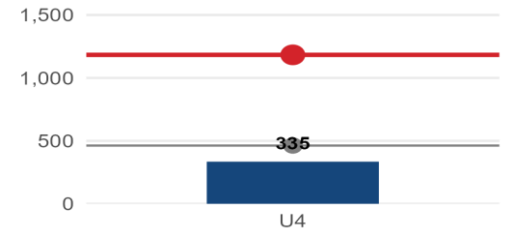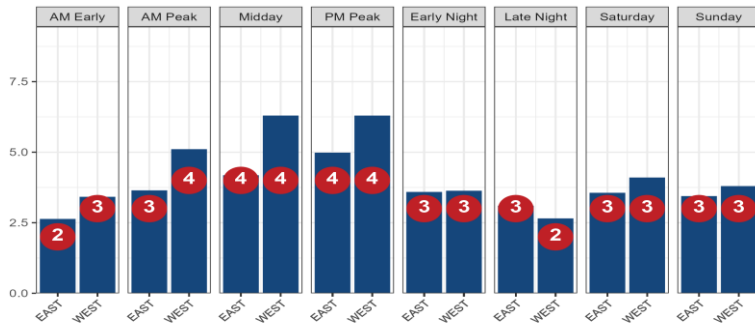
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.14	0.15
	Off-Peak Maximum Target: 1.0	0.12	0.12
	Saturday Maximum Target: 1.0	0.1	0.1
	Sunday Maximum Target: 1.0	0.1	0.09

Span and Frequency

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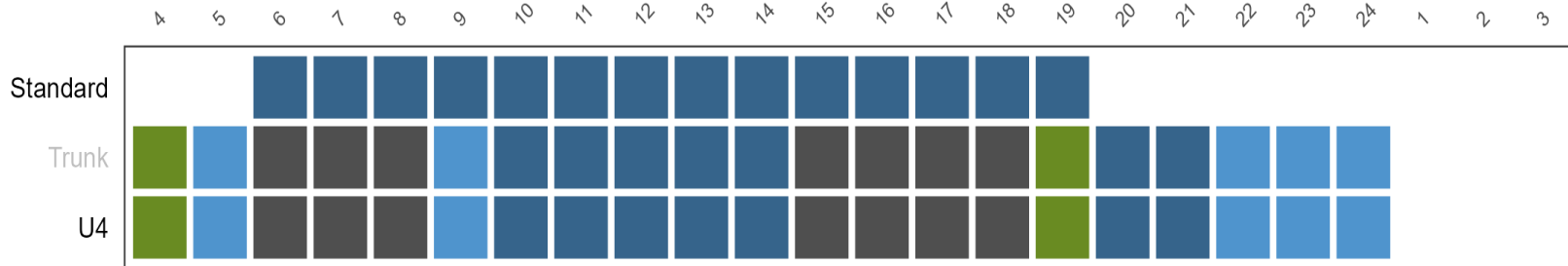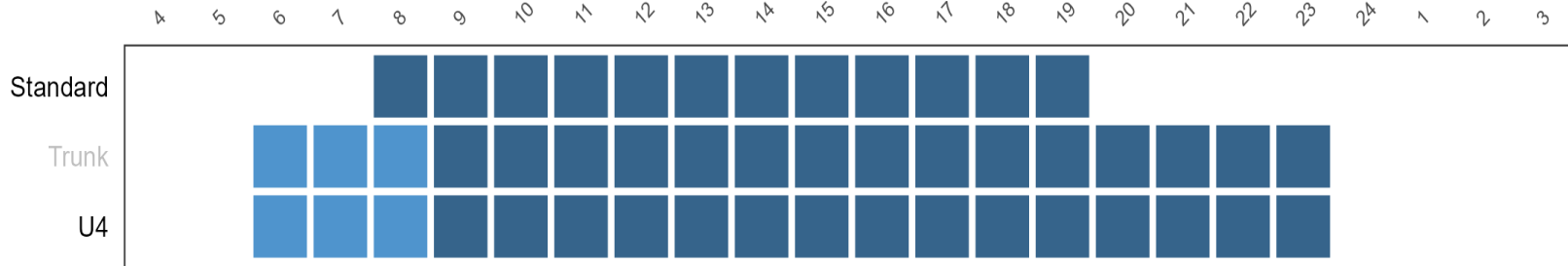
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
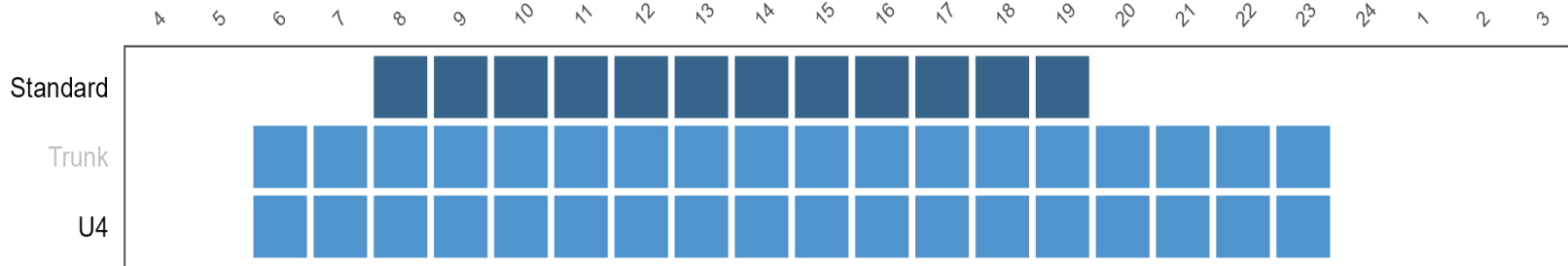
A Sheriff Road-River Terrace

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: 12.3 / Off-Peak: 31.4	Peak: 29.7 / Off-Peak: 41.4	A	31.9	46.6	A	29.3	48.8	A
Productivity									
Passengers per Revenue Hour | 10	22.7	17	A	22.3	19	A	21.6	19	A
Passengers per Revenue Mile | 1	2.3	1.4	A	1.9	1.5	A	1.8	1.5	A
Reliability									
On-Time Performance | 79%	90%	82%	A	78%	79%	C	76%	82%	C
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.14	Off-Peak: 0.19 Peak: 0.24	A	0.1	0.22	A	0.1	0.2	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $7	$5.25	$ 7.90	A	$5.36	$ 6.88	A	$5.53	$ 6.81	A
Cost Recovery | 20%	11%	11%	E	11%	9%	E	11%	9%	E

metrobus

Route U4

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	9.6	5	E
Route Design	**Circuity |** N/A	1.07	1.8	-

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 10	22.7	17	A	22.3	19	A	21.6	19	A
	Passengers per Revenue Mile | 1	2.3	1.4	A	1.9	1.5	A	1.8	1.5	A
	Unique Segment Ridership | 10%	91%	47%	A	92%	59%	A	85%	61%	A
Reliability	**On-Time Performance |** 79%	90%	82%	A	78%	79%	C	76%	82%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.12 Peak: 0.14	Off-Peak: 0.19 Peak: 0.24	A	0.1	0.22	A	0.1	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $7	$5.25	$ 7.90	A	$5.36	$ 6.88	A	$5.53	$ 6.81	A
	Cost Recovery | 20%	11%	10%	E	11%	9%	E	11%	9%	E

Operational Analysis
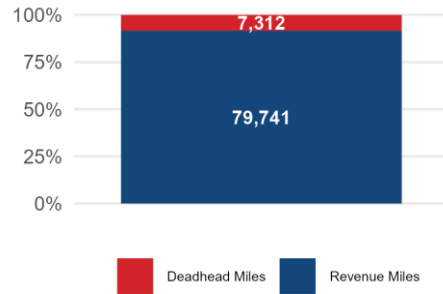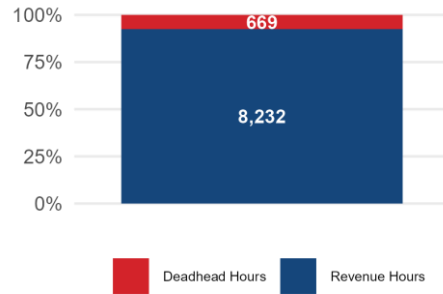
Miles Allocation

- 7,312 (Deadhead Miles)
- 79,741 (Revenue Miles)

Hours Allocation

- 669 (Deadhead Hours)
- 8,232 (Revenue Hours)

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
U4	4.40	4,629	4,597 (99.3%)

Service Change Summary

Route U4 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday — U4: 2

Saturday — U4: 2

Sunday — U4: 2

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ Shipley Terrace-Fort Drum Line

0   0.15   0.3 Miles

metrobus

Regional Transit

Ⓜ **Metrorail**

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

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line   B

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

metrobus

Line Benefit Score

30
Out of 100

Ridership — Network Value — Population Served (radar chart)

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	76	6	10	

Operating Statistics

Annual Operating Costs		$1,290,324
Peak Vehicles		5
Vehicle Type(s)		30 Foot, 35 Foot

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

Service Area Population			34,760
People of Color Population	Service Area	32,770
	% Riders Surveyed	96%
Low Income Household	Service Area	17,539
	% Riders Surveyed	74%

Facilities/Amenities

Bus Stops		85
% Stops With Shelters		7%
% Stops With Benches		6%
% Stops With Real-Time Signs		2%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

901

Ridership

Annual Ridership

W1   257,219

| 0 | 100,000 | 200,000 | 300,000 |
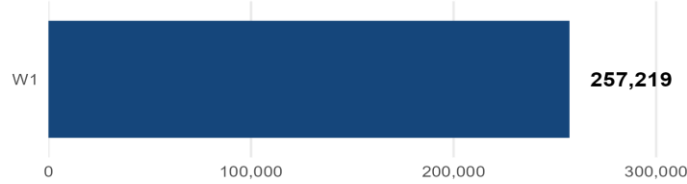
Top Transfer Locations

Congress Heights, Southern Avenue

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
W1 — 1,007	*No Service*	*No Service*

Average Trip Ridership and Maximum Load by Time Period

AM Early: EAST 5, WEST 3
AM Peak: EAST 11, WEST 10
Midday: EAST 9, WEST 8
PM Peak: EAST 10, WEST 10
Early Night: EAST 6, WEST 6
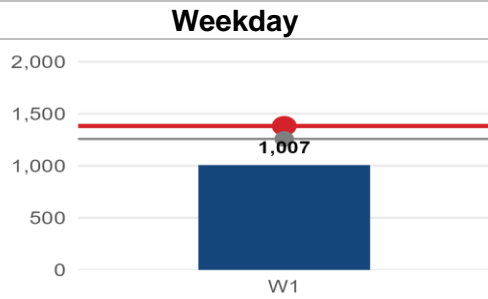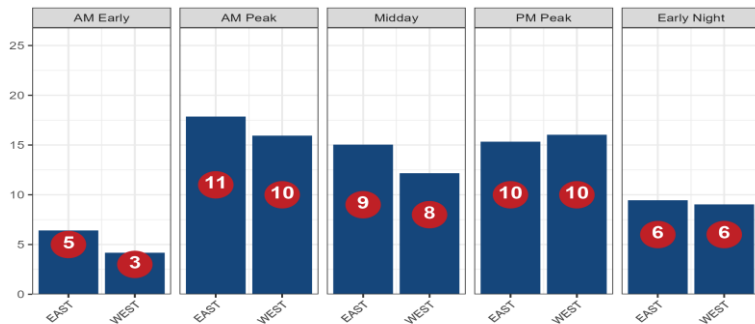
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.37	0.35
	Off-Peak Maximum Target: 1.0	0.31	0.25
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
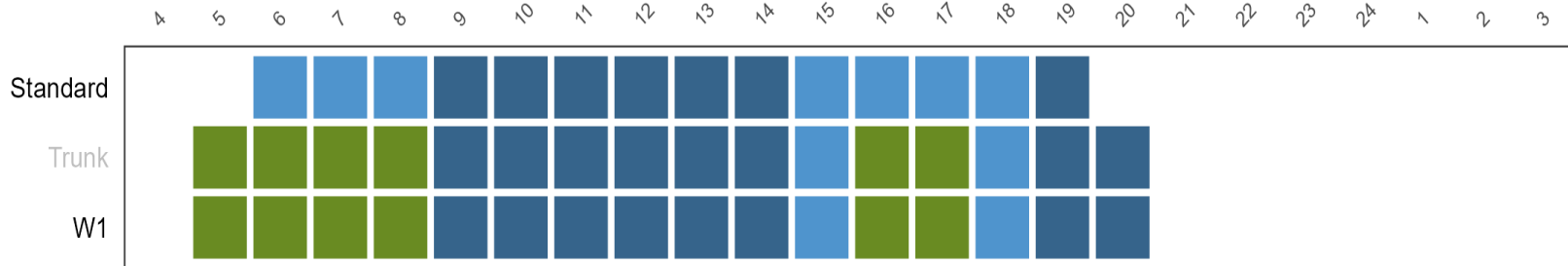
B Shipley Terrace-Fort Drum

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	5:40 AM - 8:49 PM	-	A	-	-	-	-	-	-
Frequency of Service | varies	Peak: 20.3 / Off-Peak: 34.7	Peak: 26.3 / Off-Peak: 36.7	A	-	-	-	-	-	-
Productivity									
Passengers per Revenue Hour | 15	23.3	25.1	A	-	-	-	-	-	-
Passengers per Revenue Mile | 2	2.3	2.9	A	-	-	-	-	-	-
Reliability									
On-Time Performance | 79%	79%	82%	B	-	-	-	-	-	-
Crowding | 5%	1%	0%	A	-	-	-	-	-	-
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.36	Off-Peak: 0.23 Peak: 0.29	A	-	-	-	-	-	-
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$5.12	$ 5.84	B	-	-	-	-	-	-
Cost Recovery | 20%	14%	13%	D	-	-	-	-	-	-

Route W1

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	6.8	6.3	E
Route Design Circuity | N/A	2.55	2.5	-

	Measure | Standard	Weekday			Saturday			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	23.3	25.1	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	2.3	2.9	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	15%	29%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	79%	82%	B	-	-	-	-	-	-
	Crowding | 5%	1%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.36	Off-Peak: 0.25 Peak: 0.32	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$5.12	$ 5.84	B	-	-	-	-	-	-
	Cost Recovery | 20%	14%	13%	D	-	-	-	-	-	-

Operational Analysis
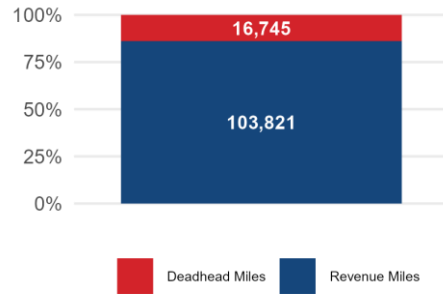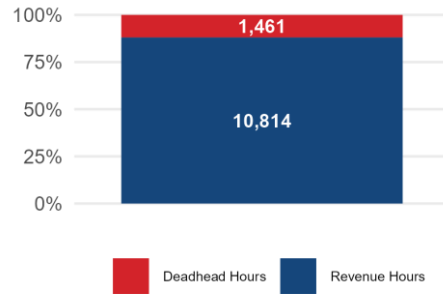
Miles Allocation

Deadhead Miles: 16,745
Revenue Miles: 103,821

Hours Allocation

Deadhead Hours: 1,461
Revenue Hours: 10,814

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W1	12.70	1,437	1,402 (97.6%)

Service Change Summary

Route W1 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday — No Service

Sunday — No Service

Class/Tier Average — System Average

LINE: 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
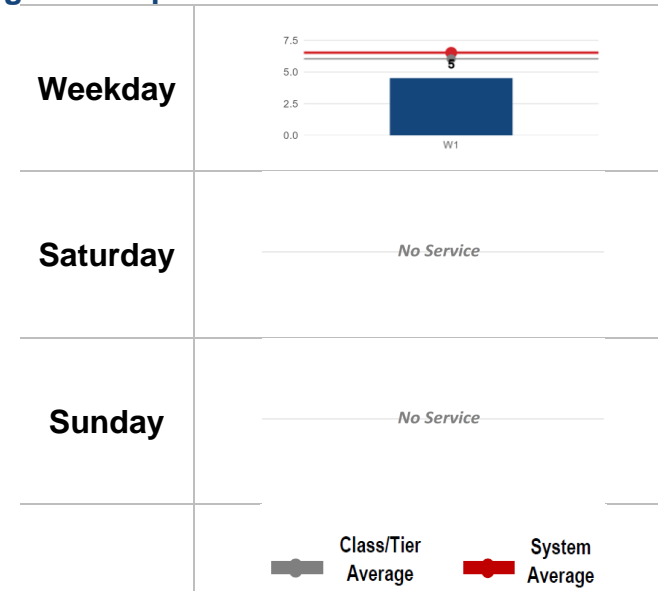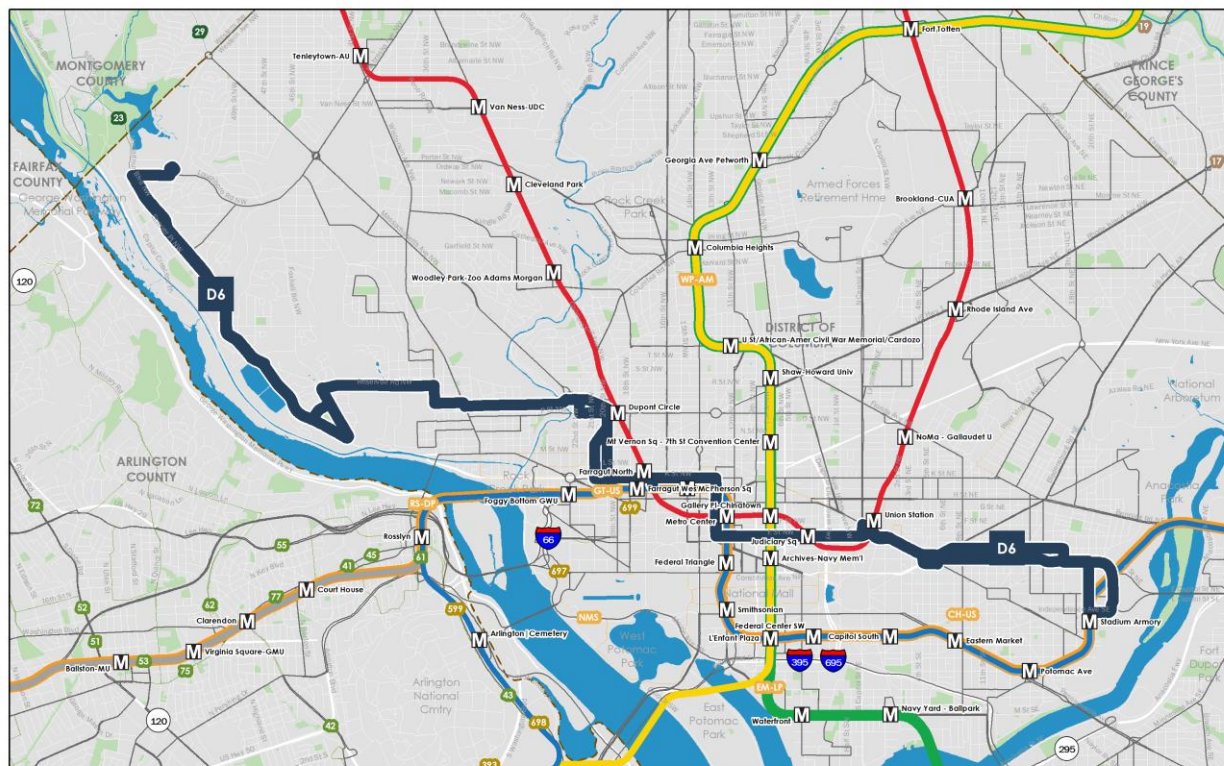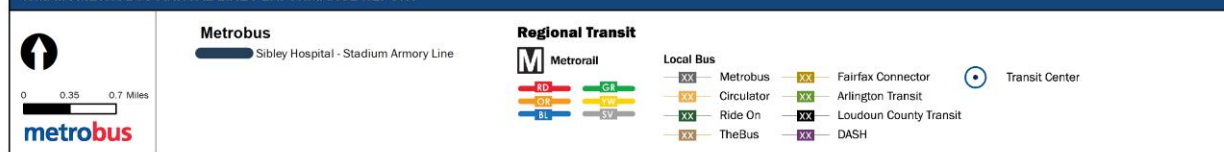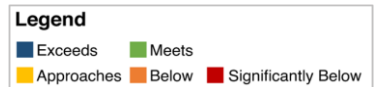
Line Benefit Score

<div style="font-size:2em">**45**</div>

Out of 100

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	64	49	23	
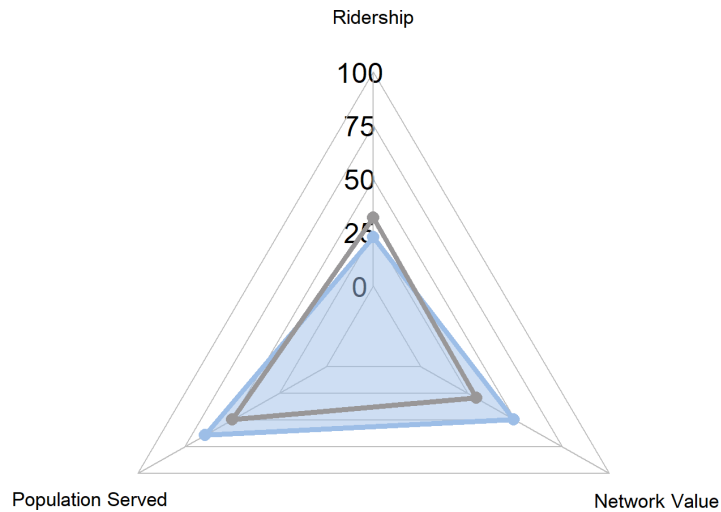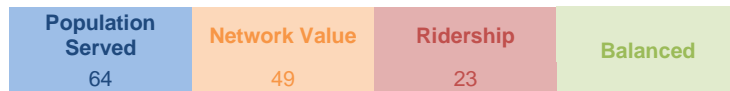
Operating Statistics

	Annual Operating Costs	$4,202,705
	Peak Vehicles	16
	Vehicle Type(s)	40 Foot

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

	Service Area Population		60,124
	People of Color Population	Service Area	15,030
		% Riders Surveyed	57%
	Low Income Household	Service Area	8,280
		% Riders Surveyed	29%

Facilities/Amenities

	Bus Stops	158
	% Stops With Shelters	27%
	% Stops With Benches	23%
	% Stops With Real-Time Signs	1%

Ridership

Annual Ridership

D6 — 659,459
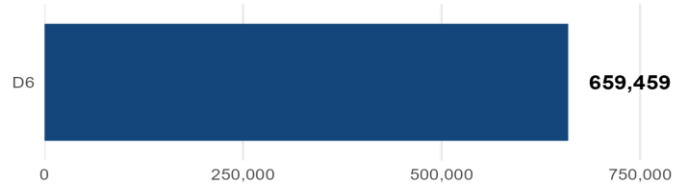
Top Transfer Locations

Dupont Circle, Union Station, Farragut West

Average Daily Ridership
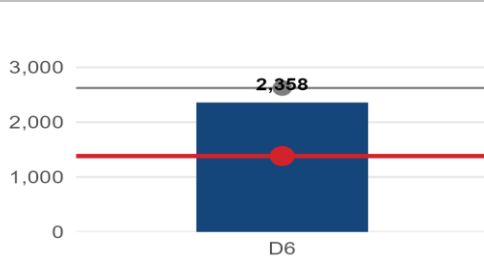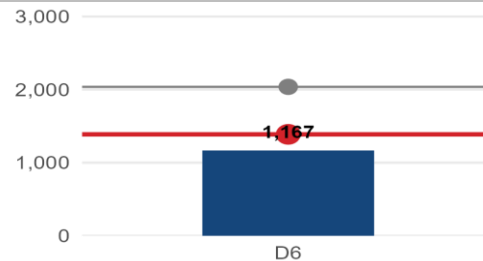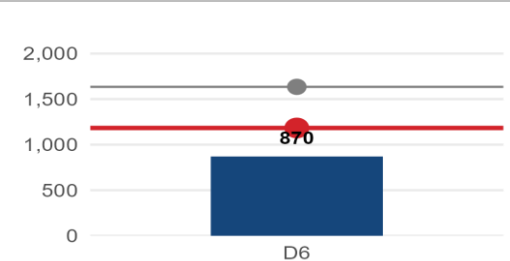
— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
2,358	1,167	870

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	5	12	13	19	9	5	9	9
WEST	13	19	14	13	7	4	9	9
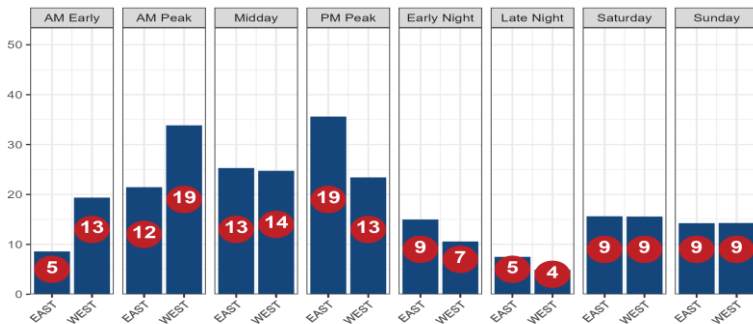
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1.2	0.41	0.39
	Off-Peak Maximum Target: 1.0	0.26	0.27
	Saturday Maximum Target: 1.0	0.23	0.23
	Sunday Maximum Target: 1.0	0.21	0.22

metrobus

Span and Frequency

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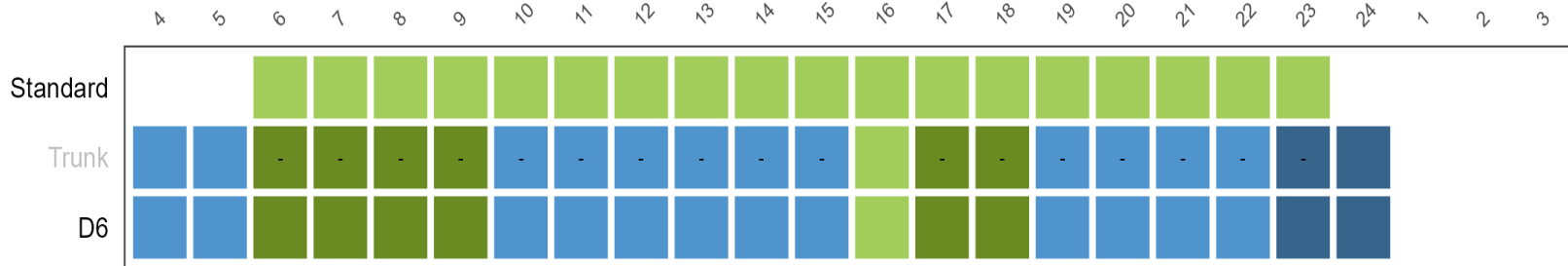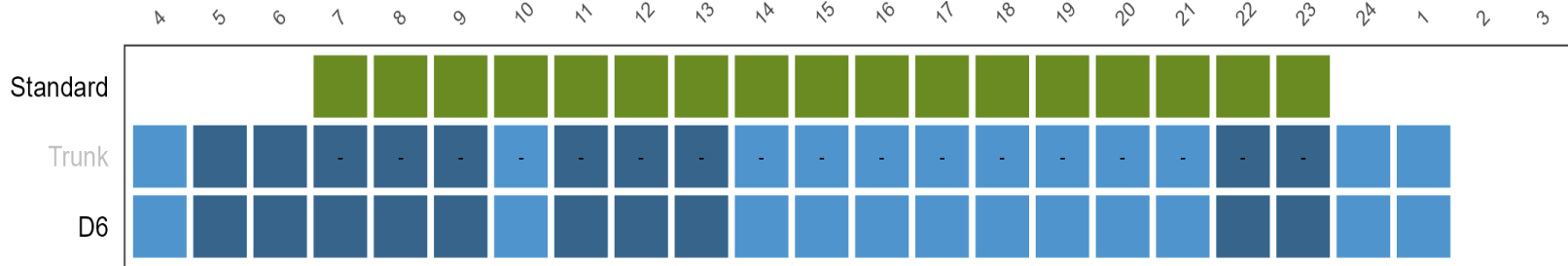
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
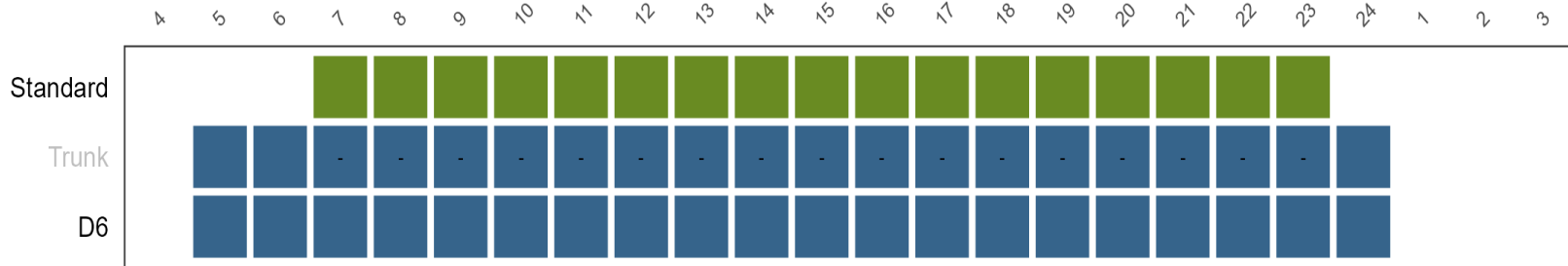
D Sibley Hospital - Stadium Armory

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: 17.4 / Off-Peak: 25.4	Peak: 16.6 / Off-Peak: 20	C	30.7	22.5	E	36.1	25.9	E
Productivity	**Passengers per Revenue Hour | 30**	16.6	24.4	E	12.8	21.6	E	12.4	20.0	E
	Passengers per Revenue Mile | 4	2.1	3.2	E	1.3	2.7	E	1.2	2.4	E
Reliability	**On-Time Performance | 79%**	64%	74%	E	55%	72%	E	64%	76%	E
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.4	Off-Peak: 0.29 Peak: 0.38	A	0.23	0.29	A	0.22	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$7.17	$ 5.47	E	$9.29	$ 6.24	E	$9.63	$ 6.78	E
	Cost Recovery | 25%	18%	21%	E	14%	18%	E	13%	17%	E

metrobus

Route D6

Measure	Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	6.9	5.2	E
Route Design **Circuity |** 1.75	1.39	1.29	A

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity **Passengers per Revenue Hour |** 30	16.6	24.4	E	12.8	21.6	E	12.4	20.0	E
Passengers per Revenue Mile | 4	2.1	3.2	E	1.3	2.7	E	1.2	2.4	E
Unique Segment Ridership | 10%	54%	22%	A	77%	34%	A	65%	34%	A
Reliability **On-Time Performance |** 79%	64%	74%	E	55%	72%	E	64%	76%	E
Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.4	Off-Peak: 0.29 Peak: 0.38	A	0.23	0.29	A	0.22	0.27	A
Cost Effectiveness **Operating Cost per Passenger Trip |** $5	$7.17	$ 5.47	E	$9.29	$ 6.24	E	$9.63	$ 6.78	E
Cost Recovery | 25%	18%	21%	E	14%	18%	E	13%	17%	E

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

912

Operational Analysis

Miles Allocation

- Deadhead Miles: 75,958
- Revenue Miles: 304,156

Hours Allocation

- Deadhead Hours: 6,335
- Revenue Hours: 35,222
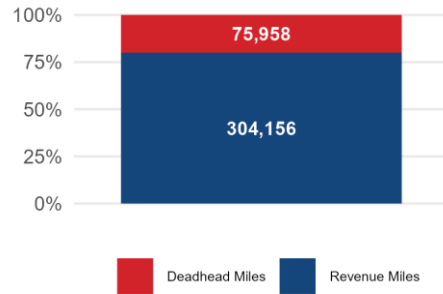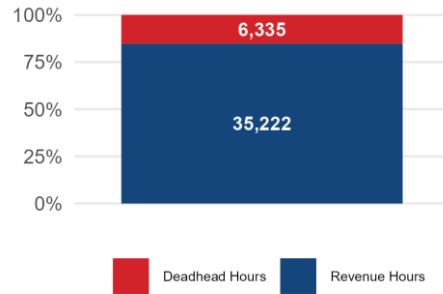
Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
D6	23.30	2,845	2,817 (99.0%)

Service Change Summary

Route D6 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Commuter

Activity Tier

1

Overall Grade

Line   C

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

Line Benefit Score

-

Out of 100

Line Benefit Score cannot be calculated for this line.

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
	1	0	

Line Score:

Operating Statistics

Annual Operating Costs		
Peak Vehicles	0	
Vehicle Type(s)	40 Foot	

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

Service Area Population		8,995	
People of Color Population	*Service Area*	4,274	
	% Riders Surveyed	72%	
Low Income Household	*Service Area*	2,609	
	% Riders Surveyed	2%	

Facilities/Amenities

Bus Stops	15	
% Stops With Shelters	20%	
% Stops With Benches	13%	
% Stops With Real-Time Signs	13%	

metrobus

Ridership

Annual Ridership	28F ▇▇▇▇▇▇▇▇▇▇▇ **4,477** 0 2,000 4,000 6,000
Top Transfer Locations	Pentagon

	Weekday	Saturday	Sunday
Average Daily Ridership ━●━ Class/Tier Average ━●━ System Average	2,000 1,500 ● 1,000 500 **18** 0 28F	*No Service*	*No Service*
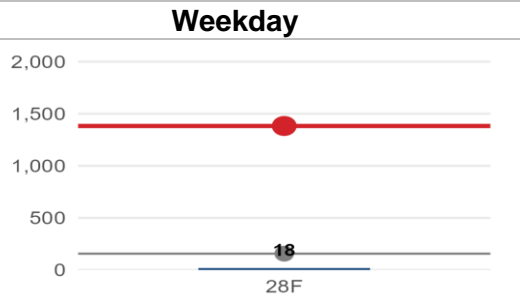
Average Trip Ridership and Maximum Load by Time Period
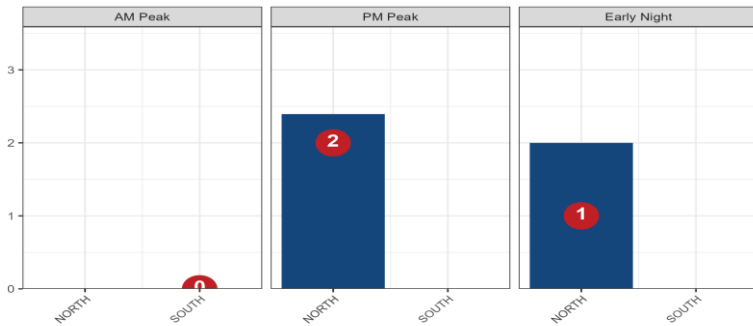
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.06	0
	Off-Peak Maximum Target: 1.0	0.03	
Saturday Maximum Target: 1.0			
Sunday Maximum Target: 1.0			

Span and Frequency

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

Weekday (by Hour)

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

Standard

Trunk

28F

Saturday (by Hour)

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

No Service

Sunday (by Hour)

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

No Service
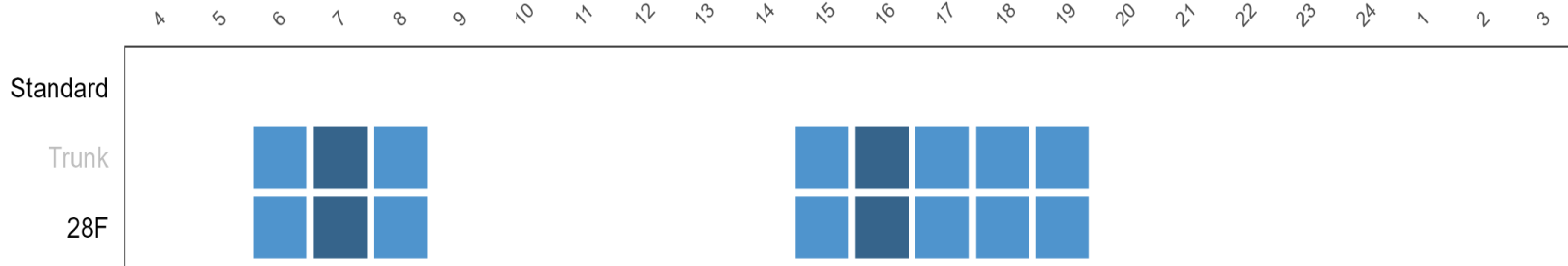
C Skyline City

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: 30.5 / Off-Peak: NA	Peak: 36.9 / Off-Peak: 59.5	-	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour** | N/A	5	12.6	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1.5	0.4	1.1	E	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	90%	78%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.03 Peak: 0.05	Off-Peak: 0.12 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$23.90	$14.23	E	-	-	-	-	-	-
	Cost Recovery | 25%	5%	17%	E	-	-	-	-	-	-

metrobus

Route 28F

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | N/A	1.1	2.2	-
Route Design	Circuity | N/A	1.3	1.27	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | N/A	5	12.6	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 1.5	0.4	1.1	E	-	-	-	-	-	-
	Unique Segment Ridership | 15%	1%	34%	E	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	90%	78%	A	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.03 Peak: 0.05	Off-Peak: 0.12 Peak: 0.2	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$23.90	$14.23	E	-	-	-	-	-	-
	Cost Recovery | 25%	5%	17%	E	-	-	-	-	-	-

Operational Analysis

Miles Allocation

No Service

Hours Allocation

No Service

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
28F	13.40	252	245 (97.2%)

Service Change Summary

Route 28F - Dec 2021:
Weekday: Reduce peak frequency to 30 min; 28F only-
Weekday svc rest to pre-pandemic in June 21; temp
reduce freq to 30 min op short in Dec 21; Saturday: No
change; Sunday: No change;
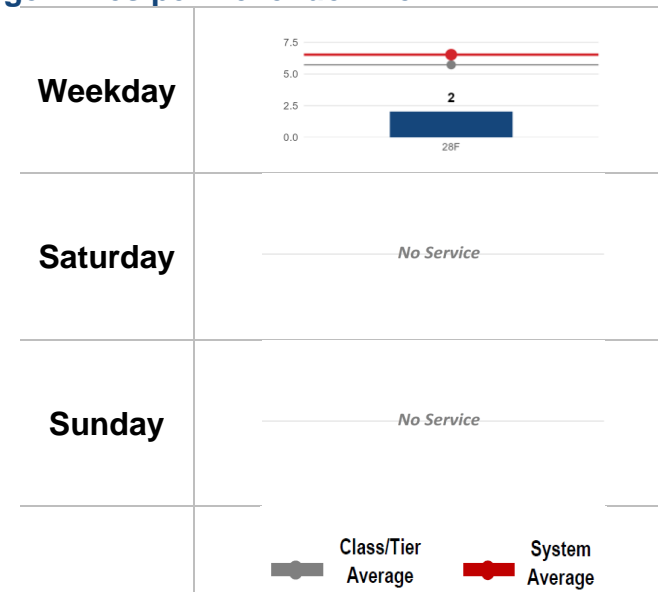
Passenger Miles per Revenue Mile

Weekday

2

28F

Saturday

No Service

Sunday

No Service

Class/Tier Average   System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Coverage

Activity Tier

3

Overall Grade

| Line | B |

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

Line Benefit Score

13		Ridership
Out of 100		Population Served — Network Value
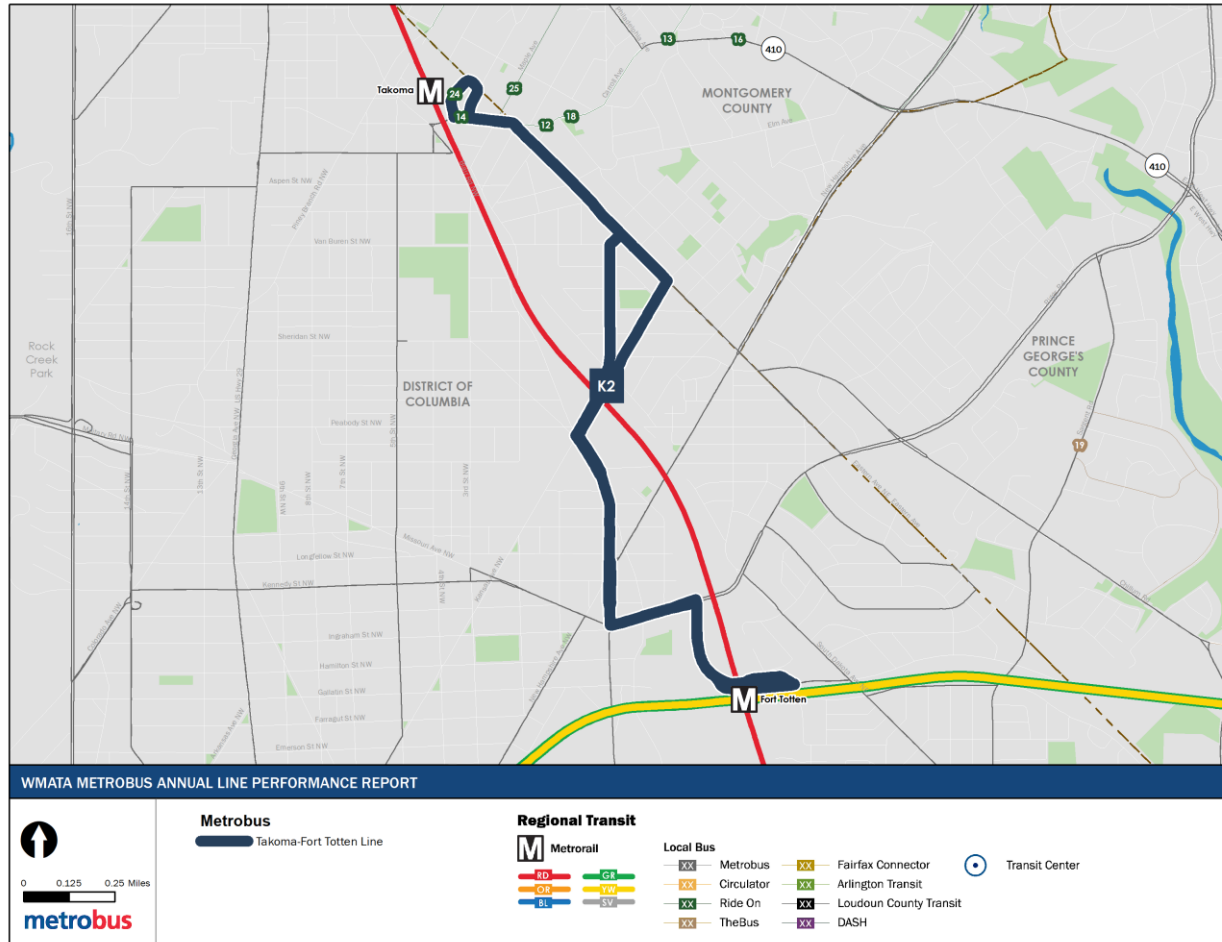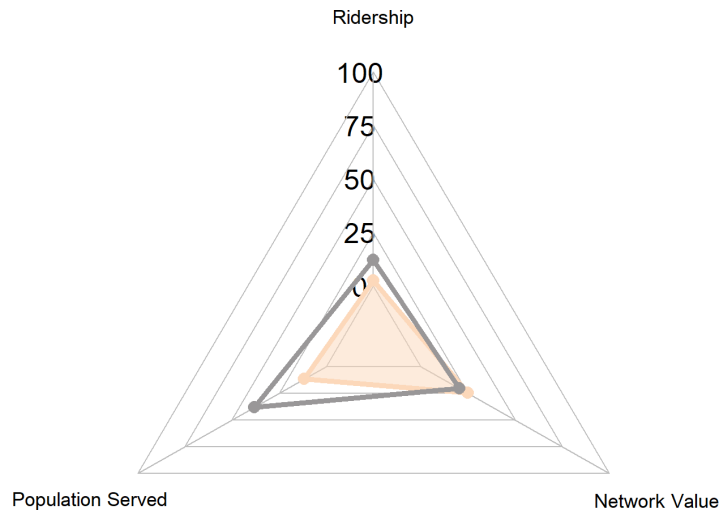
Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	12	25	3	

Operating Statistics

	Annual Operating Costs	$446,927
	Peak Vehicles	3
	Vehicle Type(s)	40 Foot

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

	Service Area Population		12,636
	People of Color Population	Service Area	7,618
		% Riders Surveyed	74%
	Low Income Household	Service Area	2,352
		% Riders Surveyed	44%

Facilities/Amenities

	Bus Stops	30
	% Stops With Shelters	13%
	% Stops With Benches	3%
	% Stops With Real-Time Signs	10%

metrobus

Ridership

Annual Ridership

K2: 68,960

(axis: 0 — 25,000 — 50,000 — 75,000 — 100,000)
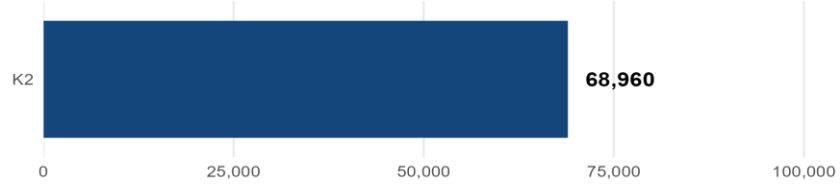
Top Transfer Locations

Fort Totten, Takoma
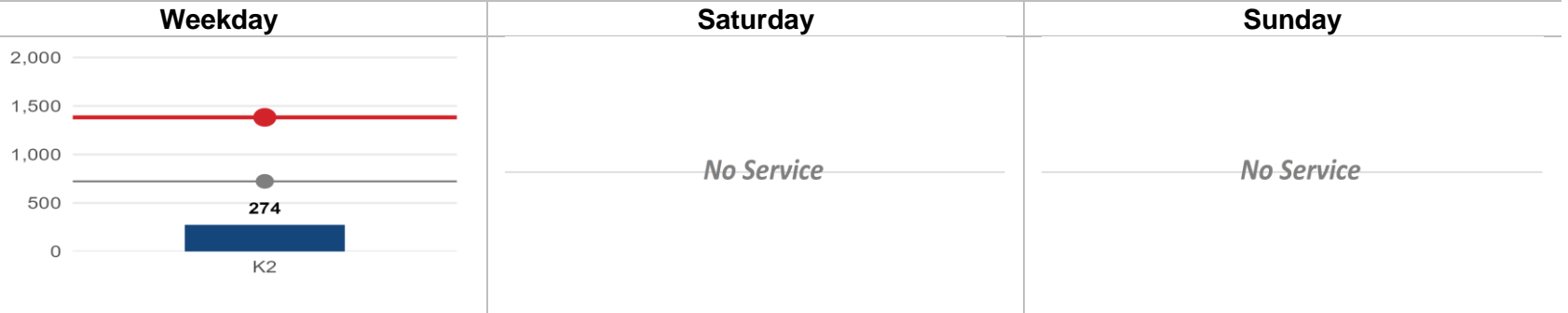
	Weekday	Saturday	Sunday
Average Daily Ridership	K2: 274	*No Service*	*No Service*

Legend:
- Class/Tier Average
- System Average

Average Trip Ridership and Maximum Load by Time Period

AM Early — AM Peak — Midday — PM Peak — Early Night
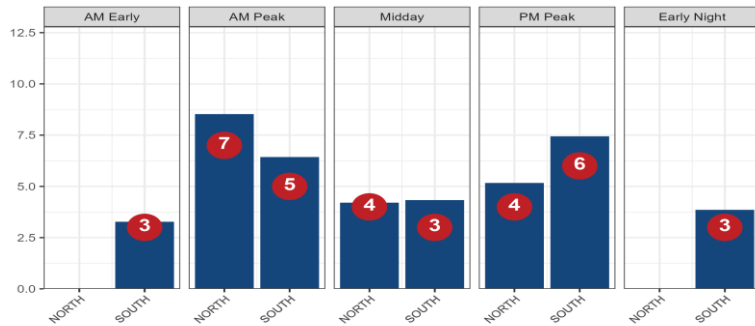
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.14	0.14
	Off-Peak Maximum Target: 1.0	0.09	0.07
	Saturday Maximum Target: 1.0		
	Sunday Maximum Target: 1.0		

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

No Service

Sunday (by Hour)

No Service
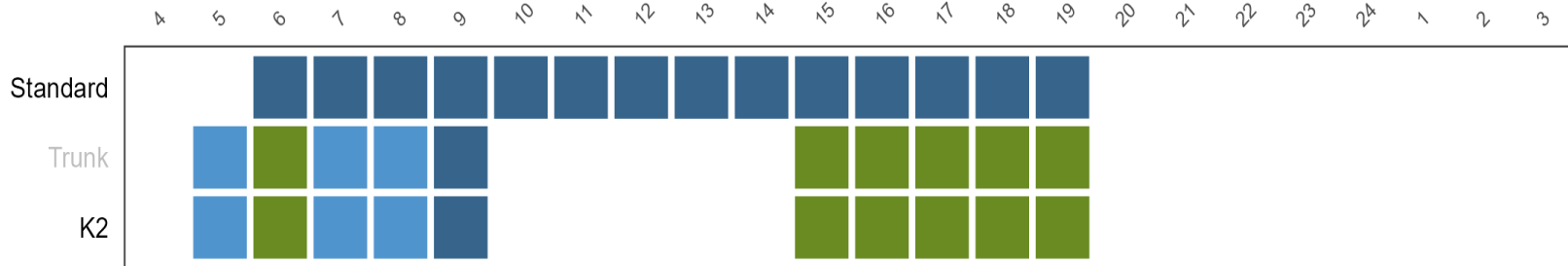
B Takoma-Fort Totten

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	5:58 AM - 9:24 AM; 3:19 PM - 7:16 PM	-	D	-	-	-	-	-	-
	Frequency of Service | varies	Peak: 20.7 / Off-Peak: NA	Peak: 29.7 / Off-Peak: 41.4	A	-	-	-	-	-	-
Productivity	**Passengers per Revenue Hour** | 10	19.6	17	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	2.4	1.4	A	-	-	-	-	-	-
Reliability	**On-Time Performance** | 79%	78%	82%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.14	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip** | $7	$6.10	$ 7.90	A	-	-	-	-	-	-
	Cost Recovery | 20%	23%	11%	A	-	-	-	-	-	-

metrobus

Route K2

Measure	Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	6.6	5	E
Route Design Circuity | N/A	1.09	1.8	-

	Measure | Standard	Weekday			Saturday			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	19.6	17	A	-	-	-	-	-	-
	Passengers per Revenue Mile | 1	2.4	1.4	A	-	-	-	-	-	-
	Unique Segment Ridership | 10%	72%	47%	A	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	78%	82%	C	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.08 Peak: 0.14	Off-Peak: 0.19 Peak: 0.24	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $7	$6.10	$ 7.90	A	-	-	-	-	-	-
	Cost Recovery | 20%	23%	10%	A	-	-	-	-	-	-

metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 15,528
- Revenue Miles: 29,449

Hours Allocation

- Deadhead Hours: 1,146
- Revenue Hours: 3,746

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
K2	4.90	882	879 (99.7%)

Service Change Summary

Route K2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday	3 (K2)
Saturday	No Service
Sunday	No Service

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

1

Overall Grade

Line	C

Legend
Exceeds | Meets
Approaches | Below | Significantly Below

metrobus

Line Benefit Score

35

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	68	20	17	
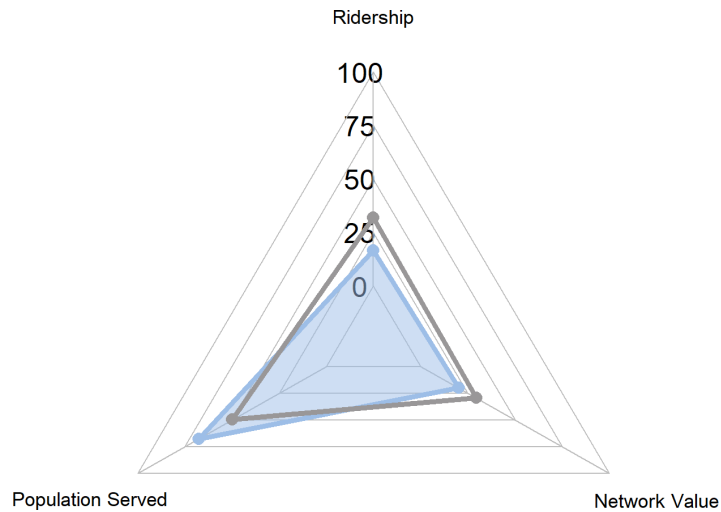
Operating Statistics

	Annual Operating Costs	$1,321,197
	Peak Vehicles	0
	Vehicle Type(s)	40 Foot

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

	Service Area Population		98,821
	People of Color Population	Service Area	45,996
		% Riders Surveyed	70%
	Low Income Household	Service Area	20,504
		% Riders Surveyed	34%

Facilities/Amenities

	Bus Stops	92
	% Stops With Shelters	14%
	% Stops With Benches	12%
	% Stops With Real-Time Signs	3%

metrobus

FY 2022 ANNUAL LINE PERFORMANCE REPORT

929

Ridership

Annual Ridership

63	283,501
62	184,019

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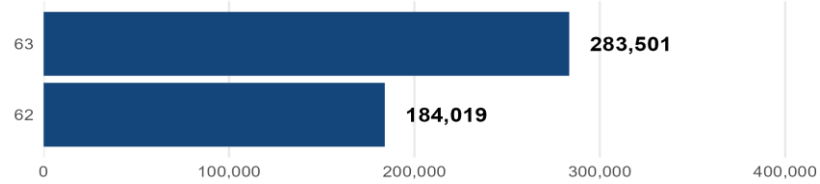
Top Transfer Locations

Georgia Avenue-Petworth, Takoma, Metro Center

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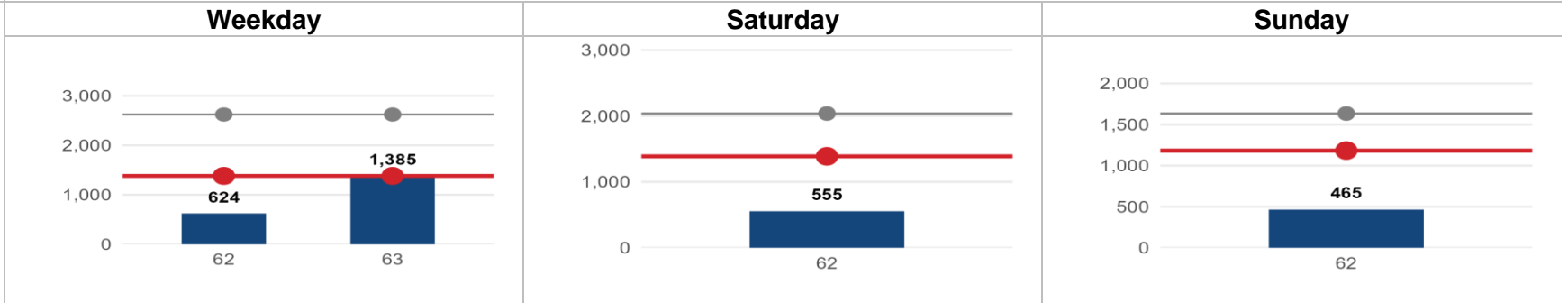
- ● Class/Tier Average (gray)
- ● System Average (red)

Weekday	Saturday	Sunday
62: 624 / 63: 1,385	62: 555	62: 465

Average Trip Ridership and Maximum Load by Time Period

Time Period	NORTH	SOUTH
AM Early	5	8
AM Peak	14	17
Midday	7	8
PM Peak	15	12
Early Night	5	4
Late Night	4	3
Saturday	5	5
Sunday	4	4
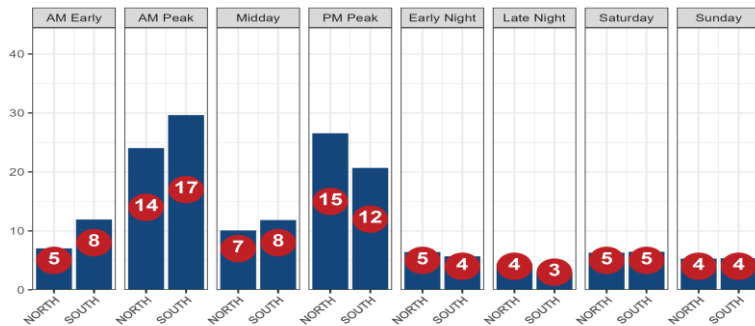
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.37	0.36
	Off-Peak Maximum Target: 1.0	0.15	0.16
	Saturday Maximum Target: 1.0	0.13	0.13
	Sunday Maximum Target: 1.0	0.11	0.11

metrobus

Span and Frequency

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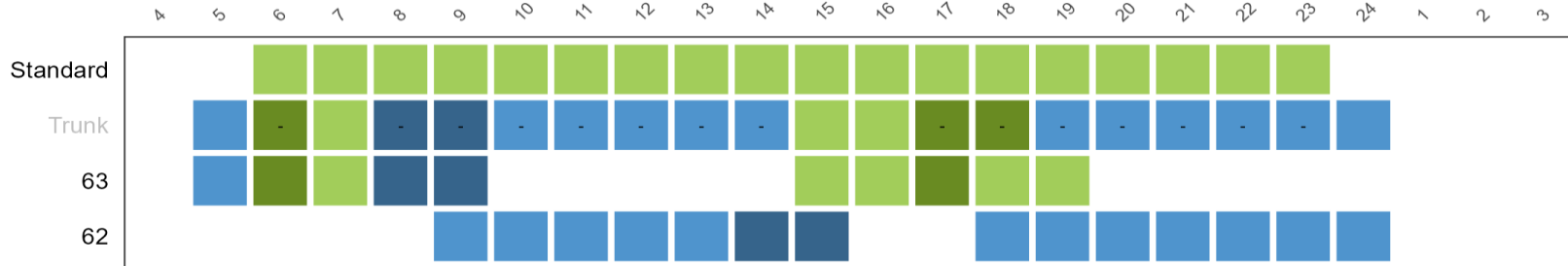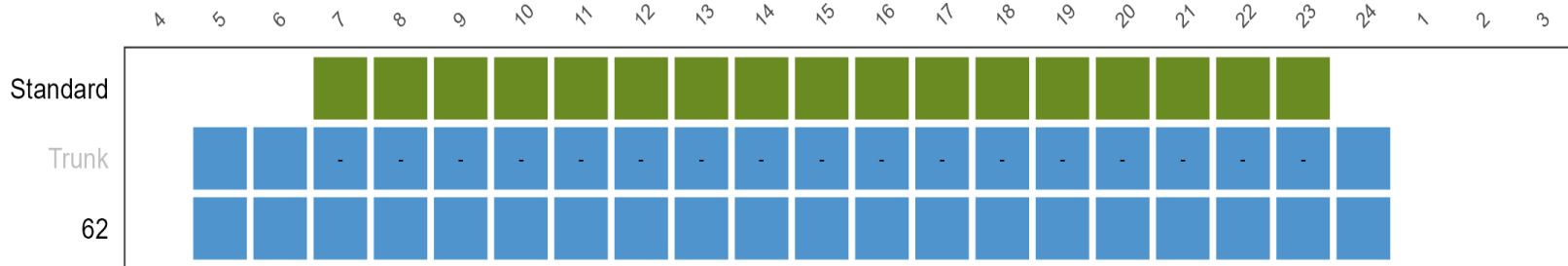
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
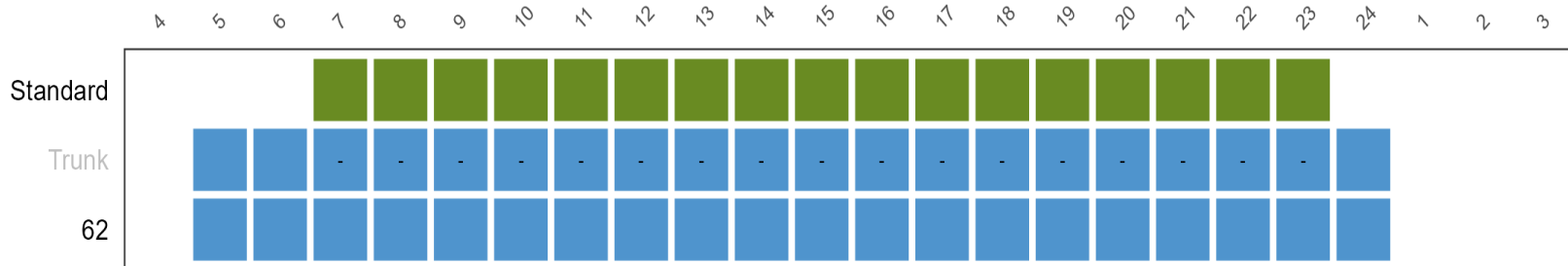
C Takoma-Petworth

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: 19.2 / Off-Peak: 39.3	Peak: 16.6 / Off-Peak: 20	C	24.0	22.5	C	24.0	25.9	C
Productivity — **Passengers per Revenue Hour** | 30	25.4	24.4	D	16.6	21.6	E	13.9	20.0	E
Passengers per Revenue Mile | 4	3.4	3.2	D	2.0	2.7	E	1.7	2.4	E
Reliability — **On-Time Performance** | 79%	72%	74%	D	79%	72%	B	83%	76%	B
Crowding | 5%	1%	1%	A	0%	1%	A	0%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.16 Peak: 0.37	Off-Peak: 0.29 Peak: 0.38	A	0.13	0.29	A	0.11	0.26	A
Cost Effectiveness — **Operating Cost per Passenger Trip** | $5	$4.69	$ 5.47	A	$7.19	$ 6.24	E	$8.61	$ 6.78	E
Cost Recovery | 25%	27%	21%	B	18%	18%	E	15%	17%	E

Route 62

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	7.5	5.2	E
Route Design — Circuity | 1.75	1.05	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 30	21.9	24.4	E	16.6	21.6	E	13.9	20.0	E
	Passengers per Revenue Mile | 4	2.9	3.2	E	2.0	2.7	E	1.7	2.4	E
	Unique Segment Ridership | 10%	2%	22%	E	63%	34%	A	62%	34%	A
Reliability	On-Time Performance | 79%	79%	74%	B	79%	72%	B	83%	76%	B
	Crowding | 5%	0%	1%	A	0%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.15 Peak: 0.23	Off-Peak: 0.29 Peak: 0.38	A	0.13	0.29	A	0.11	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$5.44	$ 5.47	B	$7.19	$ 6.24	E	$8.61	$ 6.78	E
	Cost Recovery | 25%	20%	21%	D	15%	18%	E	12%	17%	E

metrobus

Route 63

Measure | Standard	Route Average	Class Tier Average	Grade
Availability **Number of Stops per Mile |** 4-5	6.8	5.2	E
Route Design **Circuity |** 1.75	1.05	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	27.8	24.4	C	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	3.9	3.2	C	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	22%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	67%	74%	E	-	-	-	-	-	-
	Crowding | 5%	1%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.39	Off-Peak: 0.29 Peak: 0.38	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.29	$ 5.47	A	-	-	-	-	-	-
	Cost Recovery | 25%	33%	21%	A	-	-	-	-	-	-
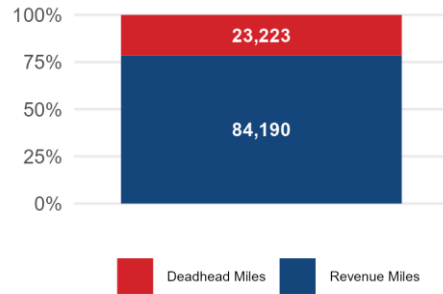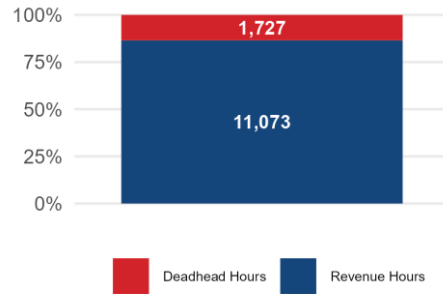
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 23,223
- Revenue Miles: 84,190

Hours Allocation

- Deadhead Hours: 1,727
- Revenue Hours: 11,073

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
62	6.30	2,028	2,027 (100.0%)
63	13.70	1,113	1,099 (98.7%)

Service Change Summary

Route 62 - Dec 2021:
Weekday: Adjust school trip time to 3:40 pm; Saturday:
No change; Sunday: No change;
Route 63 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday
- 62: 4.1
- 63: 6.9

Saturday
- 62: 3

Sunday
- 62: 3

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— U Street-Garfield Line

Regional Transit

Ⓜ Metrorail

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

Service Classification

Framework

Activity Tier

1

Overall Grade

Line   B

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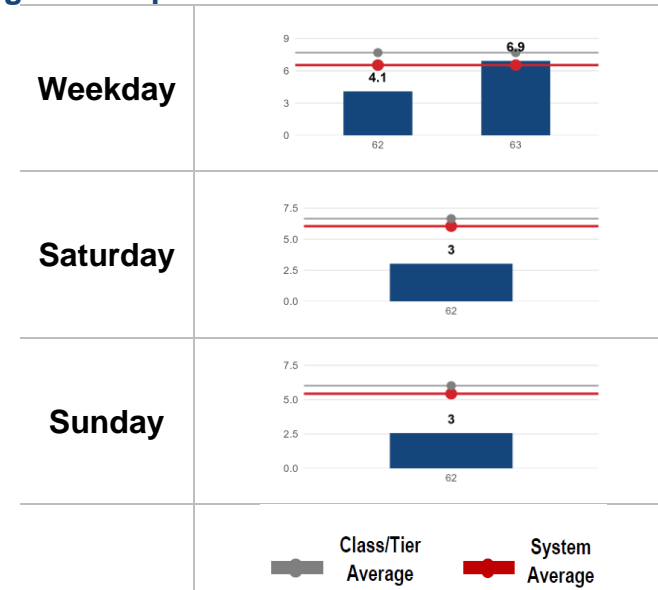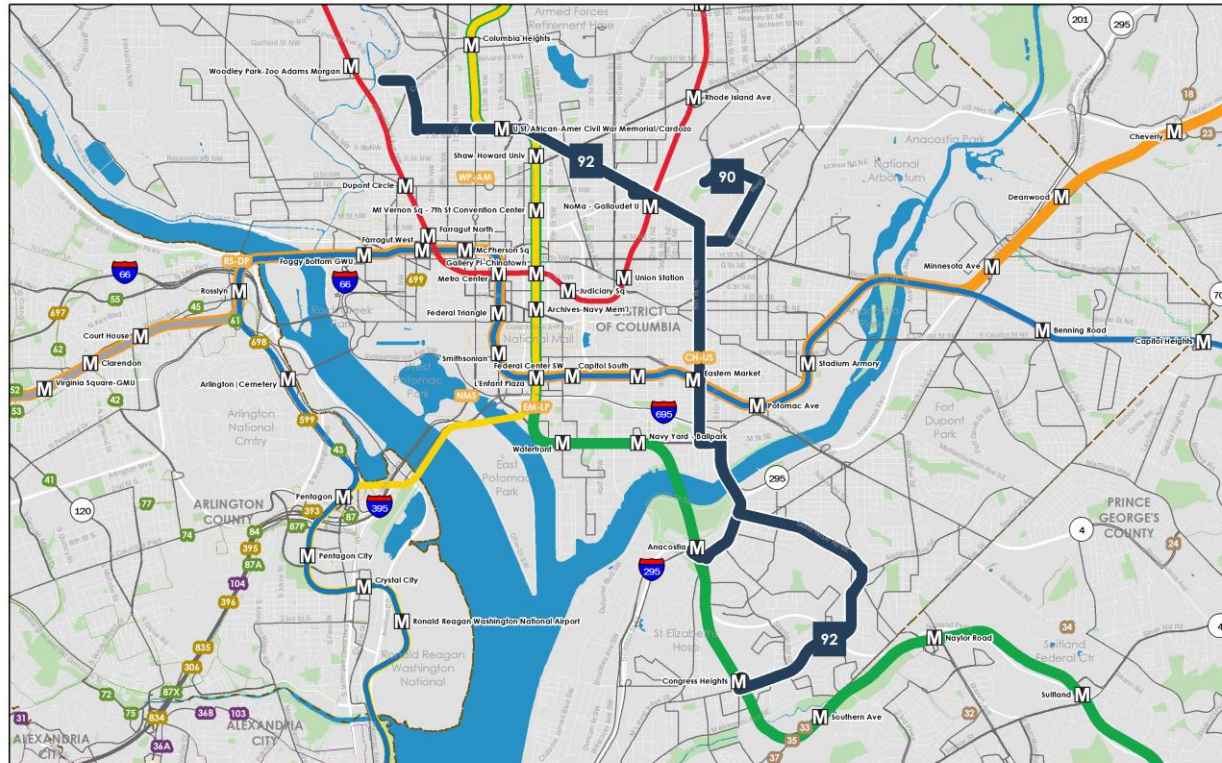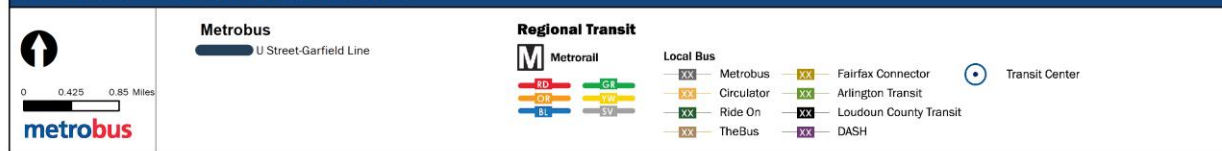
Line Benefit Score

74

Out of 100
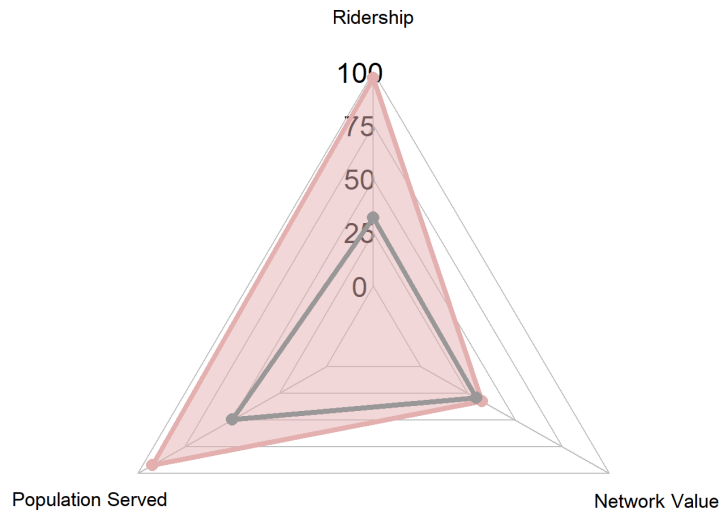
Ridership
100
75
50
25
0

Population Served

Network Value

Classification Average

	Population Served	Network Value	Ridership	Balanced
Line Focus:				
Line Score:	92	32	97	

Operating Statistics

Annual Operating Costs	$12,138,095
Peak Vehicles	29
Vehicle Type(s)	40 Foot

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

Service Area Population			151,914
People of Color Population	*Service Area*		67,139
	% Riders Surveyed		89%
Low Income Household	*Service Area*		31,176
	% Riders Surveyed		68%

Facilities/Amenities

Bus Stops		139
% Stops With Shelters		27%
% Stops With Benches		27%
% Stops With Real-Time Signs		7%

metrobus

Ridership

Annual Ridership

Line	Annual Ridership
92	1,749,611
90	1,270,271
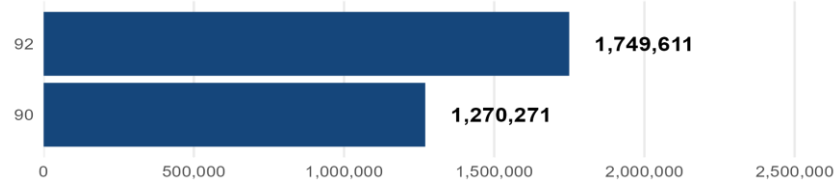
Top Transfer Locations

Eastern Market, U Street-Cardozo, New York Ave. W

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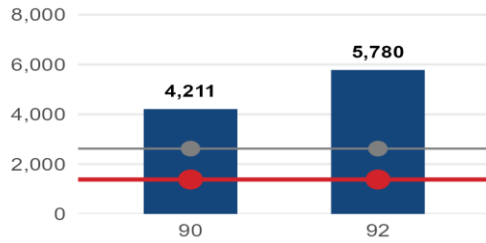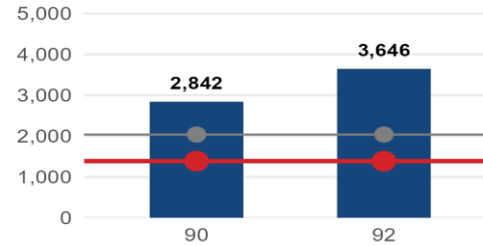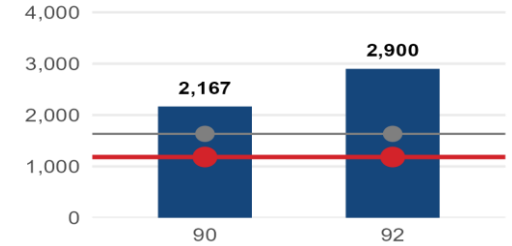
Legend:
- Class/Tier Average (gray)
- System Average (red)

Weekday
Line	Average
90	4,211
92	5,780

Saturday
Line	Average
90	2,842
92	3,646

Sunday
Line	Average
90	2,167
92	2,900

Average Trip Ridership and Maximum Load by Time Period

Time Period	North	South
AM Early	12	13
AM Peak	17	16
Midday	23	22
PM Peak	20	18
Early Night	15	15
Late Night	8	11
Saturday	18	18
Sunday	14	15
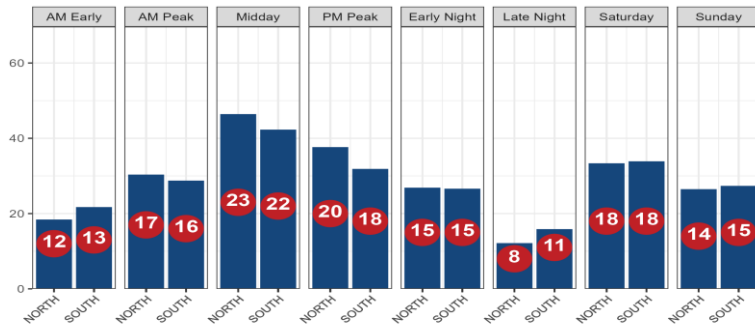
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.46	0.42
	Off-Peak Maximum Target: 1.0	0.45	0.46
	Saturday Maximum Target: 1.0	0.45	0.45
	Sunday Maximum Target: 1.0	0.36	0.38

Span and Frequency

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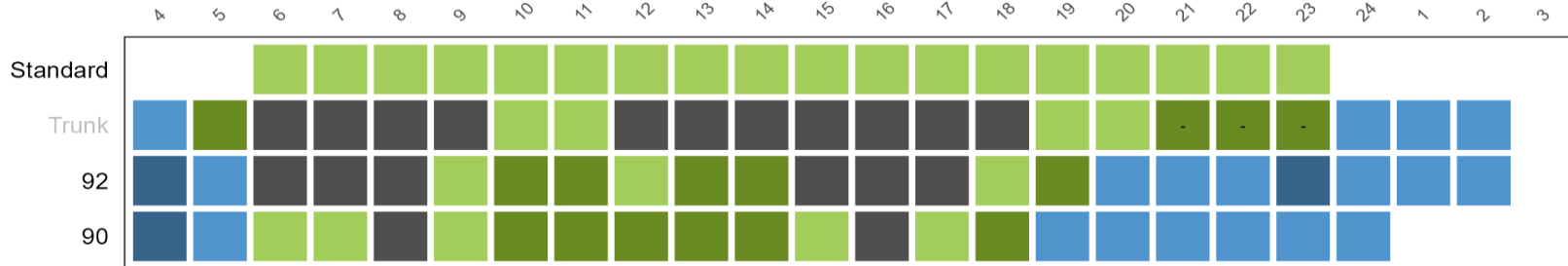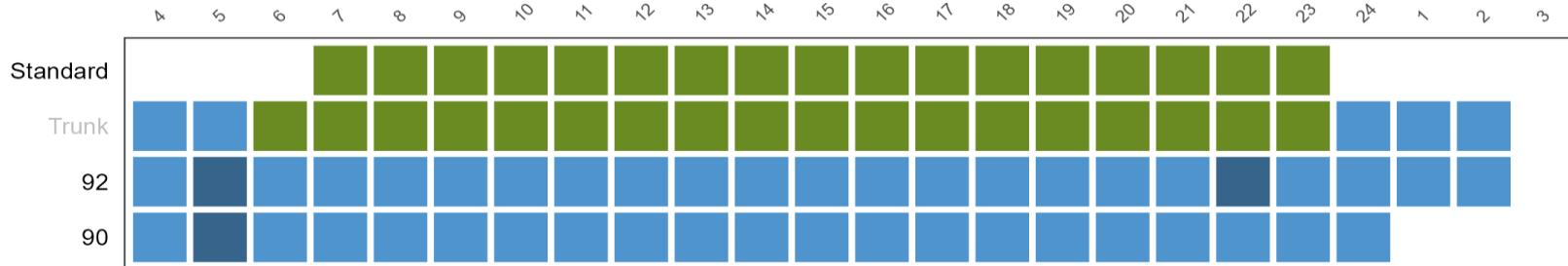
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
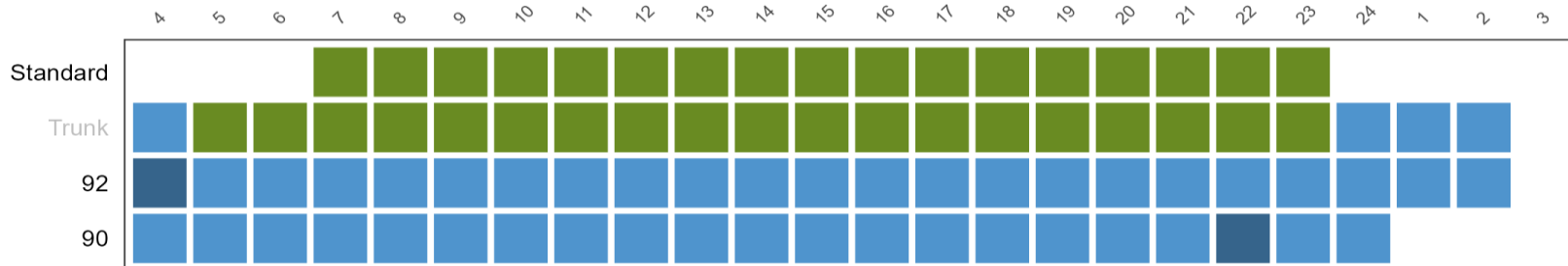
B U Street-Garfield

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service** | varies	4:03 AM - 2:29 AM	-	A	4:04 AM - 2:44 AM	-	A	4:14 AM - 2:41 AM	-	A
	Frequency of Service | varies	Peak: 8.9 / Off-Peak: 12.1	Peak: 16.6 / Off-Peak: 20	A	18.3	22.5	B	18.3	25.9	B
Productivity	**Passengers per Revenue Hour** | 30	30.0	24.4	B	30.4	21.6	B	26.0	20.0	D
	Passengers per Revenue Mile | 4	4.4	3.2	A	4.3	2.7	B	3.5	2.4	D
Reliability	**On-Time Performance** | 79%	70%	74%	D	70%	72%	D	77%	76%	C
	Crowding | 5%	0%	1%	A	1%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.44	Off-Peak: 0.29 Peak: 0.38	A	0.45	0.29	A	0.37	0.26	A
Cost Effectiveness	**Operating Cost per Passenger Trip** | $5	$3.97	$ 5.47	A	$3.93	$ 6.24	A	$4.59	$ 6.78	A
	Cost Recovery | 25%	13%	21%	E	13%	18%	E	11%	17%	E

metrobus

Route 90

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.3	5.2	E
Route Design — **Circuity |** 1.75	1.13	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	28.4	24.4	C	27.9	21.6	C	23.5	20.0	E
	Passengers per Revenue Mile | 4	4.6	3.2	A	4.3	2.7	B	3.4	2.4	D
	Unique Segment Ridership | 10%	15%	22%	A	15%	34%	A	14%	34%	A
Reliability	**On-Time Performance |** 79%	68%	74%	E	74%	72%	D	79%	76%	C
	Crowding | 5%	0%	1%	A	2%	1%	A	0%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.45 Peak: 0.46	Off-Peak: 0.29 Peak: 0.38	A	0.45	0.29	A	0.36	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$4.20	$ 5.47	A	$4.28	$ 6.24	A	$5.07	$ 6.78	B
	Cost Recovery | 25%	14%	21%	E	13%	18%	E	11%	17%	E

Route 92

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	6.8	5.2	E
Route Design — **Circuity |** 1.75	1.17	1.29	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	31.4	24.4	B	32.6	21.6	B	28.2	20.0	C
	Passengers per Revenue Mile | 4	4.4	3.2	B	4.3	2.7	B	3.5	2.4	D
	Unique Segment Ridership | 10%	15%	22%	A	15%	34%	A	15%	34%	A
Reliability	**On-Time Performance |** 79%	72%	74%	D	68%	72%	E	75%	76%	C
	Crowding | 5%	1%	1%	A	1%	1%	A	1%	0%	A
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.46 Peak: 0.43	Off-Peak: 0.29 Peak: 0.38	A	0.46	0.29	A	0.38	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.80	$ 5.47	A	$3.65	$ 6.24	A	$4.23	$ 6.78	A
	Cost Recovery | 25%	12%	21%	E	13%	18%	E	11%	17%	E

Operational Analysis
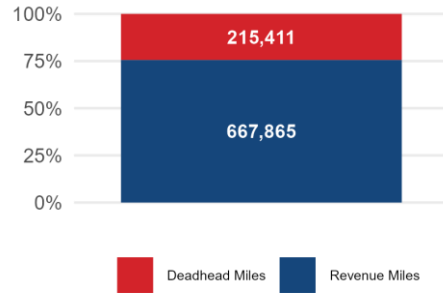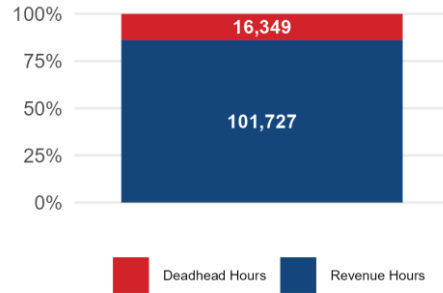
Miles Allocation

- Deadhead Miles: 215,411
- Revenue Miles: 667,865

Hours Allocation

- Deadhead Hours: 16,349
- Revenue Hours: 101,727

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
90	14.40	3,559	3,497 (98.3%)
92	16.60	4,535	4,406 (97.2%)

Service Change Summary

Route 90 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;
Route 92 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday
- 90: 11.09
- 92: 10.77

Saturday
- 90: 10.76
- 92: 10.66

Sunday
- 90: 8.66
- 92: 8.90

- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━━ United Medical Center-Anacostia Line

Regional Transit

Ⓜ **Metrorail**

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

0 0.15 0.3 Miles

metrobus

Service Classification

Coverage

Activity Tier

2

Overall Grade

Line　　　　**C**

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

metrobus

Line Benefit Score

42

Out of 100

Ridership / Population Served / Network Value radar chart

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	100	6	20	
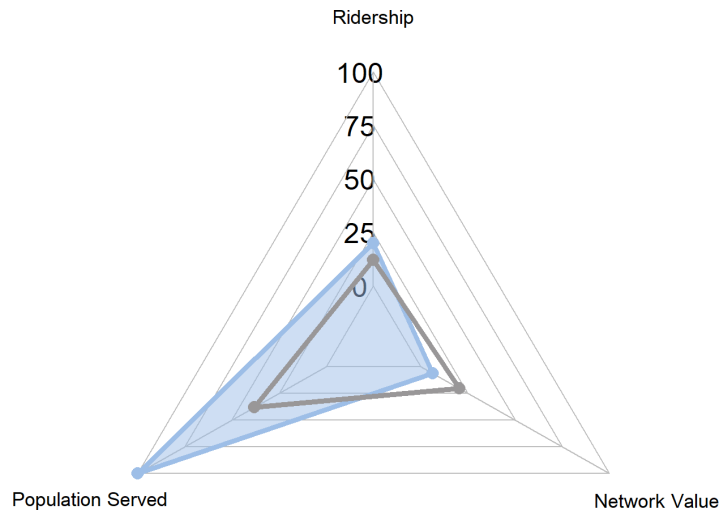
Operating Statistics

	Annual Operating Costs	$3,150,887
	Peak Vehicles	8
	Vehicle Type(s)	30 Foot, 35 Foot

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

	Service Area Population		90,958
	People of Color Population	Service Area	86,088
		% Riders Surveyed	99%
	Low Income Household	Service Area	47,810
		% Riders Surveyed	78%

Facilities/Amenities

	Bus Stops	161
	% Stops With Shelters	13%
	% Stops With Benches	10%
	% Stops With Real-Time Signs	2%

metrobus

Ridership

Annual Ridership

W3	209,324
W2	428,132
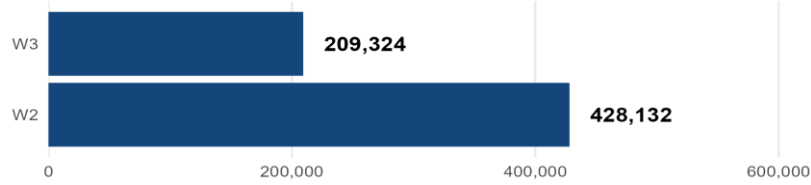
Top Transfer Locations

Anacostia, Congress Heights, Southern Avenue

Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
W2: 1,308	W2: 746	W2: 1,124
W3: 737	W3: 619	

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	5	
AM Peak	14	14
Midday	10	11
PM Peak	15	16
Early Night	8	8
Late Night	3	4
Saturday	7	8
Sunday	7	7
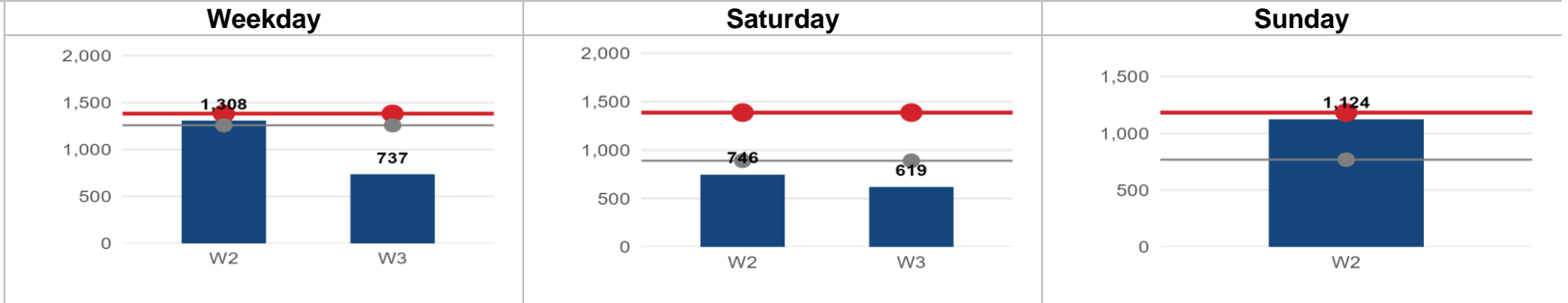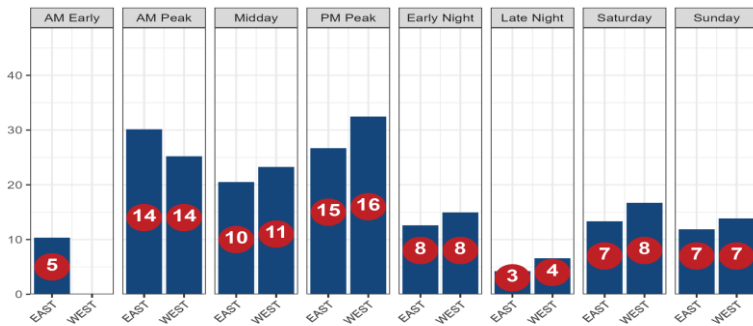
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.52	0.53
	Off-Peak Maximum Target: 1.0	0.3	0.31
	Saturday Maximum Target: 1.0	0.26	0.29
	Sunday Maximum Target: 1.0	0.24	0.25

metrobus

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus
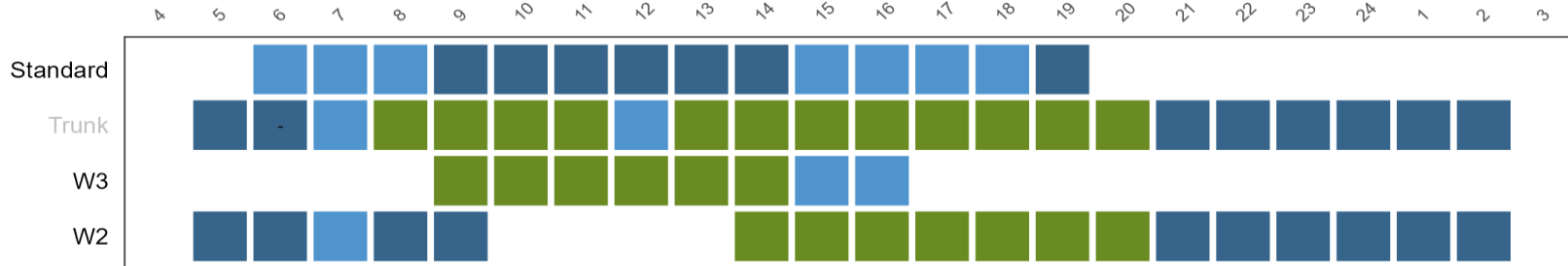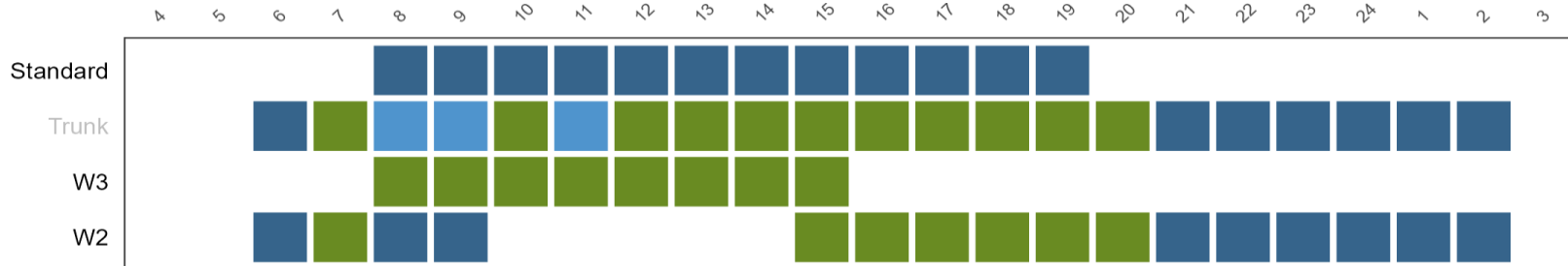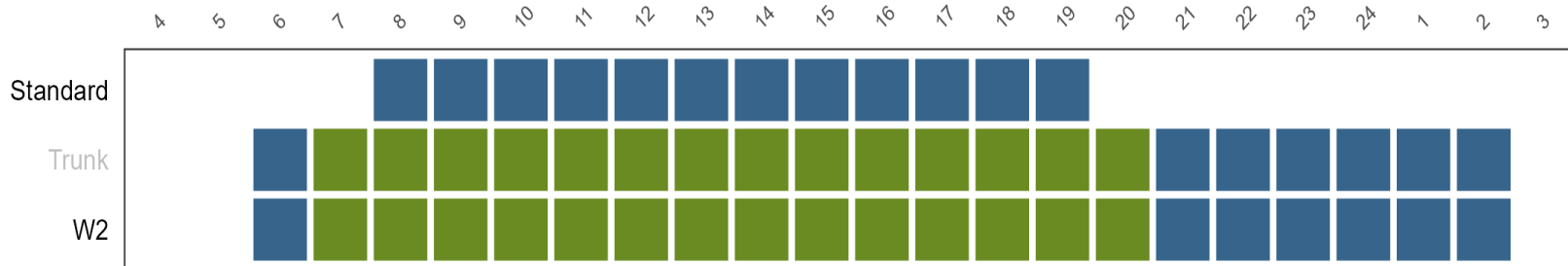
C United Medical Center-Anacostia

Measure | Standard		Weekday			Saturday			Sunday		
		Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability	**Span of Service | varies**	5:48 AM - 2:12 AM	-	A	6:10 AM - 2:07 AM	-	A	6:10 AM - 2:10 AM	-	A
	Frequency of Service | varies	Peak: 22.2 / Off-Peak: 20.5	Peak: 26.3 / Off-Peak: 36.7	A	22.7	39.6	A	22.4	40.8	A
Productivity	**Passengers per Revenue Hour | 15**	19.1	25.1	A	15.4	24.3	B	13.6	22.5	C
	Passengers per Revenue Mile | 2	2.1	2.9	B	1.4	2.6	E	1.2	2.3	E
Reliability	**On-Time Performance | 79%**	72%	82%	D	80%	82%	B	78%	81%	C
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.31 Peak: 0.53	Off-Peak: 0.23 Peak: 0.29	A	0.28	0.22	A	0.24	0.2	A
Cost Effectiveness	**Operating Cost per Passenger Trip | $5**	$6.23	$ 5.84	D	$7.77	$ 6.11	E	$8.78	$ 6.59	E
	Cost Recovery | 20%	7%	13%	E	5%	12%	E	5%	11%	E

metrobus

Route W2

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	7	6.3	E
Route Design	**Circuity |** N/A	6.28	2.5	-

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 15	19.5	25.1	A	14.5	24.3	C	13.6	22.5	C
	Passengers per Revenue Mile | 2	2.1	2.9	B	1.3	2.6	E	1.2	2.3	E
	Unique Segment Ridership | 10%	0%	29%	E	0%	43%	E	55%	52%	A
Reliability	**On-Time Performance |** 79%	72%	82%	D	83%	82%	B	78%	81%	C
	Crowding | 5%	1%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.23 Peak: 0.52	Off-Peak: 0.25 Peak: 0.32	A	0.26	0.24	A	0.24	0.21	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.12	$ 5.84	D	$8.21	$ 6.11	E	$8.78	$ 6.59	E
	Cost Recovery | 20%	7%	13%	E	5%	12%	E	5%	11%	E

Route W3

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	6.8	6.3	E
Route Design — Circuity | N/A	5.81	2.5	-

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 15	18.4	25.1	A	16.5	24.3	B	-	-	-
	Passengers per Revenue Mile | 2	2.0	2.9	C	1.6	2.6	D	-	-	-
	Unique Segment Ridership | 10%	0%	29%	E	0%	43%	E	-	-	-
Reliability	On-Time Performance | 79%	72%	82%	D	75%	82%	C	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.37 Peak: 0.62	Off-Peak: 0.25 Peak: 0.32	A	0.31	0.24	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$6.49	$ 5.84	D	$7.25	$ 6.11	E	-	-	-
	Cost Recovery | 20%	6%	13%	E	5%	12%	E	-	-	-

Operational Analysis
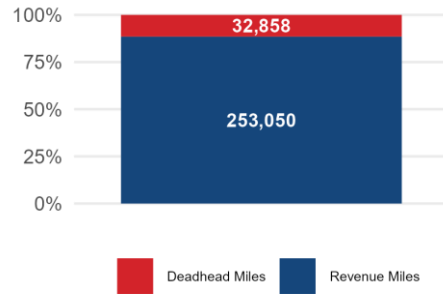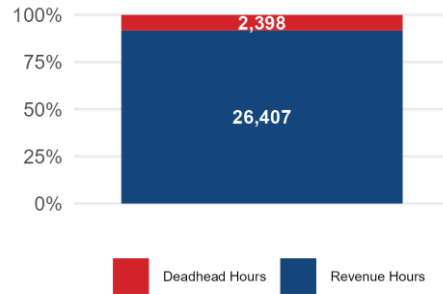
Miles Allocation

100% | 32,858
75% |
50% | 253,050
25% |
0% |

■ Deadhead Miles ■ Revenue Miles

Hours Allocation

100% | 2,398
75% |
50% | 26,407
25% |
0% |

■ Deadhead Hours ■ Revenue Hours

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
W2	25.80	2,136	2,088 (97.8%)
W3	26.10	936	923 (98.6%)

Service Change Summary

Route W2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route W3 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;

Passenger Miles per Revenue Mile

Weekday

W2: 5.94 W3: 5.54

Saturday

W2: 3.75 W3: 4.27

Sunday

W2: 3

━ Class/Tier Average ━ System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
— Veirs Mill Road Line

Regional Transit
Ⓜ Metrorail

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

0   0.5   1 Miles

metrobus

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	B

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

Line Benefit Score

Out of 100

Classification Average

Line Focus:

Population Served	Network Value	Ridership	Balanced
Line Score: 51	23	39	
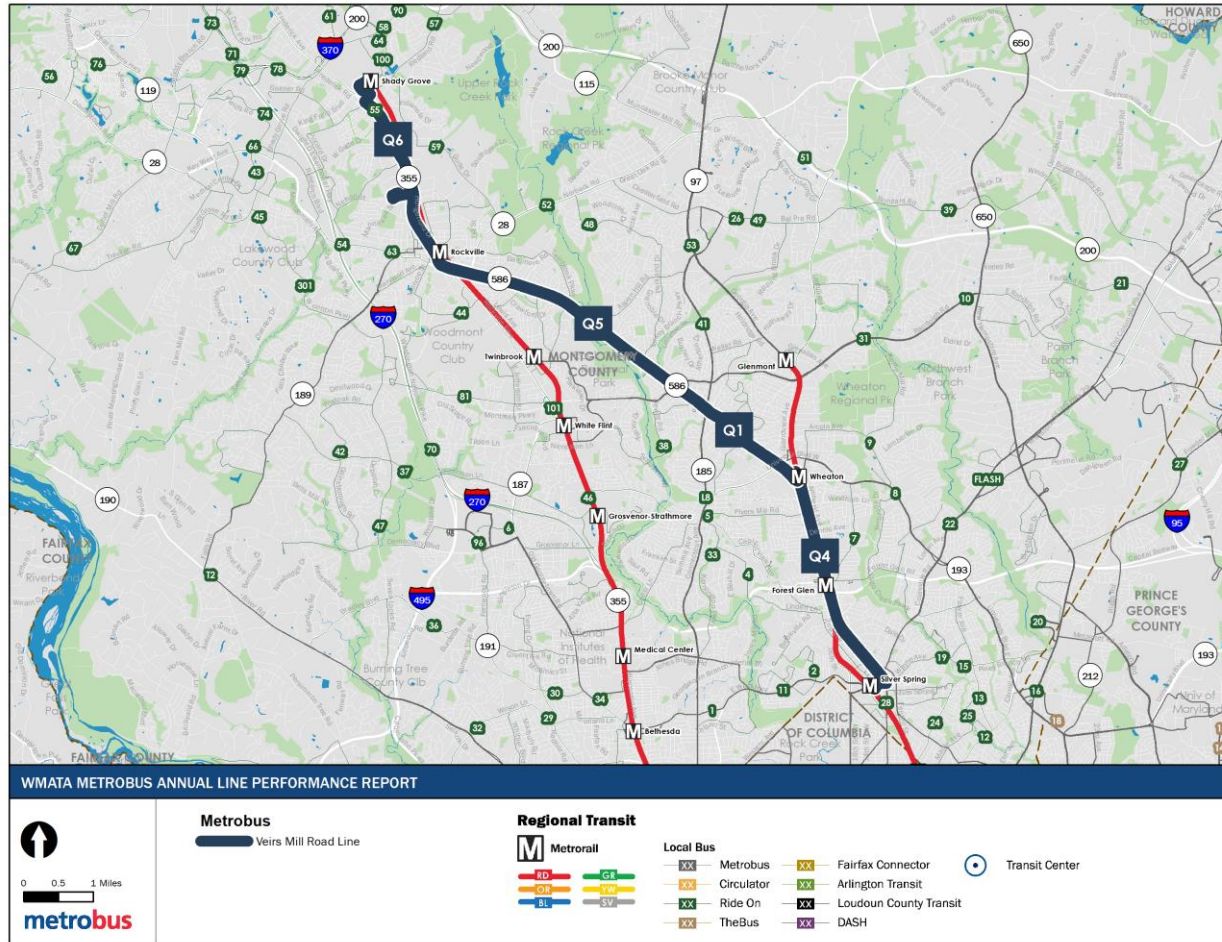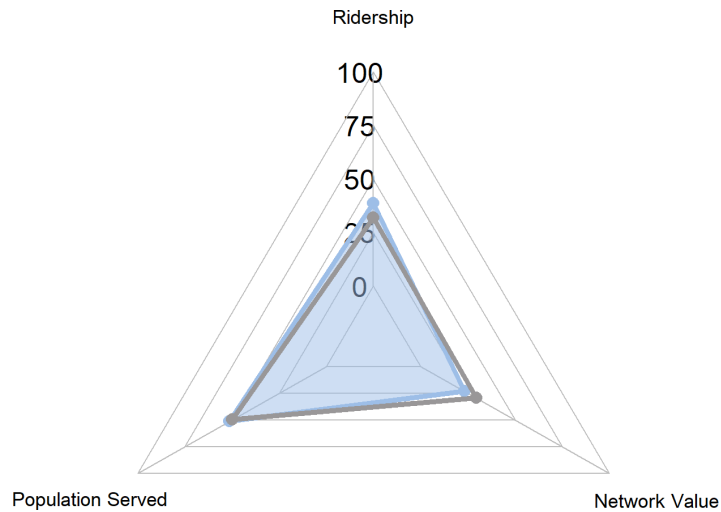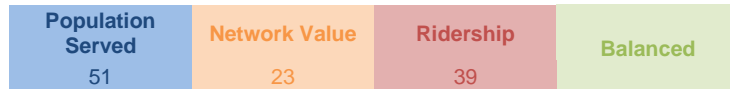
Operating Statistics

Annual Operating Costs		$5,651,813
Peak Vehicles		17
Vehicle Type(s)		40 Foot

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

Service Area Population			217,714
People of Color Population	Service Area		80,520
	% Riders Surveyed		92%
Low Income Household	Service Area		43,090
	% Riders Surveyed		68%

Facilities/Amenities

Bus Stops		139
% Stops With Shelters		42%
% Stops With Benches		48%
% Stops With Real-Time Signs		8%

Ridership

Annual Ridership

Q6	375,169
Q5	52,278
Q4	517,647
Q2	176,066
Q1	100,144
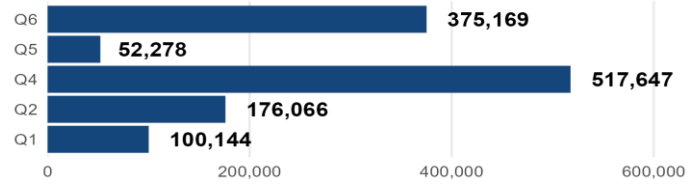
Top Transfer Locations

Wheaton, Rockville, Silver Spring

Average Daily Ridership
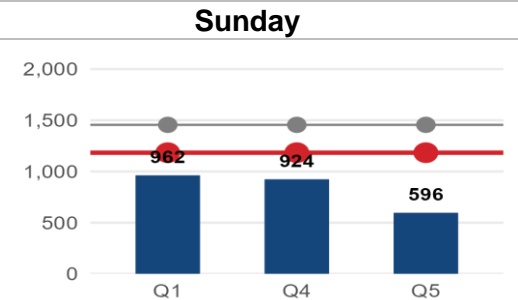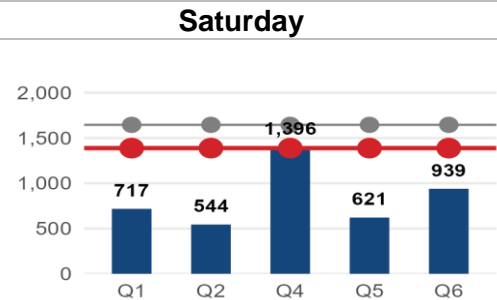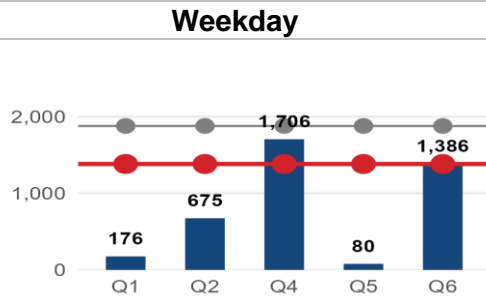
Class/Tier Average

System Average

Weekday	Saturday	Sunday

Weekday: Q1 176, Q2 675, Q4 1,706, Q5 80, Q6 1,386

Saturday: Q1 717, Q2 544, Q4 1,396, Q5 621, Q6 939

Sunday: Q1 962, Q4 924, Q5 596

Average Trip Ridership and Maximum Load by Time Period

AM Early: NORTH 13, SOUTH 14
AM Peak: NORTH 16, SOUTH 13
Midday: NORTH 17, SOUTH 19
PM Peak: NORTH 16, SOUTH 17
Early Night: NORTH 12, SOUTH 14
Late Night: NORTH 8, SOUTH 7
Saturday: NORTH 14, SOUTH 15
Sunday: NORTH 13, SOUTH 13
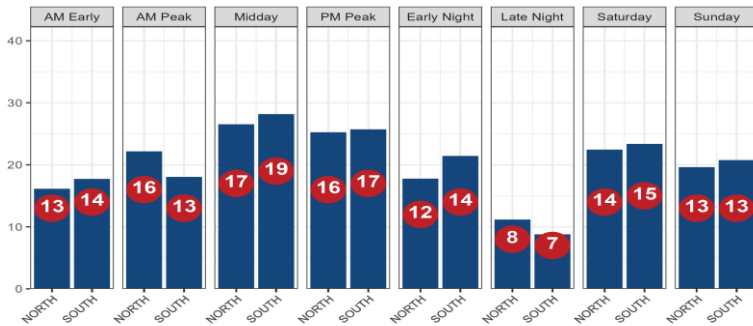
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1	0.4	0.38
	Off-Peak Maximum Target: 1.0	0.35	0.4
	Saturday Maximum Target: 1.0	0.36	0.38
	Sunday Maximum Target: 1.0	0.32	0.34

Span and Frequency

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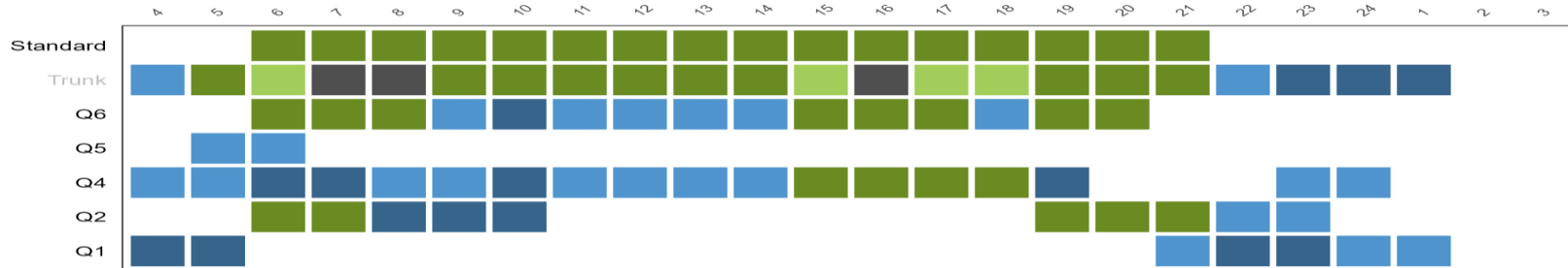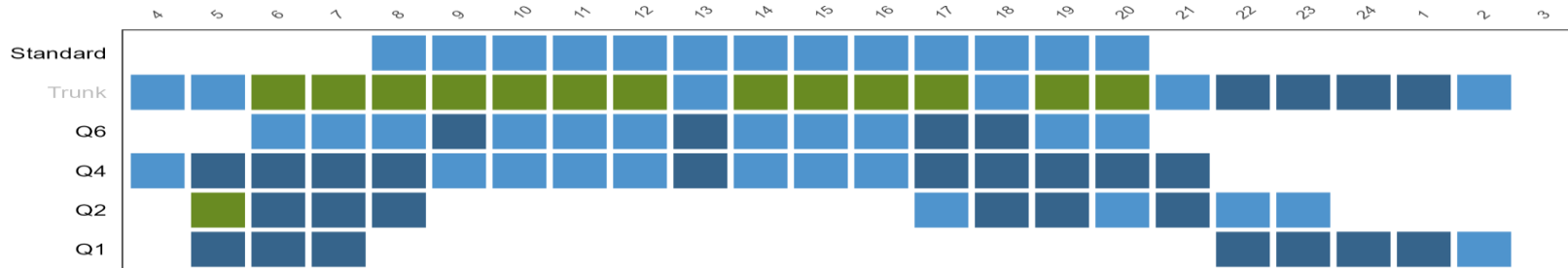
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
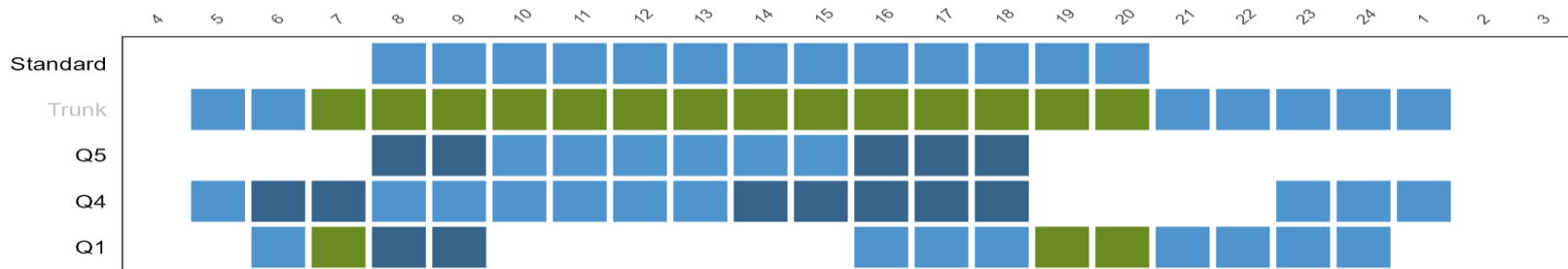
B Veirs Mill Road

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:15 AM - 1:27 AM	-	A	4:45 AM - 2:37 AM	-	A	5:49 AM - 1:20 AM	-	A
Frequency of Service | varies	Peak: 13.1 / Off-Peak: 19.1	Peak: 20.8 / Off-Peak: 24.1	A	22.0	27.3	A	20.9	26.9	A
Productivity									
Passengers per Revenue Hour | 20	23.5	20.3	A	22.6	20.2	A	21.0	18.1	B
Passengers per Revenue Mile | 2	2.1	2.0	B	2.0	1.9	B	1.8	1.6	D
Reliability									
On-Time Performance | 79%	80%	78%	B	76%	77%	C	73%	78%	D
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.38 Peak: 0.39	Off-Peak: 0.3 Peak: 0.36	A	0.37	0.29	A	0.33	0.25	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$5.09	$ 6.80	B	$5.28	$ 6.78	B	$5.67	$ 7.75	C
Cost Recovery | 20%	23%	18%	A	22%	16%	A	21%	14%	B

metrobus

Route Q1

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.2	4.7	A
Route Design	**Circuity |** 1.75	1.27	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	15.8	20.3	E	19.5	20.2	C	19.1	18.1	C
	Passengers per Revenue Mile | 2	1.1	2.0	E	1.6	1.9	E	1.4	1.6	E
	Unique Segment Ridership | 10%	0%	20%	E	0%	36%	E	0%	39%	E
Reliability	**On-Time Performance |** 79%	76%	78%	C	68%	77%	E	71%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.26 Peak: 0.41	Off-Peak: 0.3 Peak: 0.36	A	0.35	0.31	A	0.31	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$7.54	$ 6.80	E	$6.13	$ 6.78	D	$6.24	$ 7.75	D
	Cost Recovery | 20%	15%	18%	D	19%	17%	C	18%	15%	C

Route Q2

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — **Number of Stops per Mile |** 4-5	4.3	4.7	A
Route Design — **Circuity |** 1.75	1.32	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	20.7	20.3	B	18.2	20.2	C	-	-	-
	Passengers per Revenue Mile | 2	1.7	2.0	D	1.6	1.9	E	-	-	-
	Unique Segment Ridership | 10%	0%	20%	E	0%	36%	E	-	-	-
Reliability	**On-Time Performance |** 79%	82%	78%	B	71%	77%	D	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.35 Peak: 0.42	Off-Peak: 0.3 Peak: 0.36	A	0.36	0.31	A	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.76	$ 6.80	C	$6.55	$ 6.78	E	-	-	-
	Cost Recovery | 20%	20%	18%	C	17%	17%	D	-	-	-

metrobus

Route Q4

Measure | Standard	Route Average	Class Tier Average	Grade
Availability Number of Stops per Mile | 4-5	4.2	4.7	A
Route Design Circuity | 1.75	1.3	1.46	A

	Measure | Standard	Weekday			Saturday			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	29.1	20.3	A	29.9	20.2	A	25.9	18.1	A
	Passengers per Revenue Mile | 2	2.7	2.0	A	2.7	1.9	A	2.3	1.6	A
	Unique Segment Ridership | 10%	0%	20%	E	0%	36%	E	0%	39%	E
Reliability	On-Time Performance | 79%	79%	78%	C	78%	77%	C	72%	78%	D
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.44 Peak: 0.44	Off-Peak: 0.3 Peak: 0.36	A	0.43	0.31	A	0.36	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$4.11	$ 6.80	A	$3.99	$ 6.78	A	$4.61	$ 7.75	A
	Cost Recovery | 20%	28%	18%	A	29%	17%	A	25%	15%	A

Route Q5

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	3.9	4.7	E
Route Design	Circuity | 1.75	1.28	1.46	A

	Measure | Standard	Weekday			Saturday			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	15.5	20.3	E	20.1	20.2	B	18.8	18.1	C
	Passengers per Revenue Mile | 2	1.4	2.0	E	1.9	1.9	C	1.8	1.6	C
	Unique Segment Ridership | 10%	0%	20%	E	-	-	-	0%	39%	E
Reliability	On-Time Performance | 79%	79%	78%	B	-	-	-	78%	78%	C
	Crowding | 5%	0%	0%	A	-	-	-	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.24 Peak: 0.49	Off-Peak: 0.3 Peak: 0.36	A	0.31	0.31	A	0.31	0.27	A
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$7.68	$ 6.80	E	$5.94	$ 6.78	C	$6.35	$ 7.75	D
	Cost Recovery | 20%	16%	18%	D	21%	17%	B	19%	15%	C

metrobus

Route Q6

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	Number of Stops per Mile | 4-5	4.1	4.7	A
Route Design	Circuity | 1.75	1.36	1.46	A

	Measure | Standard	Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	21.5	20.3	B	20.6	20.2	B	-	-	-
	Passengers per Revenue Mile | 2	2	2.0	C	2	1.9	C	-	-	-
	Unique Segment Ridership | 10%	0%	20%	E	0%	36%	E	-	-	-
Reliability	On-Time Performance | 79%	81%	78%	B	80%	77%	B	-	-	-
	Crowding | 5%	0%	0%	A	0%	0%	A	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.39 Peak: 0.35	Off-Peak: 0.3 Peak: 0.36	A	0.35	0.31	A	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$5.56	$ 6.80	C	$5.79	$ 6.78	C	-	-	-
	Cost Recovery | 20%	23%	18%	A	22%	17%	B	-	-	-

Operational Analysis
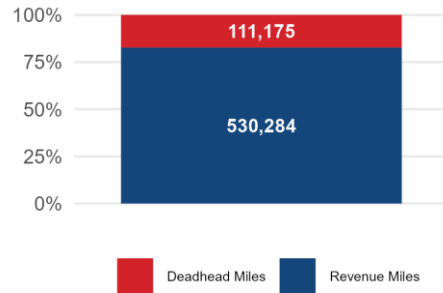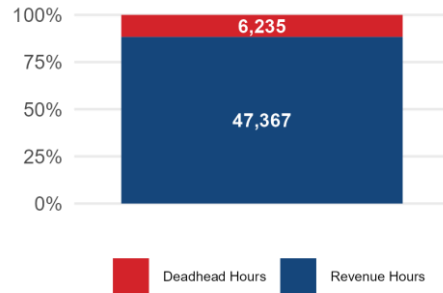
Miles Allocation

Deadhead Miles	111,175
Revenue Miles	530,284

Hours Allocation

Deadhead Hours	6,235
Revenue Hours	47,367

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
Q1	32.50	520	517 (99.4%)
Q2	33.90	792	788 (99.5%)
Q4	26.00	1,743	1,733 (99.4%)
Q5	23.80	262	258 (98.5%)
Q6	25.20	1,747	1,735 (99.3%)

Service Change Summary

Route Q1 - Dec 2021:
Weekday: restore late night trips; Saturday: No change;
Sunday: No change;
Route Q2 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;
Route Q4 - Dec 2021:
Weekday: restore late night trips; Saturday: No change;
Sunday: No change;
Route Q5 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;
Route Q6 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday:
No change;

Passenger Miles per Revenue Mile

Weekday

Q1	Q2	Q4	Q5	Q6
5.81	9.10	11.48	7.06	9.24

Saturday

Q1	Q2	Q4	Q5	Q6
7.972	8.455	10.473	7.632	8.364

Sunday

Q1	Q4	Q5
7.06	8.84	7.42

Class/Tier Average — System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	C

Legend
Exceeds | Meets
Approaches | Below | Significantly Below

Line Benefit Score

26

Out of 100

Ridership

100
75
50
25
0

Population Served

Network Value

Classification Average

Line Focus:

Line Score:

Population Served	Network Value	Ridership	Balanced
36	34	9	
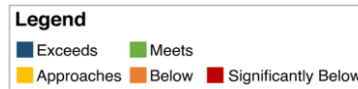
Operating Statistics

Annual Operating Costs	$1,918,723
Peak Vehicles	7
Vehicle Type(s)	40 Foot

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

Service Area Population		37,374
People of Color Population	Service Area	9,085
	% Riders Surveyed	57%
Low Income Household	Service Area	4,651
	% Riders Surveyed	43%

Facilities/Amenities

Bus Stops	93
% Stops With Shelters	15%
% Stops With Benches	14%
% Stops With Real-Time Signs	0%

metrobus

Ridership

Annual Ridership	2A ████████████████ **273,100** (scale: 0 – 400,000)
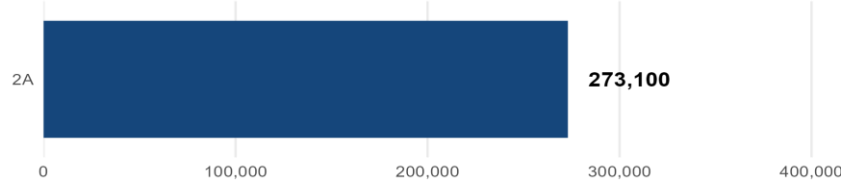
Top Transfer Locations

East Falls Church, Ballston, Dunn Loring

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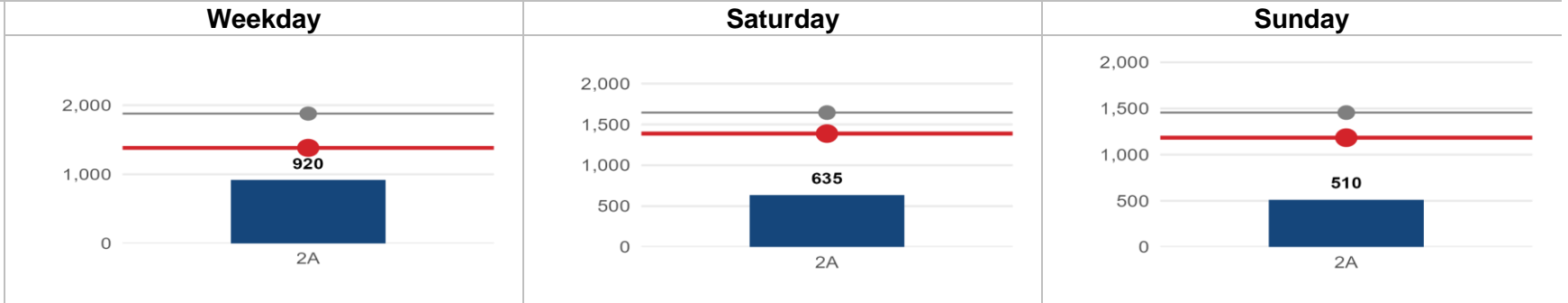
- ● Class/Tier Average
- ● System Average

Weekday	Saturday	Sunday
2A: **920**	2A: **635**	2A: **510**

Average Trip Ridership and Maximum Load by Time Period

	AM Early	AM Peak	Midday	PM Peak	Early Night	Late Night	Saturday	Sunday
EAST	16	12	10	11	7	5	8	7
WEST		12	9	12	8	5	9	7
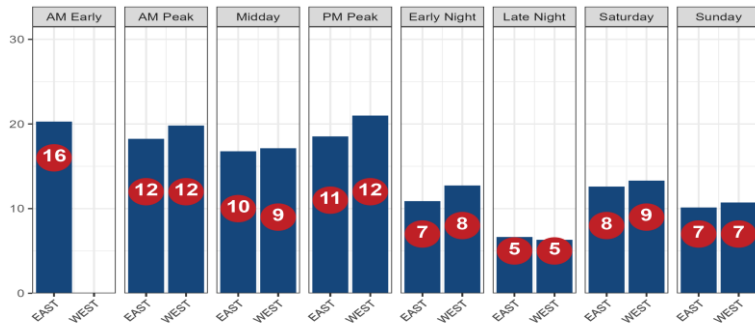
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.27	0.3
	Off-Peak Maximum Target: 1.0	0.22	0.21
	Saturday Maximum Target: 1.0	0.2	0.21
	Sunday Maximum Target: 1.0	0.17	0.18

Span and Frequency

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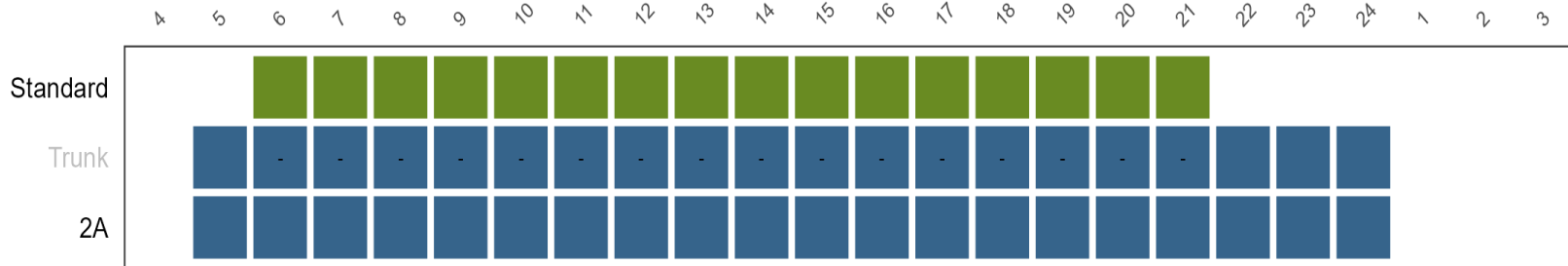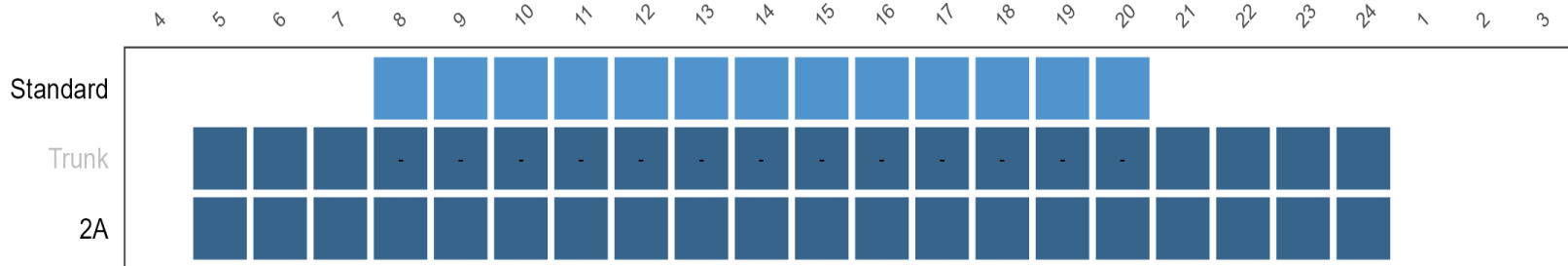
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
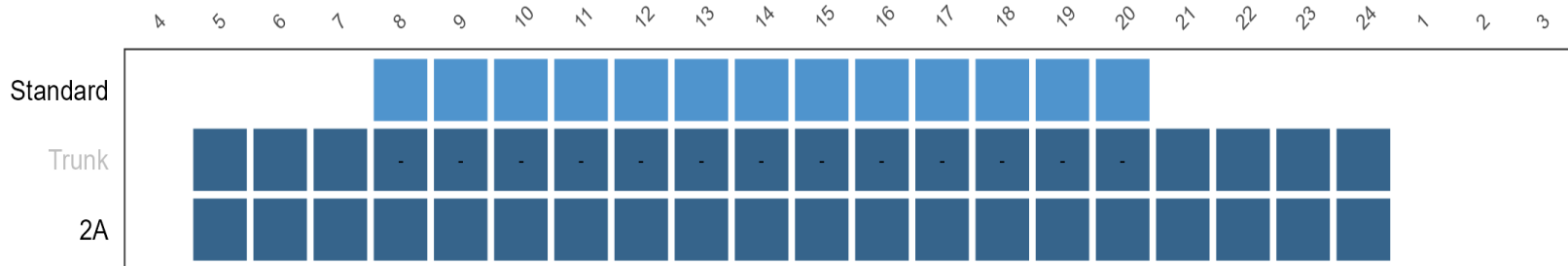
C Washington Blvd. -Dunn Loring

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability — Span of Service | varies	5:45 AM - 12:16 AM	-	A	5:45 AM - 12:16 AM	-	A	5:45 AM - 12:16 AM	-	A
Frequency of Service | varies	Peak: 33.2 / Off-Peak: 44.5	Peak: 20.8 / Off-Peak: 24.1	E	45.0	27.3	E	45.0	26.9	E
Productivity — Passengers per Revenue Hour | 20	20.3	20.3	B	16.4	20.2	D	13.1	18.1	E
Passengers per Revenue Mile | 2	2.0	2.0	B	1.6	1.9	D	1.3	1.6	E
Reliability — On-Time Performance | 79%	86%	78%	A	86%	77%	A	89%	78%	A
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.29	Off-Peak: 0.3 Peak: 0.36	A	0.21	0.29	A	0.17	0.25	A
Cost Effectiveness — Operating Cost per Passenger Trip | $5	$5.88	$ 6.80	C	$7.27	$ 6.78	E	$9.08	$ 7.75	E
Cost Recovery | 20%	20%	18%	C	16%	16%	D	13%	14%	E

Route 2A

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	3.9	4.7	E
Route Design	**Circuity |** 1.75	1.28	1.46	A

	Measure | Standard	Weekday			Saturday			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	20.3	20.3	B	16.4	20.2	D	13.1	18.1	E
	Passengers per Revenue Mile | 2	2.0	2.0	B	1.6	1.9	D	1.3	1.6	E
	Unique Segment Ridership | 10%	69%	20%	A	83%	36%	A	84%	39%	A
Reliability	**On-Time Performance |** 79%	86%	78%	A	86%	77%	A	89%	78%	A
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.22 Peak: 0.29	Off-Peak: 0.3 Peak: 0.36	A	0.21	0.31	A	0.17	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$5.88	$ 6.80	C	$7.27	$ 6.78	E	$9.08	$ 7.75	E
	Cost Recovery | 20%	20%	18%	C	16%	17%	D	13%	15%	E
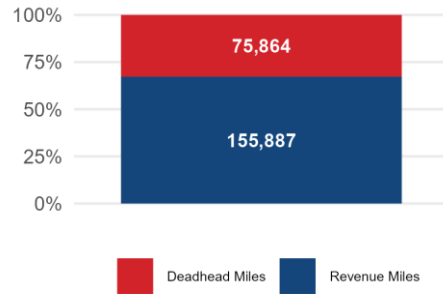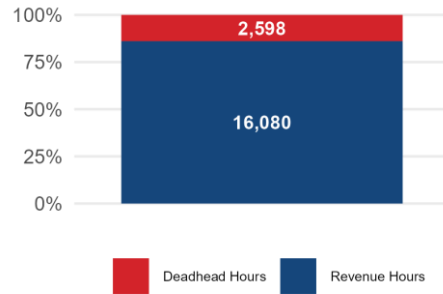
metrobus

Operational Analysis

Miles Allocation

- Deadhead Miles: 75,864
- Revenue Miles: 155,887

Hours Allocation

- Deadhead Hours: 2,598
- Revenue Hours: 16,080

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
2A	24.30	1,617	1,602 (99.1%)

Service Change Summary

Route 2A - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;

Passenger Miles per Revenue Mile

Weekday

Saturday

Sunday

- Class/Tier Average
- System Average

metrobus

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
━━━ Wilson Blvd. -Vienna Line

0   0.425   0.85 Miles

metrobus

Regional Transit

Ⓜ **Metrorail**

RD   GR
OR   YW
BL   SV

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

Service Classification

Framework

Activity Tier

2

Overall Grade

Line	C

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

metrobus   FY 2022 ANNUAL LINE PERFORMANCE REPORT

970

Line Benefit Score

35

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	49	31	25	

Operating Statistics

Annual Operating Costs		$3,953,915
Peak Vehicles		15
Vehicle Type(s)		40 Foot

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

Service Area Population			92,322
People of Color Population	Service Area	24,406
	% Riders Surveyed	78%
Low Income Household	Service Area	20,419
	% Riders Surveyed	60%

Facilities/Amenities

Bus Stops		124
% Stops With Shelters		25%
% Stops With Benches		21%
% Stops With Real-Time Signs		0%

Ridership

Annual Ridership

1B	80,706
1A	697,232

(0 — 250,000 — 500,000 — 750,000 — 1,000,000)
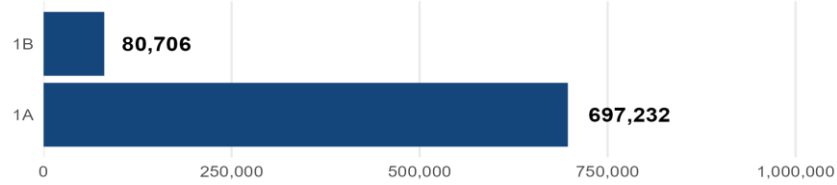
Top Transfer Locations

Ballston, Vienna, Dunn Loring
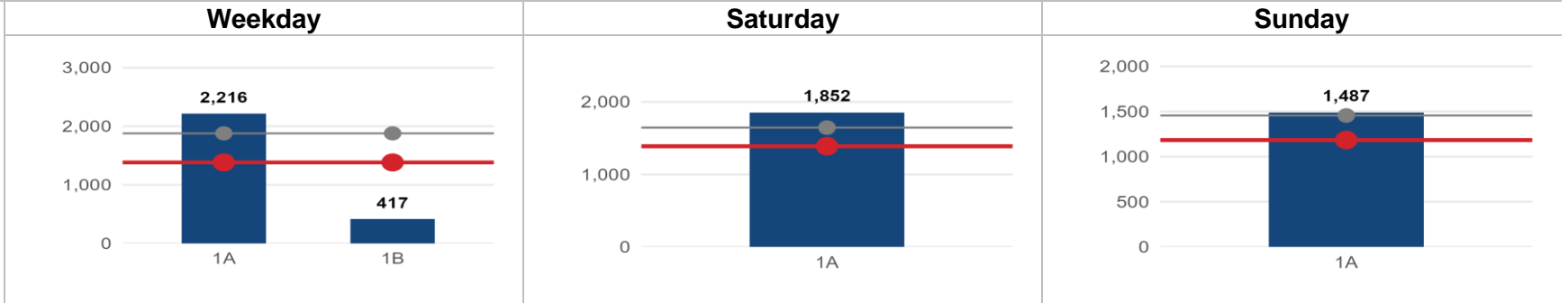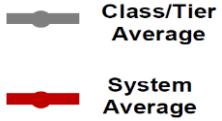
Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
1A: 2,216 1B: 417	1A: 1,852	1A: 1,487

Average Trip Ridership and Maximum Load by Time Period

Time Period	EAST	WEST
AM Early	16	25
AM Peak	11	11
Midday	13	11
PM Peak	12	12
Early Night	9	12
Late Night	5	6
Saturday	11	11
Sunday	10	9
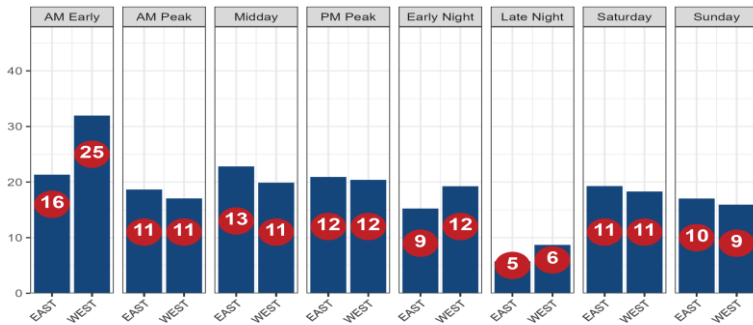
Vehicle Load Factor

	Direction:	EAST	WEST
Weekday	**Peak** Maximum Target: 1	0.27	0.28
	Off-Peak Maximum Target: 1.0	0.28	0.27
	Saturday Maximum Target: 1.0	0.28	0.26
	Sunday Maximum Target: 1.0	0.25	0.23

Span and Frequency
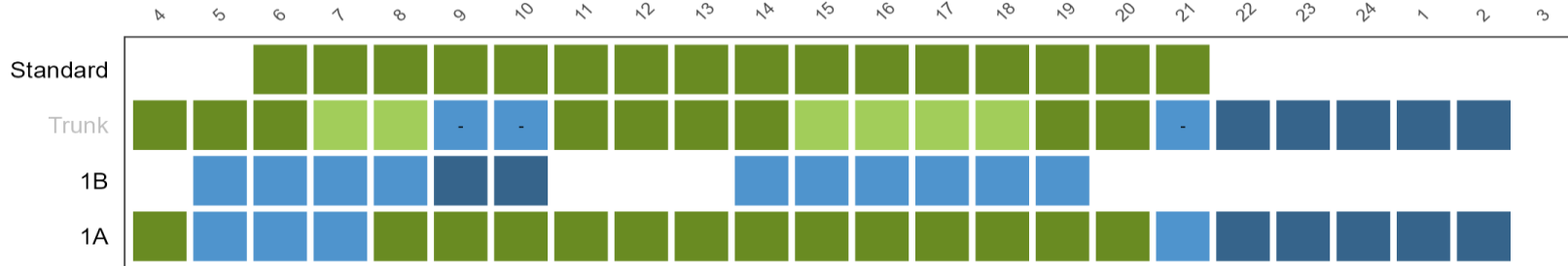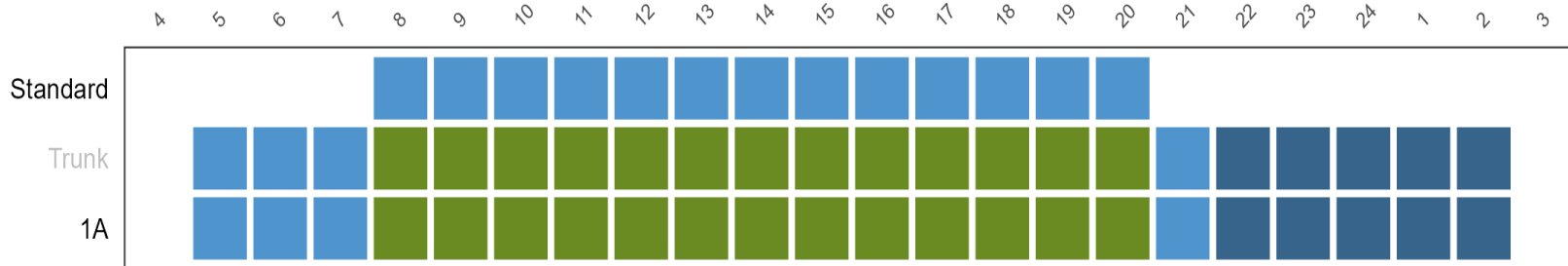
Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)
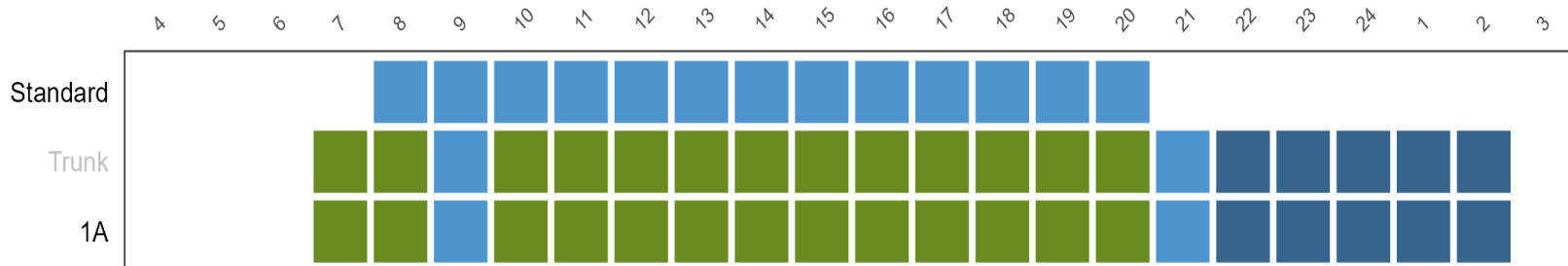
C Wilson Blvd. -Vienna

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	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: 14.9 / Off-Peak: 20.3	Peak: 20.8 / Off-Peak: 24.1	A	23.1	27.3	A	23.2	26.9	A
Productivity									
Passengers per Revenue Hour | 20	16.3	20.3	D	15.4	20.2	E	14.5	18.1	E
Passengers per Revenue Mile | 2	1.5	2.0	E	1.4	1.9	E	1.2	1.6	E
Reliability									
On-Time Performance | 79%	84%	78%	A	82%	77%	B	81%	78%	B
Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.27 Peak: 0.28	Off-Peak: 0.3 Peak: 0.36	A	0.27	0.29	A	0.24	0.25	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$7.32	$ 6.80	E	$7.75	$ 6.78	E	$8.24	$ 7.75	E
Cost Recovery | 20%	16%	18%	D	15%	16%	D	14%	14%	D

metrobus

Route 1A

Measure | Standard		Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.1	4.7	A
Route Design	**Circuity |** 1.75	1.56	1.46	A

Measure | Standard		Weekday			Saturday			Sunday		
		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 20	17.7	20.3	D	15.4	20.2	E	14.5	18.1	E
	Passengers per Revenue Mile | 2	1.6	2.0	E	1.4	1.9	E	1.2	1.6	E
	Unique Segment Ridership | 10%	9%	20%	C	73%	36%	A	71%	39%	A
Reliability	**On-Time Performance |** 79%	85%	78%	A	82%	77%	B	81%	78%	B
	Crowding | 5%	0%	0%	A	0%	0%	A	0%	0%	A
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.28 Peak: 0.35	Off-Peak: 0.3 Peak: 0.36	A	0.27	0.31	A	0.24	0.27	A
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$6.75	$ 6.80	E	$7.75	$ 6.78	E	$8.24	$ 7.75	E
	Cost Recovery | 20%	18%	18%	D	15%	17%	D	14%	15%	E

Route 1B

Measure | Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	3.2	4.7	E
Route Design — Circuity | 1.75	1.51	1.46	A

		Weekday			Saturday			Sunday		
Measure | Standard		Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	Passengers per Revenue Hour | 20	11.1	20.3	E	-	-	-	-	-	-
	Passengers per Revenue Mile | 2	1	2	E	-	-	-	-	-	-
	Unique Segment Ridership | 10%	7%	20%	D	-	-	-	-	-	-
Reliability	On-Time Performance | 79%	80%	78%	B	-	-	-	-	-	-
	Crowding | 5%	0%	0%	A	-	-	-	-	-	-
	Load Factor | Peak: 1 / Off-Peak: 1.0	Off-Peak: 0.18 Peak: 0.18	Off-Peak: 0.3 Peak: 0.36	A	-	-	-	-	-	-
Cost Effectiveness	Operating Cost per Passenger Trip | $5	$10.78	$ 6.80	E	-	-	-	-	-	-
	Cost Recovery | 20%	11%	18%	E	-	-	-	-	-	-

Operational Analysis
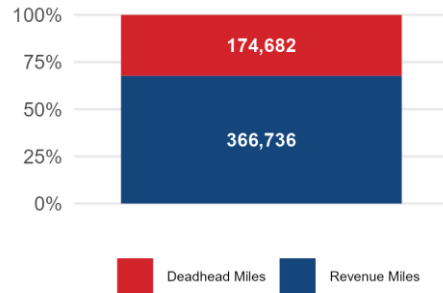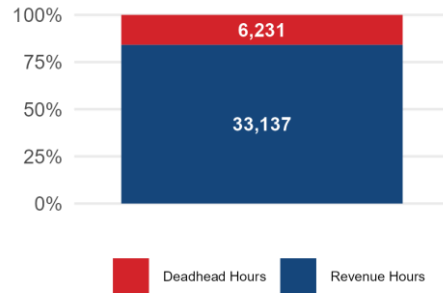
Miles Allocation

Miles Allocation (stacked bar):
- Deadhead Miles: 174,682
- Revenue Miles: 366,736

Hours Allocation

Hours Allocation (stacked bar):
- Deadhead Hours: 6,231
- Revenue Hours: 33,137

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
1A	28.80	3,227	3,216 (99.7%)
1B	28.60	861	858 (99.7%)

Service Change Summary

Route 1A - Dec 2021:
Weekday: No Change; Saturday: No Change; Sunday: No Change;
Route 1B - Dec 2021:
Weekday: Extend headways, if an operator can be saved / No change?; Saturday: No change; Sunday: No change;
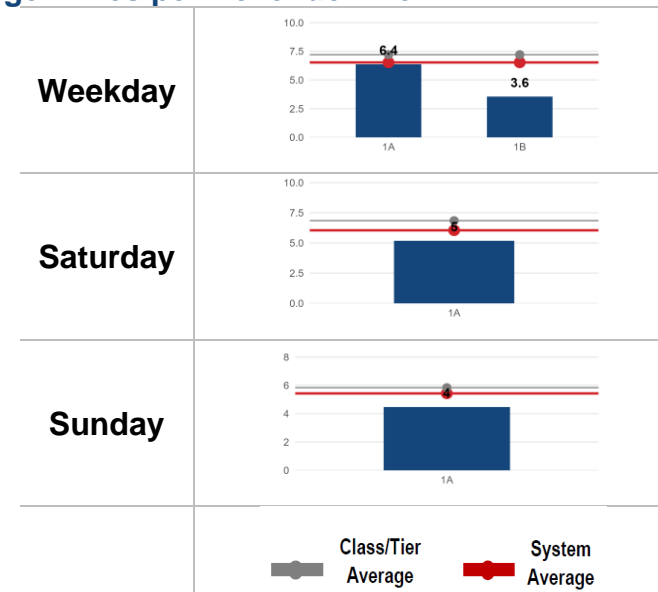
Passenger Miles per Revenue Mile

Weekday:
- 1A: 6.4
- 1B: 3.6

Saturday:
- 1A: 5

Sunday:
- 1A: 4

Legend:
- Class/Tier Average
- System Average

About the Line

WMATA METROBUS ANNUAL LINE PERFORMANCE REPORT

Metrobus
Wisconsin Avenue Line

Regional Transit

M Metrorail

Local Bus

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

0   0.425   0.85 Miles

metrobus

Service Classification

Framework

Activity Tier

1

Overall Grade

Line   **B**

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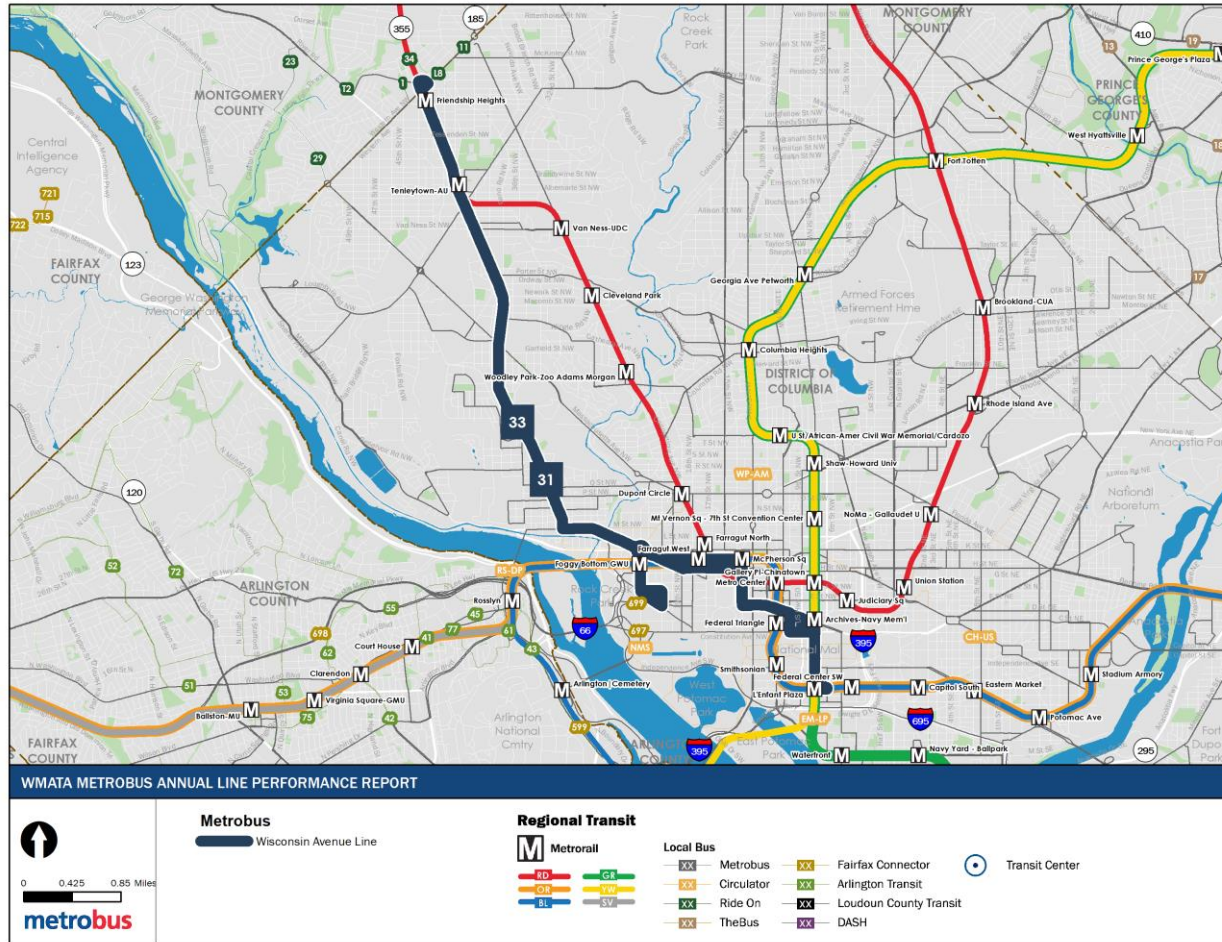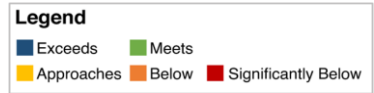
Line Benefit Score

54

Out of 100

Classification Average

Line Focus:	Population Served	Network Value	Ridership	Balanced
Line Score:	45	58	61	
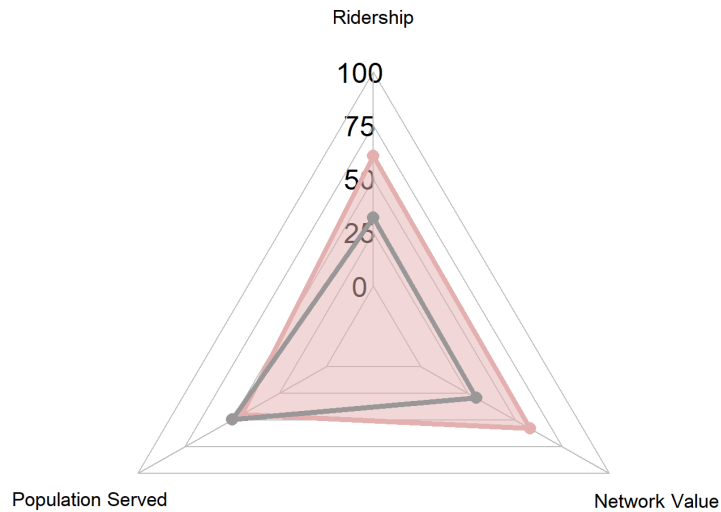
Operating Statistics

	Annual Operating Costs	$7,322,332
	Peak Vehicles	22
	Vehicle Type(s)	40 Foot

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

	Service Area Population		80,927
	People of Color Population	Service Area	15,991
		% Riders Surveyed	50%
	Low Income Household	Service Area	12,851
		% Riders Surveyed	26%

Facilities/Amenities

	Bus Stops	96
	% Stops With Shelters	44%
	% Stops With Benches	42%
	% Stops With Real-Time Signs	27%

metrobus

Ridership

Annual Ridership

33	1,503,029
31	417,470
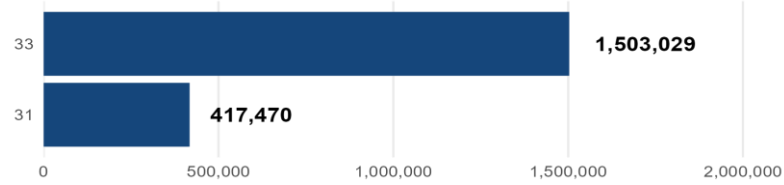
Top Transfer Locations

Foggy Bottom, Tenleytown-AU, Archives-Navy Memorial
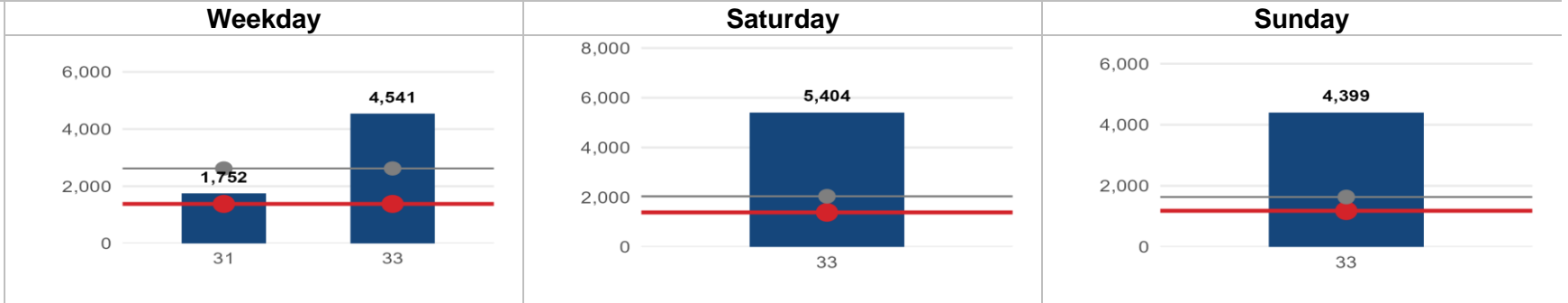
Average Daily Ridership

— Class/Tier Average
— System Average

Weekday	Saturday	Sunday
31: 1,752 / 33: 4,541	33: 5,404	33: 4,399

Average Trip Ridership and Maximum Load by Time Period

AM Early: NORTH 9, SOUTH 8
AM Peak: NORTH 15, SOUTH 18
Midday: NORTH 18, SOUTH 17
PM Peak: NORTH 22, SOUTH 23
Early Night: NORTH 13, SOUTH 11
Late Night: NORTH 7, SOUTH 5
Saturday: NORTH 16, SOUTH 16
Sunday: NORTH 14, SOUTH 14
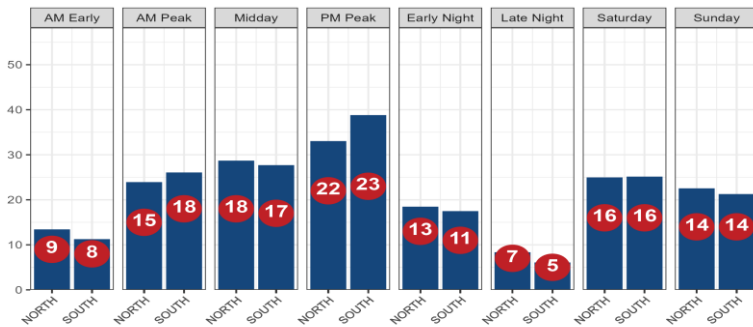
Vehicle Load Factor

	Direction:	NORTH	SOUTH
Weekday	**Peak** Maximum Target: 1.2	0.5	0.52
	Off-Peak Maximum Target: 1.0	0.37	0.34
	Saturday Maximum Target: 1.0	0.39	0.4
	Sunday Maximum Target: 1.0	0.36	0.34

Span and Frequency

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

Weekday (by Hour)

Saturday (by Hour)

Sunday (by Hour)

metrobus
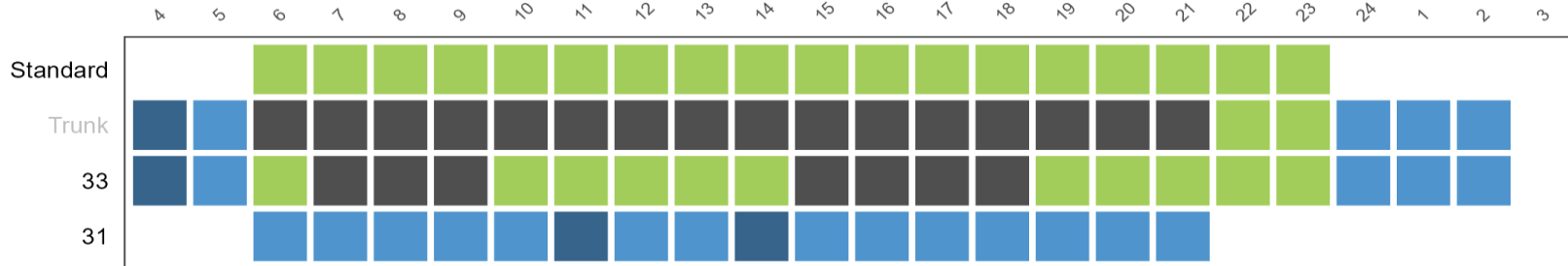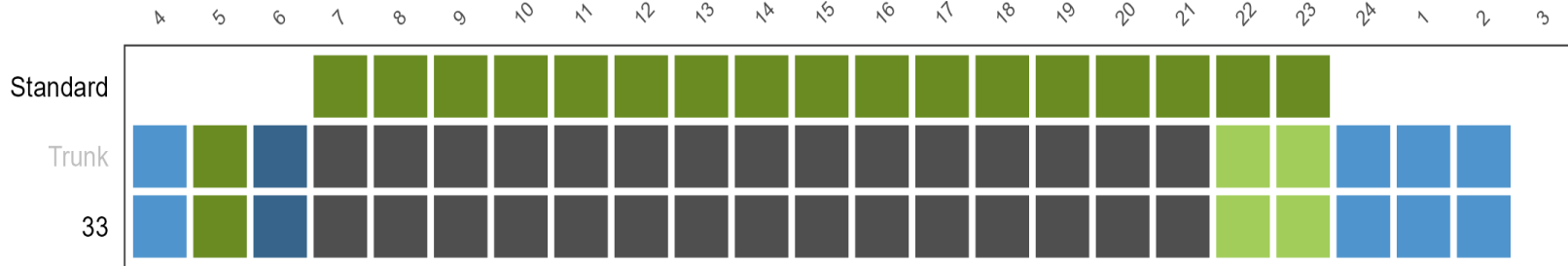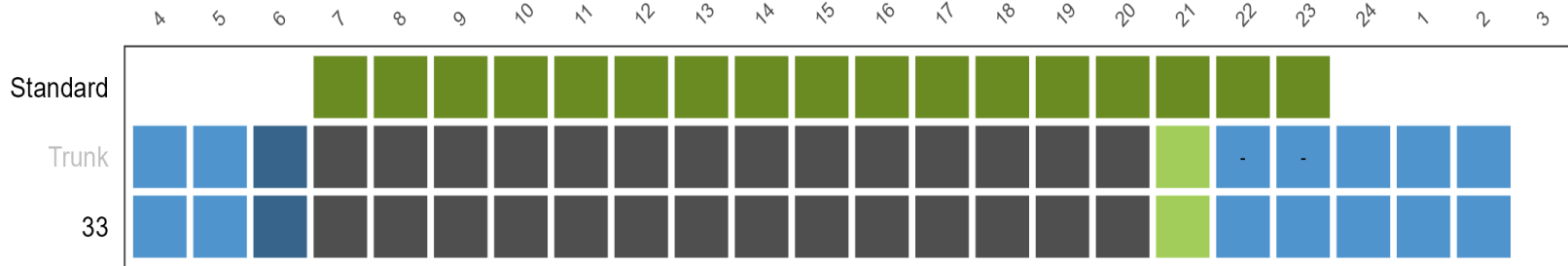
B Wisconsin Avenue

Measure | Standard	Weekday			Saturday			Sunday		
	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade	Line Avg.	Class/Tier Avg.	Grade
Availability									
Span of Service | varies	4:20 AM - 2:31 AM	-	A	4:20 AM - 2:33 AM	-	A	4:20 AM - 2:30 AM	-	A
Frequency of Service | varies	Peak: 9.2 / Off-Peak: 11.0	Peak: 16.6 / Off-Peak: 20	A	12.7	22.5	A	13.6	25.9	A
Productivity									
Passengers per Revenue Hour | 30	27.8	24.4	C	27.0	21.6	D	24.7	20.0	D
Passengers per Revenue Mile | 4	3.8	3.2	C	3.4	2.7	D	3.0	2.4	E
Reliability									
On-Time Performance | 79%	69%	74%	D	66%	72%	E	72%	76%	D
Crowding | 5%	1%	1%	A	8%	1%	E	3%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.51	Off-Peak: 0.29 Peak: 0.38	A	0.4	0.29	A	0.35	0.26	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$4.29	$ 5.47	A	$4.43	$ 6.24	A	$4.83	$ 6.78	A
Cost Recovery | 25%	34%	21%	A	33%	18%	A	30%	17%	A

metrobus

Route 31

	Measure | Standard	Route Average	Class Tier Average	Grade
Availability	**Number of Stops per Mile |** 4-5	4.8	5.2	A
Route Design	**Circuity |** 1.75	1.29	1.29	A

		Weekday			Saturday			Sunday		
	Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity	**Passengers per Revenue Hour |** 30	30.3	24.4	B	-	-	-	-	-	-
	Passengers per Revenue Mile | 4	4.2	3.2	B	-	-	-	-	-	-
	Unique Segment Ridership | 10%	0%	22%	E	-	-	-	-	-	-
Reliability	**On-Time Performance |** 79%	71%	74%	D	-	-	-	-	-	-
	Crowding | 5%	2%	1%	A	-	-	-	-	-	-
	Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.47	Off-Peak: 0.29 Peak: 0.38	A	-	-	-	-	-	-
Cost Effectiveness	**Operating Cost per Passenger Trip |** $5	$3.93	$ 5.47	A	-	-	-	-	-	-
	Cost Recovery | 25%	37%	21%	A	-	-	-	-	-	-

Route 33

Measure	Standard	Route Average	Class Tier Average	Grade
Availability — Number of Stops per Mile | 4-5	5.3	5.2	E
Route Design — Circuity | 1.75	1.18	1.29	A

	Weekday			Saturday			Sunday		
Measure | Standard	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade	Route Avg.	Class/Tier Avg.	Grade
Productivity									
Passengers per Revenue Hour | 30	26.9	24.4	D	27.0	21.6	D	24.7	20.0	D
Passengers per Revenue Mile | 4	3.6	3.2	C	3.4	2.7	D	3.0	2.4	E
Unique Segment Ridership | 10%	3%	22%	E	52%	34%	A	53%	34%	A
Reliability									
On-Time Performance | 79%	69%	74%	E	66%	72%	E	72%	76%	D
Crowding | 5%	1%	1%	A	8%	1%	E	3%	0%	A
Load Factor | Peak: 1.2 / Off-Peak: 1.0	Off-Peak: 0.36 Peak: 0.53	Off-Peak: 0.29 Peak: 0.38	A	0.4	0.29	A	0.35	0.27	A
Cost Effectiveness									
Operating Cost per Passenger Trip | $5	$4.43	$ 5.47	A	$4.43	$ 6.24	A	$4.83	$ 6.78	A
Cost Recovery | 25%	32%	21%	A	33%	18%	A	30%	17%	A

Operational Analysis
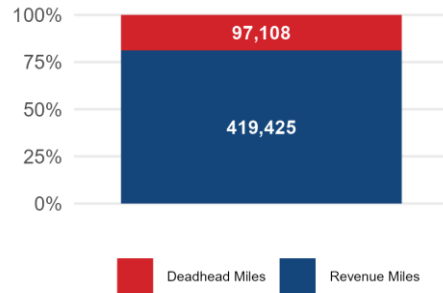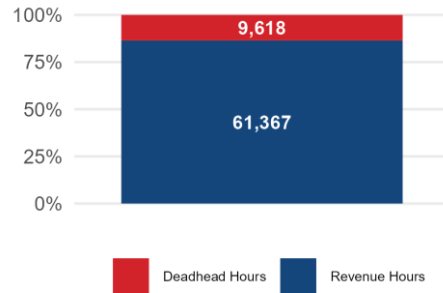
Miles Allocation

Deadhead Miles: 97,108
Revenue Miles: 419,425

Hours Allocation

Deadhead Hours: 9,618
Revenue Hours: 61,367

Service Delivery (Monthly)

Route	Length (miles)	Trips Scheduled	Trips Delivered (Percentage)
31	14.90	1,449	1,427 (98.5%)
33	17.30	5,440	5,378 (98.9%)

Service Change Summary

Route 31 - Dec 2021:
Weekday: No change; Saturday: No change; Sunday: No change;
Route 33 - Dec 2021:
Weekday: No change; Saturday: Reduce frequency to every 12 min; Sunday: Reduce frequency to every 12 min;

Passenger Miles per Revenue Mile

Weekday — 31: 9.71, 33: 9.43
Saturday — 33: 9
Sunday — 33: 7

Class/Tier Average
System Average

metrobus