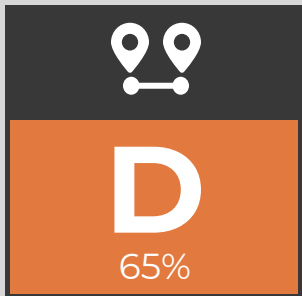


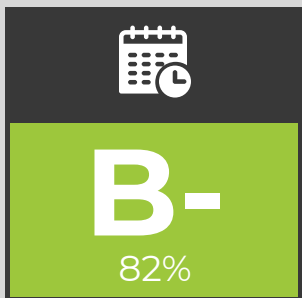
Based on 3 routes

MTA MARC Train

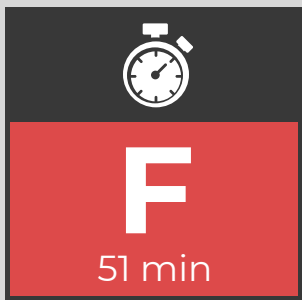
Headway Adherence



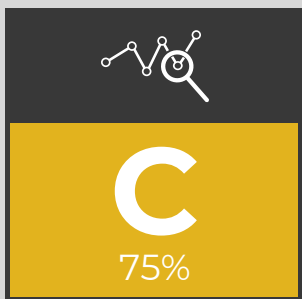
Schedule Adherence



Arrival Frequency



Data Integrity



SUMMARY

The system received a grade of C- for its overall performance in December 2022. This grade reflects the combined average scores for the four metrics we compute (headway adherence, schedule adherence, arrival frequency, and data integrity) for each of the system's 3 routes.

	Peak	Off-peak	Weekend	Total
SPACING				
Bunched	0%	0%	0%	0%
Over-spaced	34%	37%	23%	35%
OFF-SCHEDULE				
Too early	4%	4%	2%	4%
Too late	15%	14%	16%	14%
HEADWAYS				
Observed	41 min	59 min	116 min	51 min
Scheduled	35 min	57 min	105 min	40 min
Goal	15 min	15 min	15 min	15 min
TRIPS				
Observed	1,084	747	92	1,615
Scheduled	1,458	1,000	121	2,155
Crowded	-- %	-- %	-- %	-- %

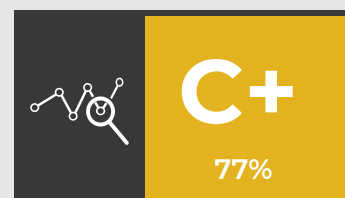
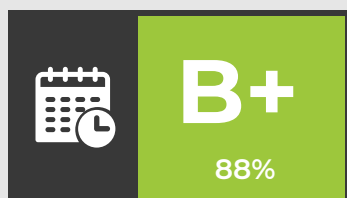
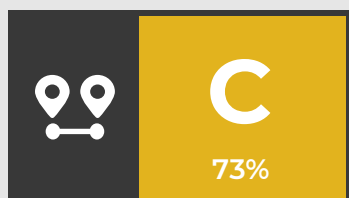


C+

ROUTE: BRUNSWICK - WASHINGTON

SYSTEM: MTA MARC Train

TL;DR:



Headway Adherence

Schedule Adherence

Arrival Frequency

Data Integrity

DETAILED BREAKDOWN:

	Peak	Off-peak	Weekend	Total
SPACING				
Bunched	0%	0%	-- %	0%
Over-spaced	26%	28%	-- %	27%
OFF-SCHEDULE				
Too early	6%	7%	-- %	6%
Too late	6%	7%	-- %	7%
HEADWAYS				
Observed	33 min	39 min	-- min	37 min
Scheduled	29 min	38 min	-- min	31 min
Goal	15 min	15 min	15 min	15 min
TRIPS				
Observed	261	136	--	302
Scheduled	340	181	--	393
Crowded	-- %	-- %	-- %	-- %

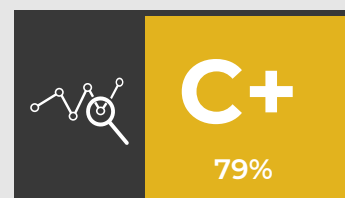
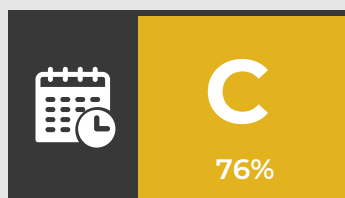
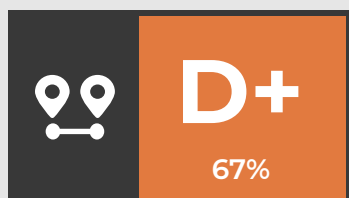


C-

ROUTE: CAMDEN - WASHINGTON

SYSTEM: MTA MARC Train

TL;DR:



Headway Adherence

Schedule Adherence

Arrival Frequency

Data Integrity

DETAILED BREAKDOWN:

	Peak	Off-peak	Weekend	Total
SPACING				
Bunched	0%	1%	-- %	0%
Over-spaced	32%	35%	-- %	33%
OFF-SCHEDULE				
Too early	0%	0%	-- %	0%
Too late	25%	22%	-- %	24%
HEADWAYS				
Observed	43 min	58 min	-- min	50 min
Scheduled	39 min	57 min	-- min	40 min
Goal	15 min	15 min	15 min	15 min
TRIPS				
Observed	299	94	--	351
Scheduled	380	114	--	444
Crowded	-- %	-- %	-- %	-- %

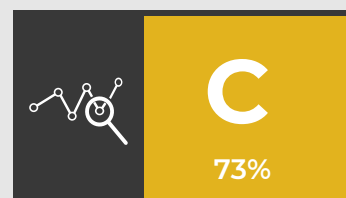
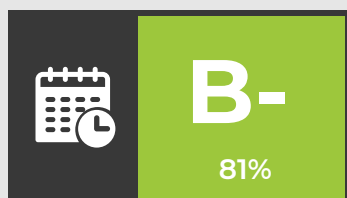
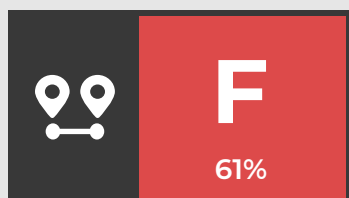


D+

ROUTE: PENN - WASHINGTON

SYSTEM: MTA MARC Train

TL;DR:



Headway Adherence

Schedule Adherence

Arrival Frequency

Data Integrity

DETAILED BREAKDOWN:

	Peak	Off-peak	Weekend	Total
SPACING				
Bunched	0%	0%	0%	0%
Over-spaced	41%	40%	23%	39%
OFF-SCHEDULE				
Too early	6%	4%	2%	4%
Too late	15%	14%	16%	15%
HEADWAYS				
Observed	47 min	61 min	116 min	59 min
Scheduled	33 min	60 min	105 min	55 min
Goal	15 min	15 min	15 min	15 min
TRIPS				
Observed	524	517	92	962
Scheduled	738	705	121	1,318
Crowded	-- %	-- %	-- %	-- %



PRIMARY METRICS

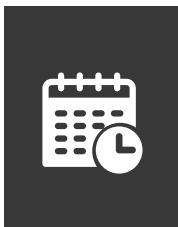
There are four primary metrics we use to compute letter grade for a given system or route: headway adherence, schedule adherence, arrival frequency, and data integrity. Each metric is assigned its own grade using a standard American 4.0 GPA grading scale¹, and the overall grade is calculated by averaging the four categories' percentile grades.



HEADWAY ADHERENCE

Percent of scheduled visits to each transit stop that occurred within 3 minutes² of the scheduled spacing window of the previous visit.

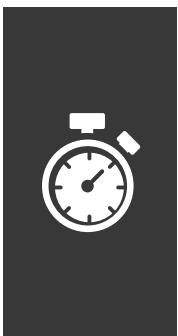
A headway adherence grade of A+ would require a value of 97% or higher.



SCHEDULE ADHERENCE

Percent of scheduled visits to each transit stop that occurred between 2 minutes early and 7 minutes late² compared to the scheduled time of the visit.

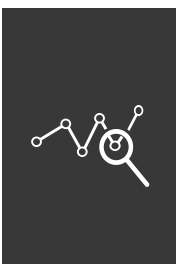
A schedule adherence grade of A+ would require a value of 97% or higher.



ARRIVAL FREQUENCY

Median observed time between scheduled transit stop visits at a given stop for a given route and trip direction.

To determine a percentile and letter grade, we compare the arrival frequency (in minutes) to the goal of 15 minutes³. Because an arrival frequency of exactly 15 minutes meets, but does not exceed, our minimum goal, this has been scaled to equate to a 93%, the minimum score necessary to receive an A. A grade of A+ requires an arrival frequency of 10 minutes or less⁴.



DATA INTEGRITY

Percent of transit trips scheduled to have been running that we observed to have actually run. A missing trip can occur when a vehicle is not running when it's scheduled to, or when a vehicle is actually running but is not reporting its position properly due to human error or equipment failure.

A data integrity grade of A+ would require a value of 97% or higher.

SECONDARY METRICS

We also compute a number of sub-metrics that offer more context about a particular grade by providing additional levels of detail. These sub-metrics are not explicitly assigned grade values, but rather are used to provide a clearer picture of overall performance.

SPACING

Bunched: Percent of scheduled visits to each transit stop that occurred within 25%⁵ of the scheduled time between the visit and the previous visit to the same transit stop. *A lower percentage is better.*

Over-spaced: Percent of scheduled visits to each transit stop that occurred more than 3 minutes later² than the scheduled time between the visit and the previous visit to the same transit stop. *A lower percentage is better.*

OFF-SCHEDULE

Too early: Percent of scheduled visits to each transit stop that occurred more than 2 minutes earlier² than the scheduled time of the visit. *A lower percentage is better.*

Too late: Percent of scheduled visits to each transit stop that occurred more than 7 minutes later² than the scheduled time of the visit. *A lower percentage is better.*

HEADWAYS

Observed: Median observed time between scheduled transit stop visits at a given stop for a given route and trip direction. *A lower number is better.*

Scheduled: Median scheduled time between transit stop visits at a given stop for a given route and trip direction. *A lower number is better.*

Goal: An ideal median time between transit stop visits. We define this as 15 minutes³ at all times of day every day, regardless of existing route configurations and other details that may make achieving this goal difficult or impossible under current conditions. This metric's purpose is to provide a baseline for comparing service levels across different transit systems, routes, and service periods.

SECONDARY METRICS

TRIPS

Observed: Number of scheduled trips that we actually observed occur. This value is proportional to Data Integrity, so in practice, this number will be smaller than the scheduled number of trips over the same time period unless Data Integrity is 100%. *A higher number is better.*

Scheduled: Number of trips that were scheduled to occur. *A higher number is better.*

Crowded: Percent of scheduled visits to each transit stop that were made by a “full” vehicle, where occupancy levels that determine “fullness” are defined by the transit agency that manages the transit system⁶. *A lower percentage is better.*
(Note that not all transit agencies report vehicle crowding levels in real time.)

All of our Secondary Metrics are broken out into service periods by time of week and day:

Peak: All scheduled transit stop visits that occurred or were scheduled to occur between 6-9am and 3-7pm⁷, Monday through Friday.

Off-peak: All scheduled transit stop visits that occurred or were scheduled to occur outside of the peak hours described above, Monday through Friday.

Weekend: All scheduled transit stop visits that occurred or were scheduled to occur on Saturdays and Sundays.

Total: All scheduled transit stop visits that occurred or were scheduled to occur across all times of week and times of day.

REFERENCES

1 Standard American 4.0 GPA grading scale:

<https://pages.collegeboard.org/how-to-convert-gpa-4.0-scale>

2 We use all the on-time performance thresholds defined by WMATA for its Metrobus service. See "Metrobus On-Time Performance" in Appendix D of WMATA's Q3 FY20 Metro Performance Report for details.

https://www.wmata.com/about/records/scorecard/upload/MetroPerformanceReport_Q3FY2020.pdf#page=48

3 We use the definition of "high frequency bus service" from the Bus Transformation Project's "Bus System Today" report.

https://bustransformationproject.com/wp-content/uploads/2019/01/20190118-Bus-System-Today_FINAL.pdf#page=22

4 We specify a 10 minute arrival frequency based on the highest tier of levels of service in transit-dependent areas as defined by the Bus Transformation Project.

https://bustransformationproject.com/wp-content/uploads/2019/02/SAP-Presentation-18-11-05_updated2.13.19.pdf#page=18

5 We use the bunching threshold defined by the Bus Turnaround Coalition that's used in all their route-level report cards. Click "See Our Methodology" at the bottom of the Bus Turnaround Coalition's "Report Cards" page for details.

<http://busturnaround.nyc/report-cards/>

6 Occupancy status, when provided, is defined by each transit agency and specified in their GTFS-RT data.

<https://developers.google.com/transit/gtfs-realtime/reference#enum-occupancystatus>

7 We use the time of day thresholds for weekdays defined by the Bus Transformation Project. See "Daily Ridership by Time of Day" on the "The Bus System and its Riders Today" page of the Bus Transformation Project's website for details.

<http://bustransformationproject.com/resources/the-bus-system-and-its-riders-today/>