National Capital Region
Transportation Planning Board

TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE (RPTS)

Tuesday, October 28, 2025
12:00 – 2:00 P.M.
Conference Room 1 (Hybrid)

Chair: Stephen Miller, MTA

AGENDA

12:00 P.M. **1. WELCOME**
Stephen Miller, RPTS Chair

12:05 P.M. **2. WSTC'S MARYLAND METROACCESS STRATEGY STUDY**
Ryan Traher, WSTC Transit Analyst

12:30 P.M. **3. PBPP - REGIONAL TRANSIT SAFETY TARGETS – SECOND UPDATE**
Pierre Gaunaurd, TPB Transportation Planner

12:50 P.M. **4. TPB TRANSIT DATA NEEDS AND REQUEST PROCESS – MOBILITY ANALYTICS PROGRAM UPDATE**
Charlene Howard TPB Planning Data Resources Manager
Ian Newman, TPB Travel Monitoring and Planning Assistance Program Manager

1:20 P.M. **5. TPB TRANSPORTATION RESILIENCE "EXTREME HEAT" ANALYSIS UPDATE**
Katherine Rainone, TPB Transportation Planner

1:40 P.M. **6. DMVMOVES UPDATE - FALL ACTIVITIES**
Pierre Gaunaurd, TPB Transportation Planner

1:55 P.M. **7. OTHER BUSINESS**
Stephen Miller, RPTS Chair

2:00 P.M. **8. ADJOURN**
Stephen Miller, RPTS Chair

The next regular meeting of the RPTS is scheduled for November 25, 2025 and is virtual.

Reasonable accommodations are provided upon request, including alternative formats of meeting materials. Go to www.mwcog.org/accommodations or call (202) 962-3300 | (202) 962-3213 (TDD) for more info.

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Washington Suburban Transit Commission

Maryland MetroAccess Strategy Study

October 28, 2025

Presented at the COG TPB
Regional Public Transportation Subcommittee

KFH GROUP

Background

WSTC is the liaison between the State of Maryland, WMATA, and Montgomery County and Prince George's County.

- Coordinates public transit services with the two Maryland counties, the Maryland Department of Transportation, and WMATA.
- Acts as the financial conduit for funding public transit on behalf of Montgomery and Prince George's Counties.

State of Maryland provides the funding for MetroAccess in Montgomery and Prince George's Counties.

- Maryland's funding represents disproportionate amount of total MetroAccess costs compared to D.C. and the Northern Virginia jurisdictions.

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Why is the Study Needed?

Federal ADA Mandate

MetroAccess – the region's ADA paratransit service mandated by Federal ADA law is required to meet all demand from eligible individuals with disabilities. "No capacity constraints."

Maryland's Cost Burden

Maryland's costs for MetroAccess are the highest of the region's jurisdictions because ridership in the two Maryland counties, which corresponds to cost, is the highest.

In FY24, Maryland's cost was 61% of the total cost of $199 M.

Rising Costs

Maryland's costs for MetroAccess are increasing, from $117 M in FY22 to $121 M in FY24.

Maryland Pays for All Trips

Maryland pays the cost for all MetroAccess trips in Montgomery and Prince George's Counties.

Understanding how to provide MetroAccess while managing the long-term cost curve is a critical need for the State of Maryland.

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Study Objective

To provide a strategy "roadmap" to the State of Maryland for managing the long-term costs for MetroAccess while ensuring the provision of quality paratransit.

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Study Tasks

1 Landscape and Cost Drivers

- MetroAccess ridership and costs for fiscal years 2022-2024
- Characteristics of MetroAccess ridership
- Past efforts to address MetroAccess demand and cost in Maryland
- Specialized transportation services in Montgomery and Prince George's Counties – alternatives to MetroAccess

2 Peer Review

- Specialized transportation services in D.C. and No. Virginia jurisdictions – alternatives to MetroAccess
- Three examples from outside D.C. Metro region of programs providing cost-effective service for ADA paratransit riders

3 Strategy Roadmap

- Options for Maryland to consider to manage the long-term costs for MetroAccess

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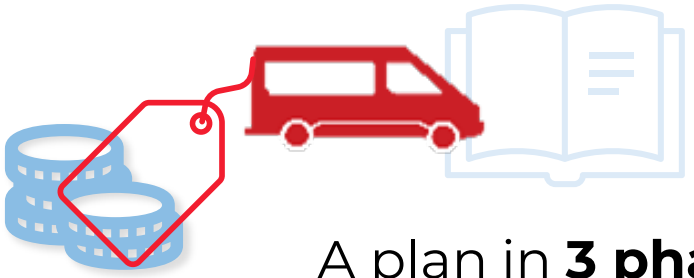
The Strategy Roadmap



A plan in **3 phases**

to facilitate discussions between the State of Maryland, Montgomery and Prince George's Counties, WMATA, and other stakeholders

to determine preferred **strategy** approaches **to manage Maryland's costs for MetroAccess** that will also ensure quality service for the riders.

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STRATEGY ROADMAP

Phase 1

Understanding MetroAccess & Its Costs

MetroAccess

– ADA Paratransit Provided by WMATA

Complies with **Federal ADA law**.

Required to serve ¾-mile corridors of fixed routes, including WMATA's Metrobus and Metrorail and local jurisdictions' fixed routes, e.g. Ride On in Montgomery Co. and TheBus in Prince George's Co.

Includes Ride On and TheBus routes within the service area required for WMATA's service and Ride On and TheBus routes that extend beyond what is required for WMATA's service.

Next-day, shared ride, door-to-door service for eligible people with disabilities.

Abilities-Ride

– an alternative service

WMATA shifts MetroAccess trips to lower cost providers (Uber, taxis, van companies).

Generates **significant savings distributed** proportionally to all jurisdictions.

Cost per trip: $33 vs. $106 for MetroAccess (averaged over FYs 22-24)

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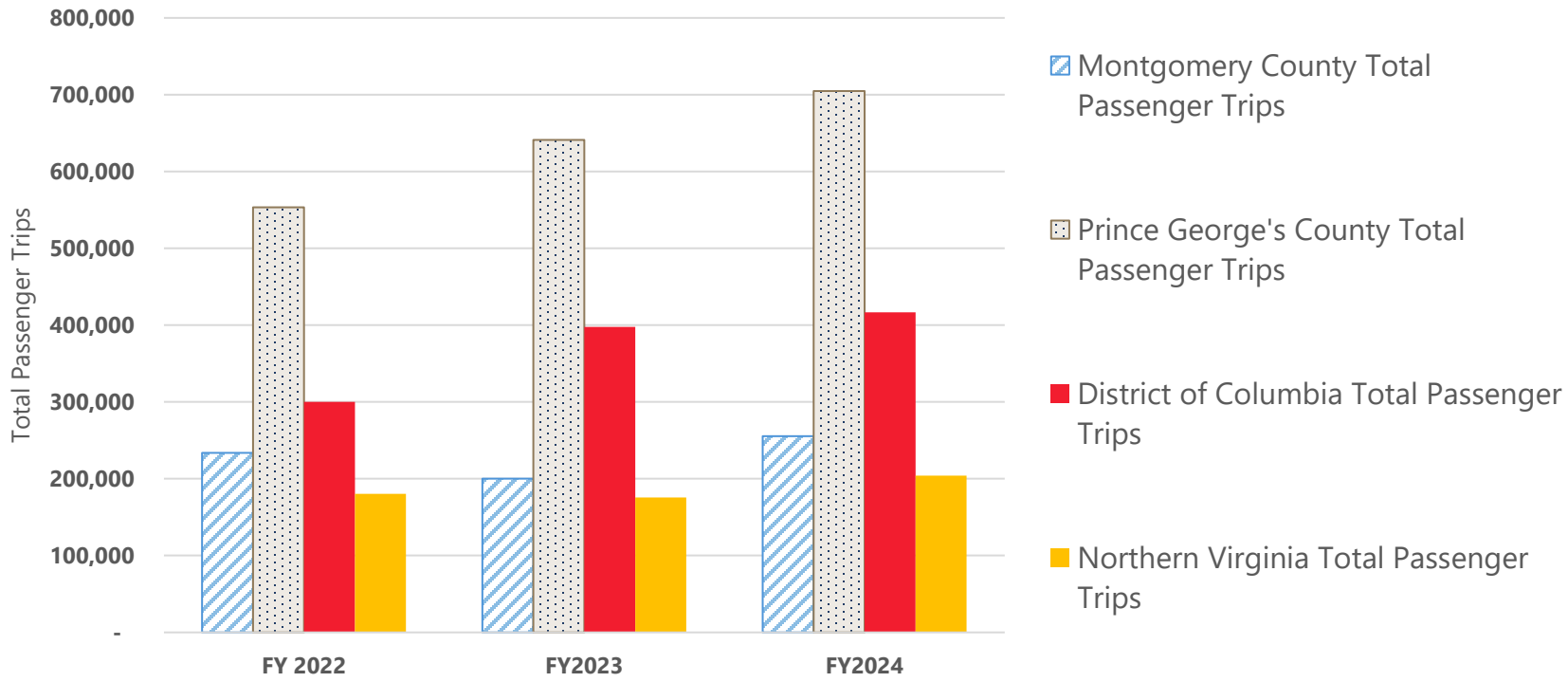
MetroAccess Ridership

Total MetroAccess Ridership by Jurisdictions



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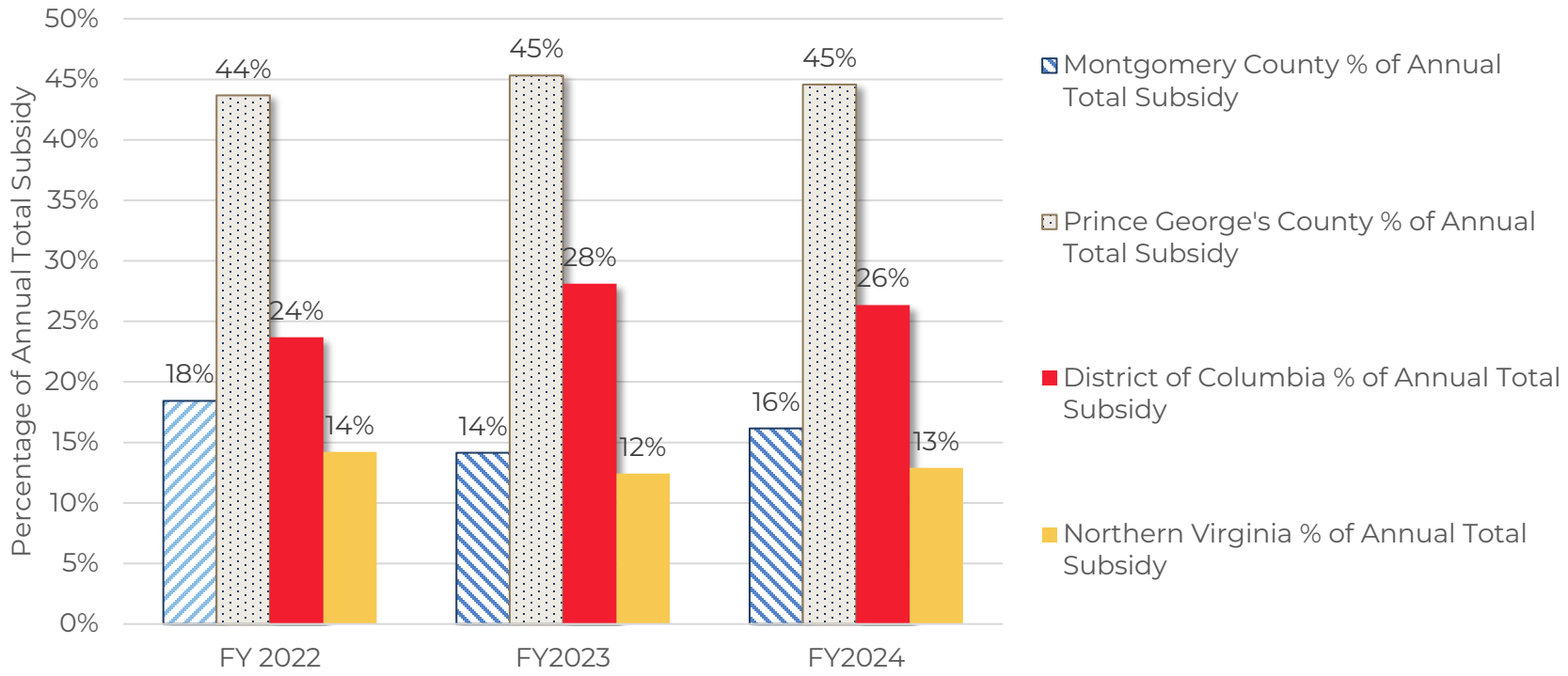
MetroAccess: Annual Subsidy Shares by Jurisdiction

Total MetroAccess Subsidies from Jurisdictions



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Maryland's Cost for MetroAccess

	FY2022	FY2023	FY2024	Change from FY2022- 2024	
Maryland	$117,285,911	$114,529,827	$120,878,532	$3,592,622	3%
Montgomery County	$34,810,889	$27,257,992	$32,164,204	-$2,646,685	-8%
Prince George's County	$82,475,022	$87,271,835	$88,714,328	$6,239,307	8%

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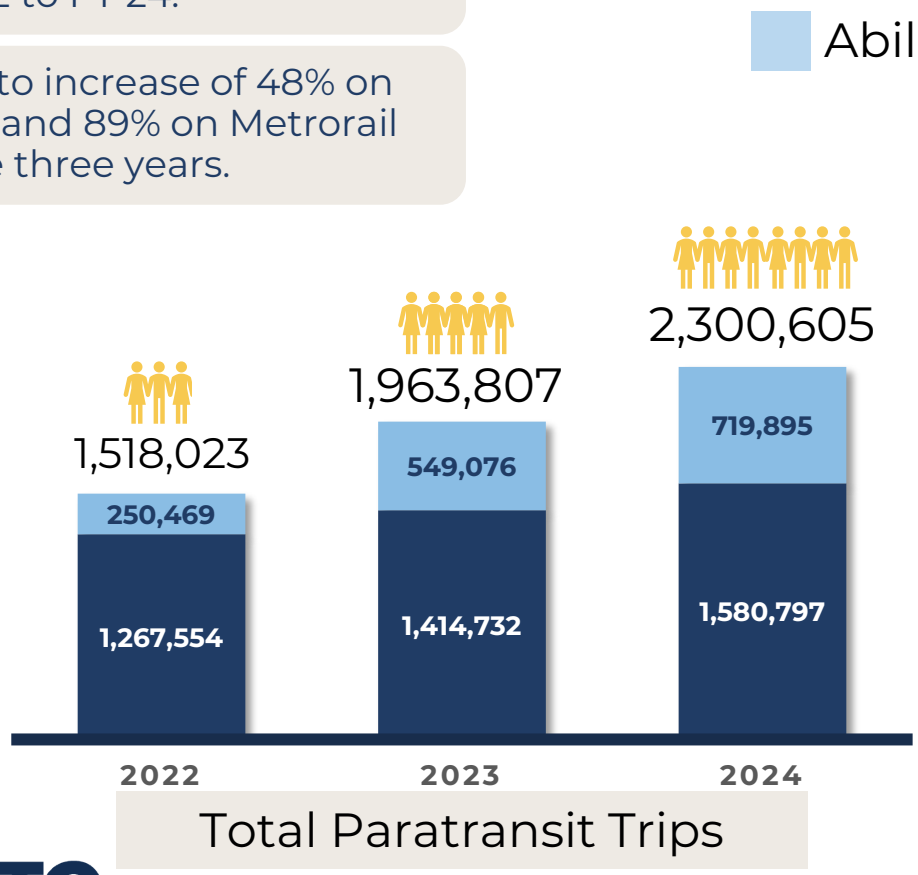
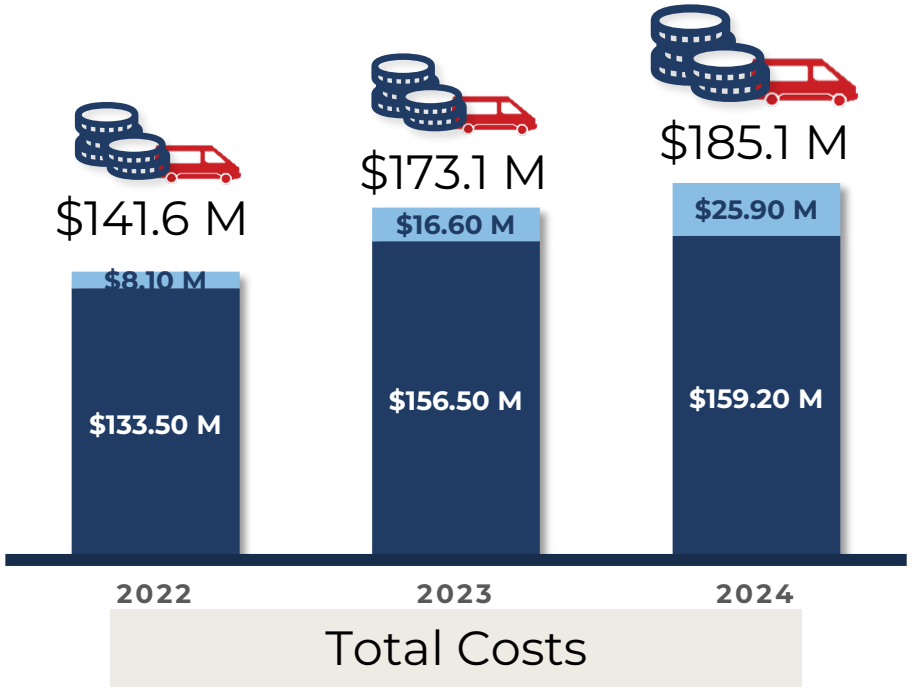
Total Ridership – MetroAccess + Abilities-Ride

Total ridership on MetroAccess plus Abilities-Ride **increased 52%** from FY 22 to FY 24.

Compare to increase of 48% on Metrobus and 89% on Metrorail over same three years.



Total Paratransit Trips



Total Costs

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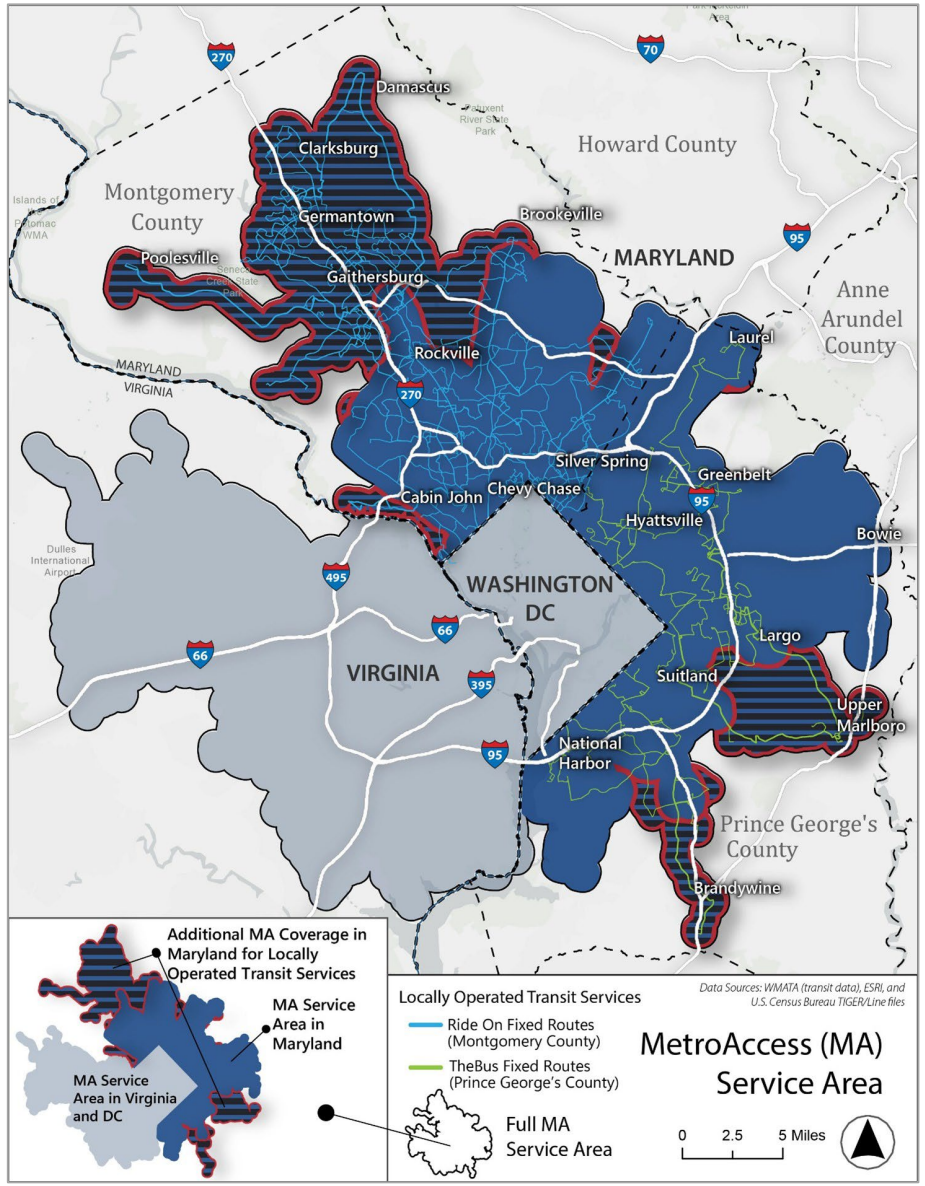
Who Pays for MetroAccess?

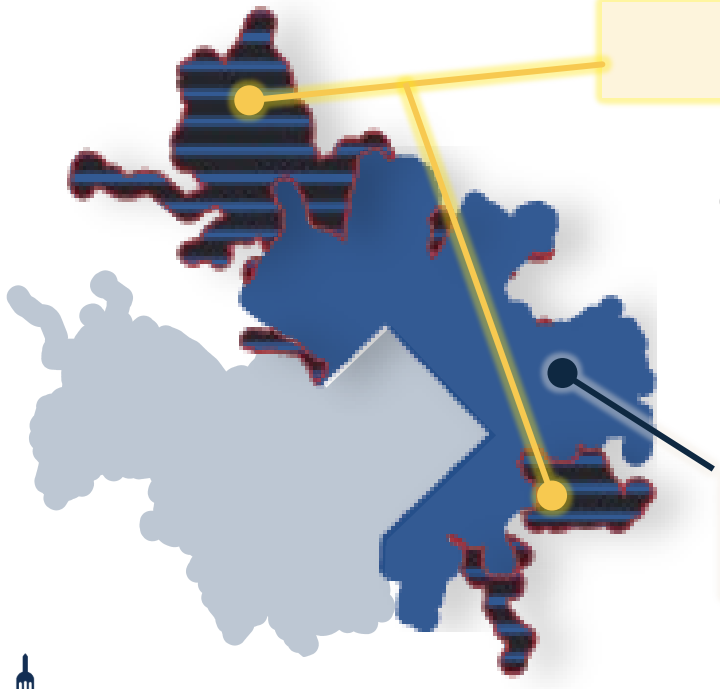
State of Maryland pays all costs for MetroAccess service in Montgomery and Prince George's Counties.

Includes costs for MetroAccess required for Ride On and TheBus services **within** the service area required for WMATA's Metrobus and Metrorail.

Also includes costs for MetroAccess required for Ride On and TheBus services that **extend beyond** the service area required for WMATA's Metrobus and Metrorail.



Maryland pays for MetroAccess (MA)
in Montgomery and Prince George's Counties



$ MA service in the extended area
(beyond WMATA's requirement for Metrobus and Metrorail)
estimated at $20.2 M
based on analysis done for the study

+

$ MA service area in Maryland
(WMATA's requirement for Metrobus and Metrorail)

Total cost to Maryland for MetroAccess service was

$117.3 M in FY22

$120.9 M in FY24 $

(a 3.1% increase from FY22)

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Trips Driving Demand for MetroAccess

Montgomery County

Support Services for People with Disabilities

45%

Medical Facilities

20%

Dialysis

14%

Prince George's County

Adult Day Care

44%

Dialysis

37%

Support Services for People with Disabilities

10%

County-Funded Specialized Transportation Services:

Lower Cost Alternatives to MetroAccess

Higher level of support for specialized transportation in Montgomery Co. vs. Prince George's Co.

Contributes to lower MetroAccess ridership in Montgomery vs. Prince George's Counties.

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Specialized Transportation

Montgomery County

Alternatives to MetroAccess	Three years of data - FY22-24:		
Same-Day Access	**300,312** Ridership	**$5.14 M** funded by County with 12-13% State funding for Call-n-Ride	**$17.11** Average cost/ passenger trip
Call-n-Ride			
Senior Rides			
Wheelchair accessible taxi service	NA	**$5.38 M** Subsidized by County, with funds from 25-cent fee on TNC trips	NA

Specialized Transportation

Prince George's County

Alternatives to MetroAccess

- Call-a-Bus
- Senior Transportation Service (STS)
- Call-a-Cab

Three years of data - FY22-24:

130,099
Ridership

$11.94 M
Funded by County

$91.77
Average cost/ passenger trip

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Efforts to Address Maryland's Costs

Past Effort

CAPS

(Coordinated Alternative to Paratransit Services)

- Pilot in Montgomery Co. with a human service agency (HSA) sponsored by Maryland DOT from 2013-2015
- HSA managed its client transportation day-to-day with designated provider
- Per trip cost was 40% less than a MetroAccess trip

Current Efforts

Abilities-Ride
Partnerships

- WMATA developed, evolved from CAPS pilot
- Current partnerships with 3 HSAs, 2 in Montgomery Co. and 1 in Prince George's Co.
- Each HSA has a designated provider; HSA manages its client transportation
- Savings do not go directly to Maryland, but commingled with all Abilities-Ride savings

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STRATEGY ROADMAP

Phase 2

Engaging on Strategy Approaches

Phase 2: Engaging on Strategy Approaches

State, two Maryland Counties, WMATA, and other stakeholders

Three strategy approaches *(complementary and not mutually exclusive), each with options*:

Support and enhance current efforts
to address costs, specifically Abilities-Ride

3 options

Expand local coordination and participation
from Montgomery and Prince George's Counties

4 options

Develop partnerships to serve recurring trips
that would contribute to reducing demand for MetroAccess

2 options

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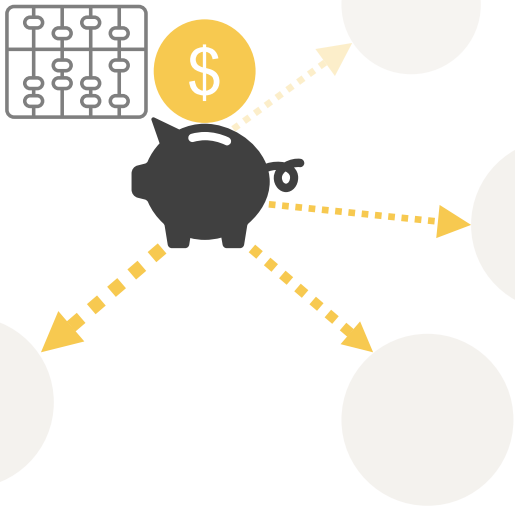
STRATEGY APPROACH #1

3 options

Support and Enhance Current Efforts

Focuses on Abilities-Ride and its significant role in reducing costs for MetroAccess,
with savings shared proportionally across the jurisdictions.
(No direct savings to Maryland)



1. Update Paratransit Subsidy Allocation Formula to formalize and make clear the process by which the savings from Abilities-Ride are calculated in the formula.
2. Change Paratransit Subsidy Allocation Formula to allocate cost-saving measures to the jurisdiction where the cost savings are generated, particularly human service agency partnerships.
3. Consider charging a fare for Abilities-Ride trips

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STRATEGY APPROACH #2

4 options

Expand Local Coordination and Participation

Expand coordination and participation from Montgomery and Prince George's Counties to improve decision-making about costs and payment for MetroAccess.

1. Improve local fixed route planning and coordination with the State to recognize impacts on MetroAccess costs.
2. Continue and consider expanding local county-based specialized transportation services that provide lower-cost alternatives to MetroAccess.
3. ADA paratransit service for Montgomery and Prince George's Counties
4. Cost sharing for MetroAccess trips beyond the ADA paratransit service area required for WMATA's Metrobus and Metrorail.

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STRATEGY APPROACH #3

2 options

Develop Partnerships to Serve Recurring Trips

Focus on recurring trips that drive demand for MetroAccess.

1. Alternative Transportation for Dialysis Trips.
2. Alternative Transportation for Adult Day Care Trips.

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STRATEGY ROADMAP

Phase 3

Action

Phase 3: Action

Coordinate decision-making
with the State, the two counties and other stakeholders to determine preferred strategy approaches

Outreach and dialogue
with MetroAccess riders and broader disability communities in the two counties for feedback.

After consensus, focus on **implementation of preferred strategy** approaches and options.

Evaluate opportunities and constraints based on feasibility of finances, politics, and operations.

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Contact

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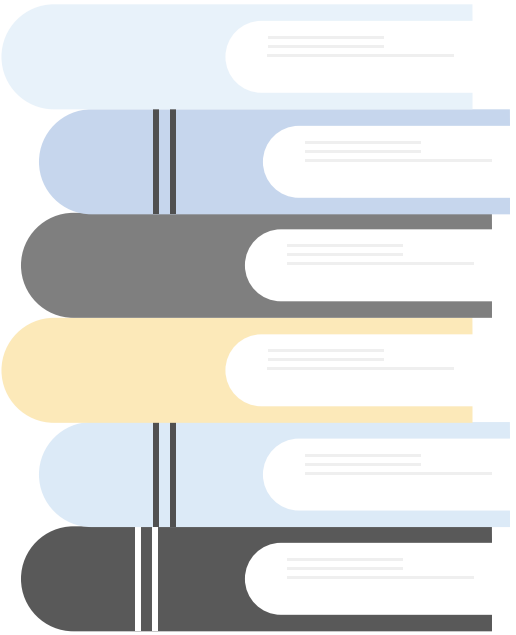

2025 TRANSIT AGENCY SAFETY TARGETS – SECOND UPDATE

Performance-Based Planning and Programming

Pierre Gaunaurd
TPB Transportation Planner

TPB Regional Public Transportation Subcommittee
October 28, 2025

National Capital Region
Transportation Planning Board

Presentation Items

- Transit Agency Safety Plans Rule
- Transit Safety Performance Measures
- Applicability
- 2024 (FY) Regional Transit Safety Performance
- 2024 Regional Transit Safety Targets - **Adopted**
- 2025 Regional Transit Safety Targets - **Draft**
- Next Steps

Federal Requirement – Transit Agency Safety Plans

- Federal Performance Based Planning and Programming (PBPP) regulations requires applicable providers of public transportation to develop and certify an agency safety plan
- As of May 2024, applicable transit providers are required to annually set targets for fourteen (14) Transit Safety performance measures
- MPOs set annual regional targets for the metropolitan planning area following state/agency adoption of its Transit Safety targets

Transit Safety Performance Measures

General Safety Performance Measures	
1a: Major Events	2.1: Transit Worker Fatality Rate (NEW)
1b: Major Event Rate	3a: Injuries
1.1: Collision Rate (NEW)	3b: Injury Rate
1.1.1: Pedestrian Collision Rate (NEW)	3.1: Transit Worker Injury Rate (NEW)
1.1.1: Vehicular Collision Rate (NEW)	4a: Assaults on Transit Workers (NEW)
2a: Fatalities	4b: Rate of Assaults on Transit Workers (NEW)
2b: Fatality Rate	5: System Reliability

Source: FTA PTASP National Safety Plan Webinar (August 2024)

Calculation of Regional Safety Targets

- Targets for the region are based on those adopted or identified by each provider of public transportation
- Measures are calculated for each mode:
  - Number of Fatalities/Injuries/Safety Events– total number for all providers of that mode
  - Rate of Fatalities/Injuries/Safety Events– total number for all providers of the mode divided by the total number of Vehicle Revenue Miles (VRM) for that mode (reported in rate per 100,000 VRM, except for HR which is 10M VRM)
  - Mean Distance Between Failure (MDBF) – the total number of VRM for that mode divided by the total number of failures for all providers of the mode

Applicable Regional Agencies

- Transit safety requirements apply to providers of public transportation that are recipients and sub-recipients of federal Section 5307 funding:
  - **WMATA**: Metrorail, Metrobus, MetroAccess
  - **DDOT**: DC Streetcar
  - **MDOT-MTA**: MTA Commuter Bus
  - **PRTC**: OmniRide and OmniRide Access/Connect
  - and local systems (fixed-route and demand response) in Maryland:
    - **VanGo** (Charles Co.)
    - **Transit** (Frederick Co.)
    - **Ride On** (Montgomery Co.)
    - **The Bus** (Prince George's Co.)

2024 Regional Transit Safety Performance

- **Based on data reported by transit agencies to the NTD in FY 2024**

2024														
	Fatalities			Injuries			Safety Events		Assaults on Transit Workers		Collisions			
	Number	Rate	Transit Worker Rate	Number	Rate	Transit Worker Rate	Number	Rate	Number	Rate	Rate	Pedestrian Collision Rate	Vehicular Collision Rate	VRM (NTD)
Heavy Rail (HR)	4	0.42	0	284	29.71	5.96	51	5.34	19	1.99	0.73	0.52	0.00	95,590,159
Streetcar Rail (SR)	0	0.00	0	1	0.80	0.00	5	3.98	0	0.00	2.39	0.00	2.39	125,701
Urban Bus (MB)	3	0.004	0	611	0.78	0.13	293	0.37	14	0.02	0.37	0.03	0.32	78,568,870
Commuter Bus (CB)	0	0.00	0	3	0.04	0.01	6	0.09	0	0.00	0.06	0.00	0.06	7,029,009
Demand Response	0	0.00	0	39	0.20	0.05	34	0.17	1	0.01	0.17	0.01	0.15	19,952,978
Vanpools (VP)	0	0.00	0	0	0.00	0.00	0	0	0	0.00	0.00	0.00	0.00	6,539,084

- Rate = Per 100,000 Vehicle Revenue Miles, except HR (per 10M VRM)
- "Safety Events" totals do not include events categorized as Security Events or Not Otherwise Classified (NOC) in the NTD
- Reliability data (MDBF) is not included

2024 Regional Transit Safety Targets

- **Final targets for the region adopted by the TPB on December 18, 2024**

	Fatalities			Injuries			Safety Events		Assaults on Transit Workers		Collisions			Reliability
	Number	Rate	Transit Worker Rate	Number	Rate	Transit Worker Rate	Number	Rate	Number	Rate	Rate	Pedestrian Collision Rate	Vehicular Collision Rate	MDBF
Heavy Rail (HR)	0	0	0	256	24.20	9.50	127	12.80	586	59.1	2	0.00	2	29,000
Streetcar Rail (SR)	0	0	0	6	6.69	n/a	6	6.69	n/a	n/a	n/a	n/a	n/a	1,000
Urban Bus (MB)	0	0	0	403	0.69	0.19	357	0.61	207	0.37	1.43	0.05	1.12	8,964
Commuter Bus (CB)	0	0	0	6	0.07	0.10	3	0.04	0	0	2	0	2	25,000
Demand Response (DR)	0	0	0	42	0.21	0.07	54	0.27	9	0.04	0.25	0.00	0.25	24,913
Vanpools (VP)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

- Rate = Per 100,000 Vehicle Revenue Miles, except HR (per 10M VRM)
- MDBF = Mean Distance Between Failures

2025 Regional Transit Safety Targets - Draft

- **Under Development – Pending count data for collisions and transit worker injury rate calculations**
- **Missing information from Ride On, TheBus, and DC Streetcar**

	Fatalities			Injuries			Safety Events		Assaults on Transit Workers		Collisions			Reliability
	Number	Rate	Transit Worker Rate	Number	Rate	Transit Worker Rate	Number	Rate	Number	Rate	Rate	Pedestrian Collision Rate	Vehicular Collision Rate	MDBF
Heavy Rail (HR)	0	0	0	288	24.60	8.70	124	10.60	545	46.5	2	0.89	0.49	32,000
Streetcar Rail (SR)	0	0	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Urban Bus (MB)	0	0	0	316	0.74	n/a	400	0.94	230	0.54	n/a	n/a	n/a	8,964
Commuter Bus (CB)	0	0	0	0	0.00	0.00	124	0.29	0	0	n/a	n/a	n/a	15,782
Demand Response (DR)	0	0	0	32	0.17	n/a	72	0.39	3	0.02	n/a	n/a	n/a	24,913
Vanpools (VP)	0	0	0	0	0	0	0	0	0	0	0	0	0	0

- Rate = Per 100,000 Vehicle Revenue Miles, except HR (per 10M VRM)
- MDBF = Mean Distance Between Failures

2025 Safety Target Schedule

- **Current** – Regional Public Transportation Subcommittee briefed on draft 2025 regional safety targets and provide feedback. Remaining data needed is collected.
- November – Technical Committee briefed on requirements and draft 2025 regional safety targets
- November – TPB briefed on requirements and draft 2025 regional safety targets
- December – TPB will be asked to adopt resolution with final regional transit safety targets

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National Capital Region
Transportation Planning Board

TPB TRANSIT DATA NEEDS AND REQUEST PROCESS - UPDATE

Mobility Analytics Program

Charlene Howard
TPB Planning Data Resources Program Manager

Ian Newman
TPB Travel Monitoring and Planning Assistance Program Manager

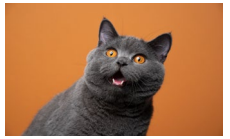
TPB Regional Public Transportation Subcommittee
October 28, 2025

National Capital Region
Transportation Planning Board

Agenda Item #4

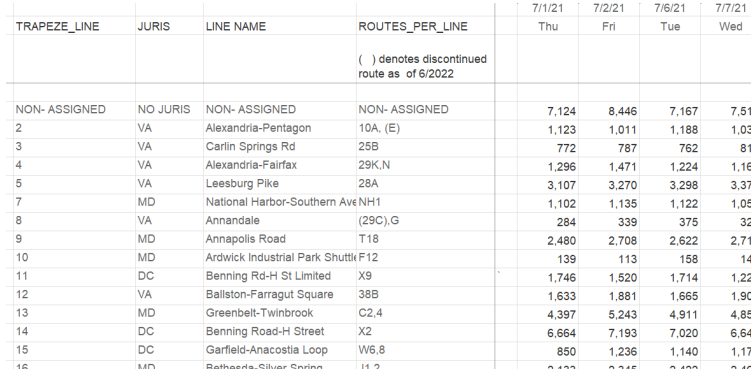
A brief history of transit ridership data collection

- Enhancement of the Regional Transportation Data Clearinghouse (RTDC)
  - RTDC originally packaged collection of regional data, shared as a CD
  - VRE was one of the first (if not the first) to submit ridership data to us for inclusion in the RTDC
  - 'Transit Ridership' became a shared dataset used for many purposes within TPB
  - The Mobility Analytics Program (MAP) revamp has provided the timely opportunity to refine and enhance this data request process
- Ridership data from regional operators has been used in model validation
- Ridership data regularly collected by the Planning Data and Research team

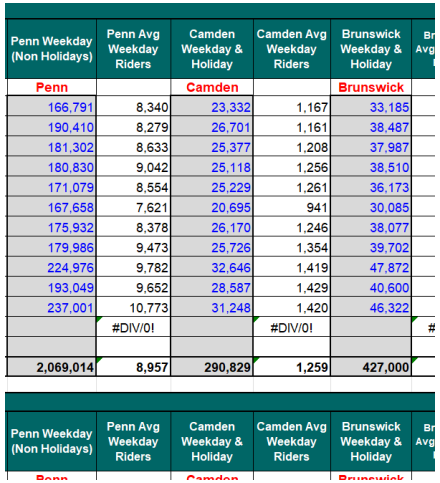


What we (currently) collect & what we do with it

- What we collect and are requesting
  - Average weekday transit ridership- by month, by route/line
  - By fiscal year
  - Excel or other tabular file
  - No standard format - we take what we can get
  - Needed by Tuesday, November 11, 2025

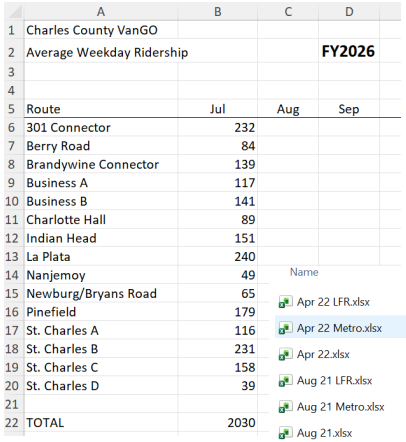


TRAPEZE_LINE	JURIS	LINE NAME	ROUTES_PER_LINE	7/1/21 Thu	7/2/21 Fri	7/6/21 Tue	7/7/21 Wed
			( ) denotes discontinued route as of 6/2022				
NON- ASSIGNED	NO JURIS	NON- ASSIGNED	NON- ASSIGNED	7,124	8,446	7,167	7,51
2	VA	Alexandria-Pentagon	10A, (E)	1,123	1,011	1,188	1,03
3	VA	Carlin Springs Rd	25B	772	787	762	81
4	VA	Alexandria-Fairfax	29K,N	1,296	1,471	1,224	1,16
5	VA	Leesburg Pike	28A	3,107	3,270	3,298	3,37
7	MD	National Harbor-Southern Ave	NH1	1,102	1,135	1,122	1,05
8	VA	Annandale	(29C),G	284	339	375	32
9	MD	Annapolis Road	T18	2,480	2,708	2,622	2,71
10	MD	Ardwick Industrial Park Shuttle	F12	139	113	158	14
11	DC	Benning Rd-H St Limited	X9	1,746	1,520	1,714	1,22
12	VA	Ballston-Farragut Square	38B	1,633	1,881	1,665	1,90
13	MD	Greenbelt-Twinbrook	C2,4	4,397	5,243	4,911	4,85
14	DC	Benning Road-H Street	X2	6,664	7,193	7,020	6,64
15	DC	Garfield-Anacostia Loop	W6,8	850	1,236	1,140	1,17
16	MD	Bethesda-Silver Spring	J1,2				

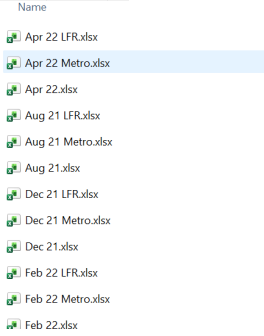


Penn Weekday (Non Holidays)	Penn Avg Weekday Riders	Camden Weekday & Holiday	Camden Avg Weekday Riders	Brunswick Weekday & Holiday	Br Avg
Penn		Camden		Brunswick	
166,791	8,340	23,332	1,167	33,185	
190,410	8,279	26,701	1,161	38,487	
181,302	8,633	25,377	1,208	37,987	
180,830	9,042	25,118	1,256	38,510	
171,079	8,554	25,229	1,261	36,173	
167,658	7,621	20,695	941	30,085	
175,932	8,378	26,170	1,246	38,077	
179,986	9,473	25,726	1,354	39,702	
224,976	9,782	32,646	1,419	47,872	
193,049	9,652	28,587	1,429	40,600	
237,001	10,773	31,248	1,420	46,322	
	#DIV/0!		#DIV/0!		#
2,069,014	8,957	290,829	1,259	427,000	

Penn Weekday (Non Holidays)	Penn Avg Weekday Riders	Camden Weekday & Holiday	Camden Avg Weekday Riders	Brunswick Weekday & Holiday	Br Avg



	A	B	C	D
1	Charles County VanGO			
2	Average Weekday Ridership			FY2026
3				
4				
5	Route	Jul	Aug	Sep
6	301 Connector	232		
7	Berry Road	84		
8	Brandywine Connector	139		
9	Business A	117		
10	Business B	141		
11	Charlotte Hall	89		
12	Indian Head	151		
13	La Plata	240		
14	Nanjemoy	49		
15	Newburg/Bryans Road	65		
16	Pinefield	179		
17	St. Charles A	116		
18	St. Charles B	231		
19	St. Charles C	158		
20	St. Charles D	39		
21				
22	TOTAL	2030		



Name	Date modified	Type
Apr 22 LFR.xlsx	6/23/2023 1:46 PM	Microsoft
Apr 22 Metro.xlsx	6/23/2023 1:46 PM	Microsoft
Apr 22.xlsx	6/23/2023 1:46 PM	Microsoft
Aug 21 LFR.xlsx	6/23/2023 1:46 PM	Microsoft
Aug 21 Metro.xlsx	6/23/2023 1:46 PM	Microsoft
Aug 21.xlsx	6/23/2023 1:46 PM	Microsoft
Dec 21 LFR.xlsx	6/23/2023 1:46 PM	Microsoft
Dec 21 Metro.xlsx	6/23/2023 1:46 PM	Microsoft
Dec 21.xlsx	6/23/2023 1:46 PM	Microsoft
Feb 22 LFR.xlsx	6/23/2023 1:46 PM	Microsoft
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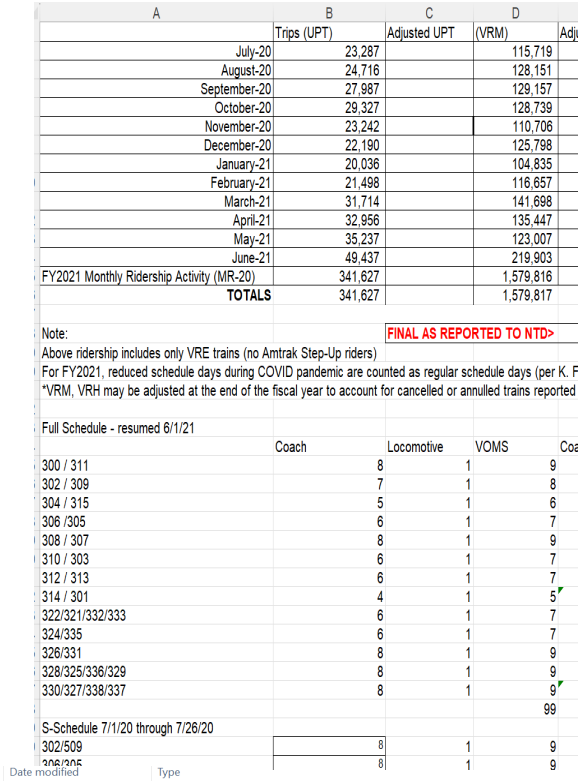
Feb 22.xlsx	6/23/2023 1:46 PM	Microsoft

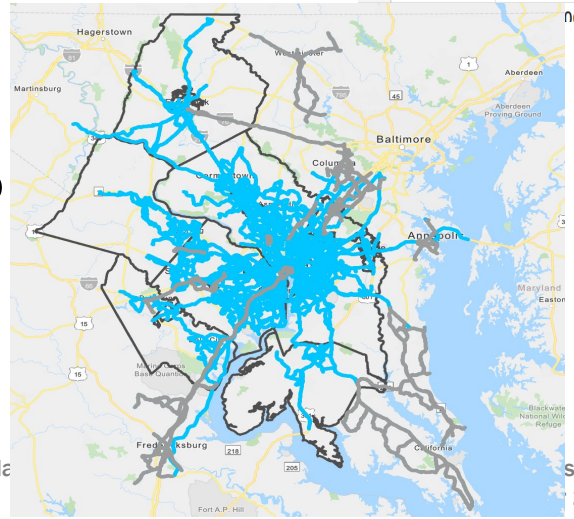


	A	B	C	D
		Trips (UPT)	Adjusted UPT	(VRM)
	July-20	23,287		115,719
	August-20	24,716		128,151
	September-20	27,987		129,157
	October-20	29,327		128,739
	November-20	23,242		110,706
	December-20	22,190		125,798
	January-21	20,036		104,835
	February-21	21,498		116,657
	March-21	31,714		141,698
	April-21	32,956		135,447
	May-21	35,237		123,007
	June-21	49,437		219,903
	FY2021 Monthly Ridership Activity (MR-20)	341,627		1,579,816
	TOTALS	341,627		1,579,817
	Note:			FINAL AS REPORTED TO NTD>
	Above ridership includes only VRE trains (no Amtrak Step-Up riders)			
	For FY2021, reduced schedule days during COVID pandemic are counted as regular schedule days (per K. F			
	*VRM, VRH may be adjusted at the end of the fiscal year to account for cancelled or annulled trains reported			
	Full Schedule - resumed 6/1/21			
		Coach	Locomotive	VOMS
	300 / 311	8	1	9
	302 / 309	7	1	8
	304 / 315	5	1	6
	306 /305	6	1	7
	308 / 307	8	1	9
	310 / 303	6	1	7
	312 / 313	6	1	7
	314 / 301	4	1	5
	322/321/332/333	6	1	7
	324/335	6	1	7
	326/331	8	1	9
	328/325/336/329	8	1	9
	330/327/338/337	8	1	9
				99
	S-Schedule 7/1/20 through 7/26/20			
	302/509	8	1	9
		8	1	9

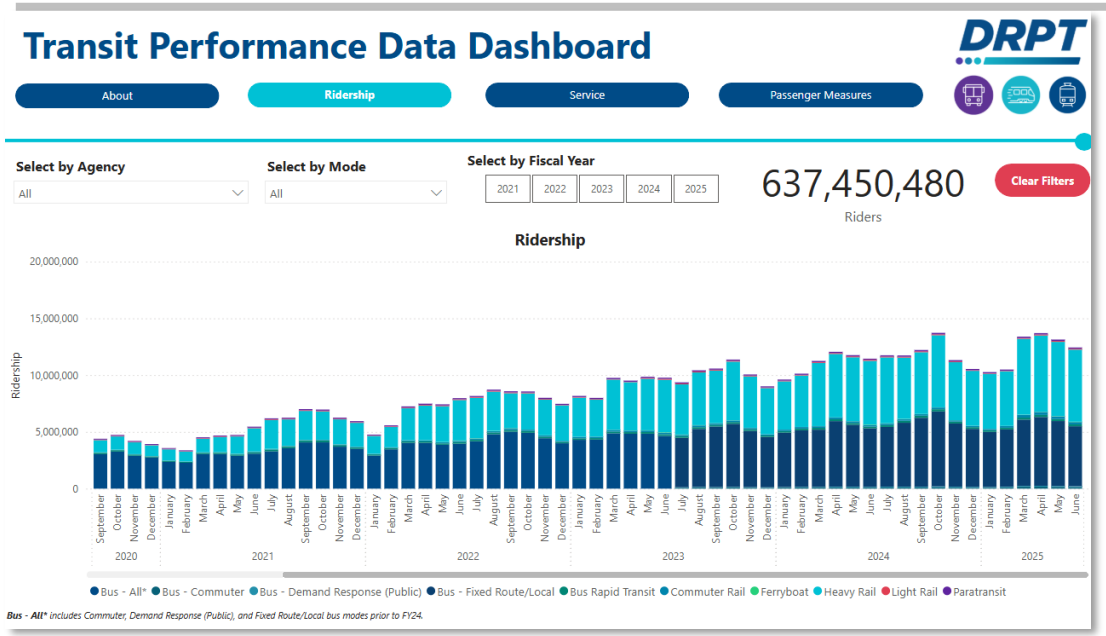
What we (currently) collect & what we do with it, cont.

- What we do with it
  - Join routes to the TPB travel demand model network to display ridership by network route
  - Approximate network route variations to the provided data
  - Most providers cover our Planning area, whereas the network routes cover the TPB Modeled region
  - Publish to RTDC as year-specific datasets, use data for internal purposes, etc.
  - Going forward we propose using GTFS as primary link to ridership data

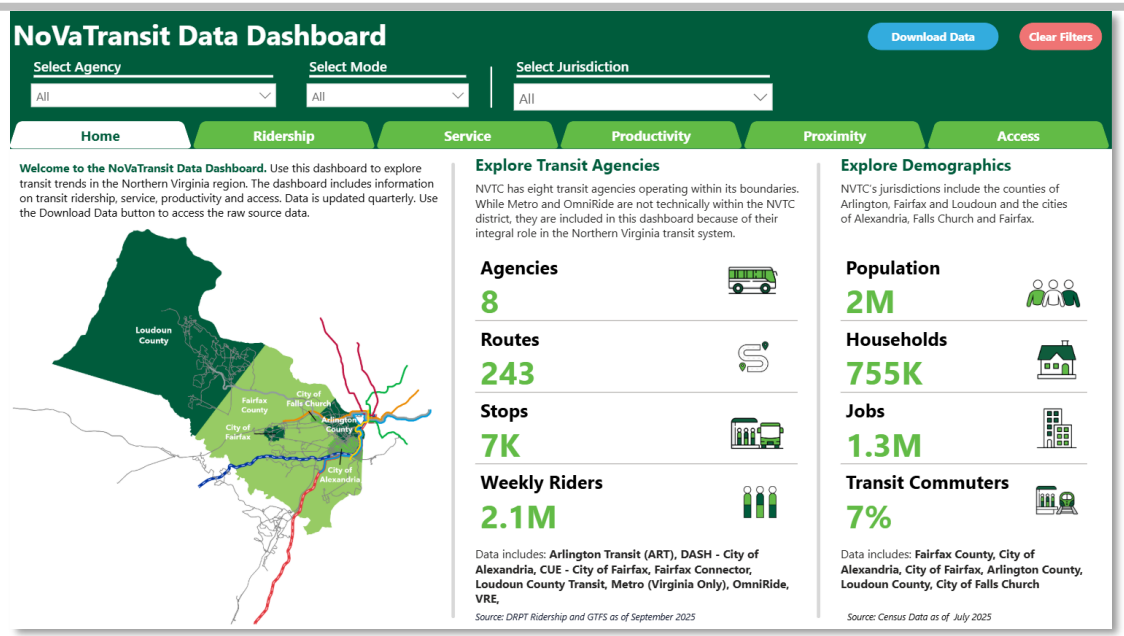
	A	B	C	D
1	GTFS	transitr_1	Agency	Route
357	MTC840	MT840I	MTA	840
358	MTC840	MT840O	MTA	840
359	MTC850	MT850	MTA	850
360	PRTC601	PRTC601N	OmniRide	601
361	PRTC601	PRTC601S	OmniRide	601
362	PRTC602	PRTC602N	OmniRide	602
363	PRTC602	PRTC602S	OmniRide	602
364			OmniRide	611
365	PRTC612	PRTC612I	OmniRide	612
366	PRTC612	PRTC612I%	OmniRide	612
367	PRTC612	PRTC612O	OmniRide	612
368	PRTC612	PRTC612O/	OmniRide	612
369	PRTC622	PRTC622I	OmniRide	622
370	PRTC622	PRTC622O	OmniRide	622
371	PRTC543	PRTC543N	OmniRide	543
372	PRTC543	PRTC543S	OmniRide	543
373	PRTC942	PRTC942O	OmniRide	942
374	PRTCD-100	PRTCD100A	OmniRide	D-100
375	PRTCD-100	PRTCD100B	OmniRide	D-100



Existing Regional Data Sources



Source: Transit Performance Data Dashboard/DRPT

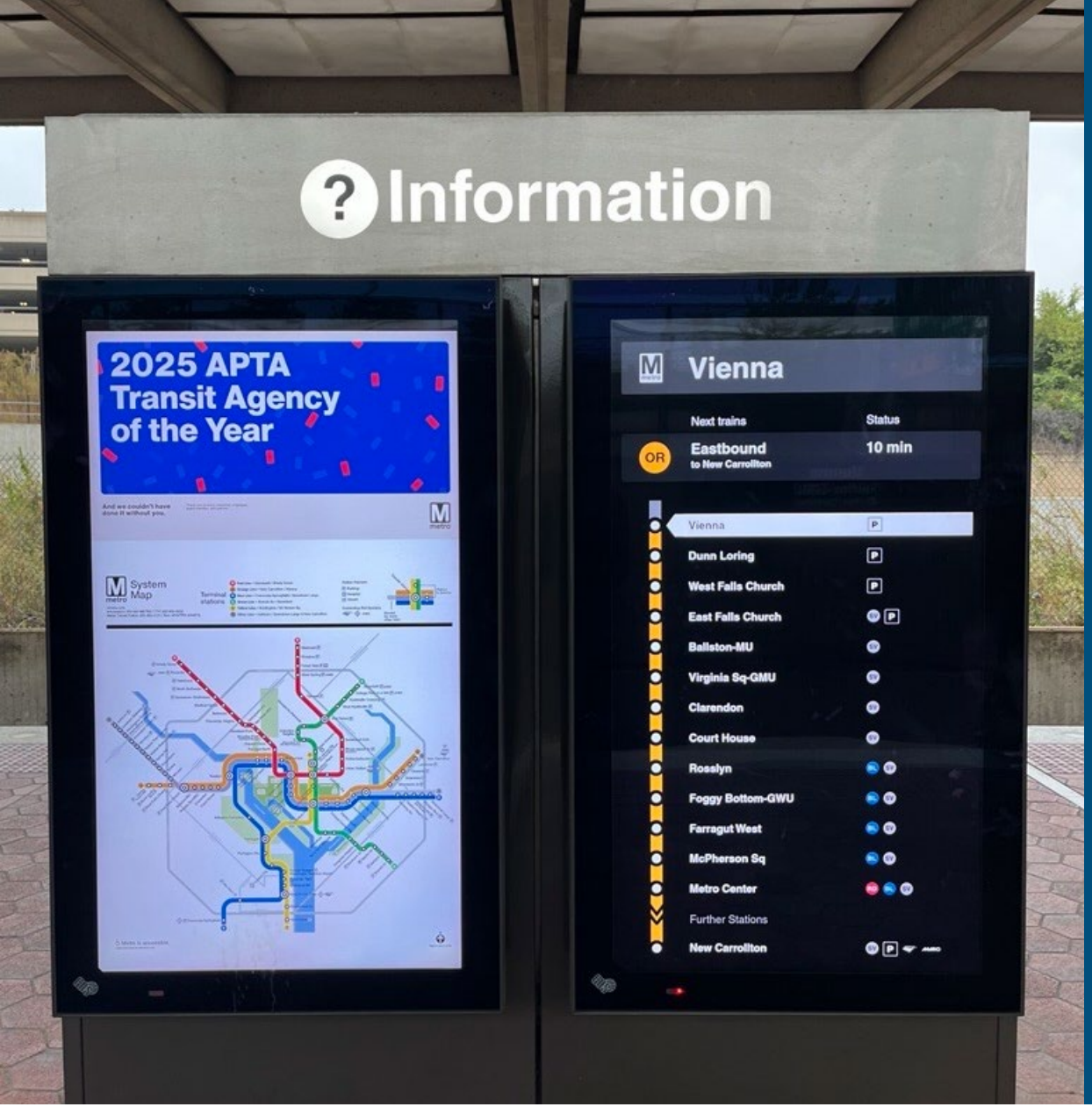


Source: NoVa Transit Data Dashboard/NVTC

- DRPT and NVTC regularly collect monthly ridership, performance, and service data from NOVA agencies
  - TPB can leverage these sources for aggregated ridership information but not disaggregated
- TPB's data needs do not/will not necessarily align with what's already collected
- No known collated source available for data from Maryland member agencies

The ask…and then the discussion

- BLUF: we want to streamline the way we receive transit data from our partners
- We want to work through the RPTS to coordinate the transit data requests that flow from us to you
  - Use the ‘traditional’ transit data ridership request as the first datapoint for this revised data sharing partnership
  - Establish regular POCs for the data we request
  - Provide data needed by TPB at a regularly scheduled interval that works for both partners
  - We want to leverage reports or other data products you produce already, if possible, to minimize the burden
- **<u>Discussion - what will work for you?</u>**



Discussion

- Can your agency provide monthly route-level ridership data?
  - If so, is there a time lag in the data?
  - If not, what are the challenges?
- Would a TPB Sharepoint site containing member-only data depositories work for you to submit requested data regularly?
- Can data requests be sent to you (RPTS liaisons) or should they go to other agency contacts?

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National Capital Region
Transportation Planning Board

TPB REGIONAL EXTREME HEAT ANALYSIS

Katherine Rainone
TPB Transportation Planner

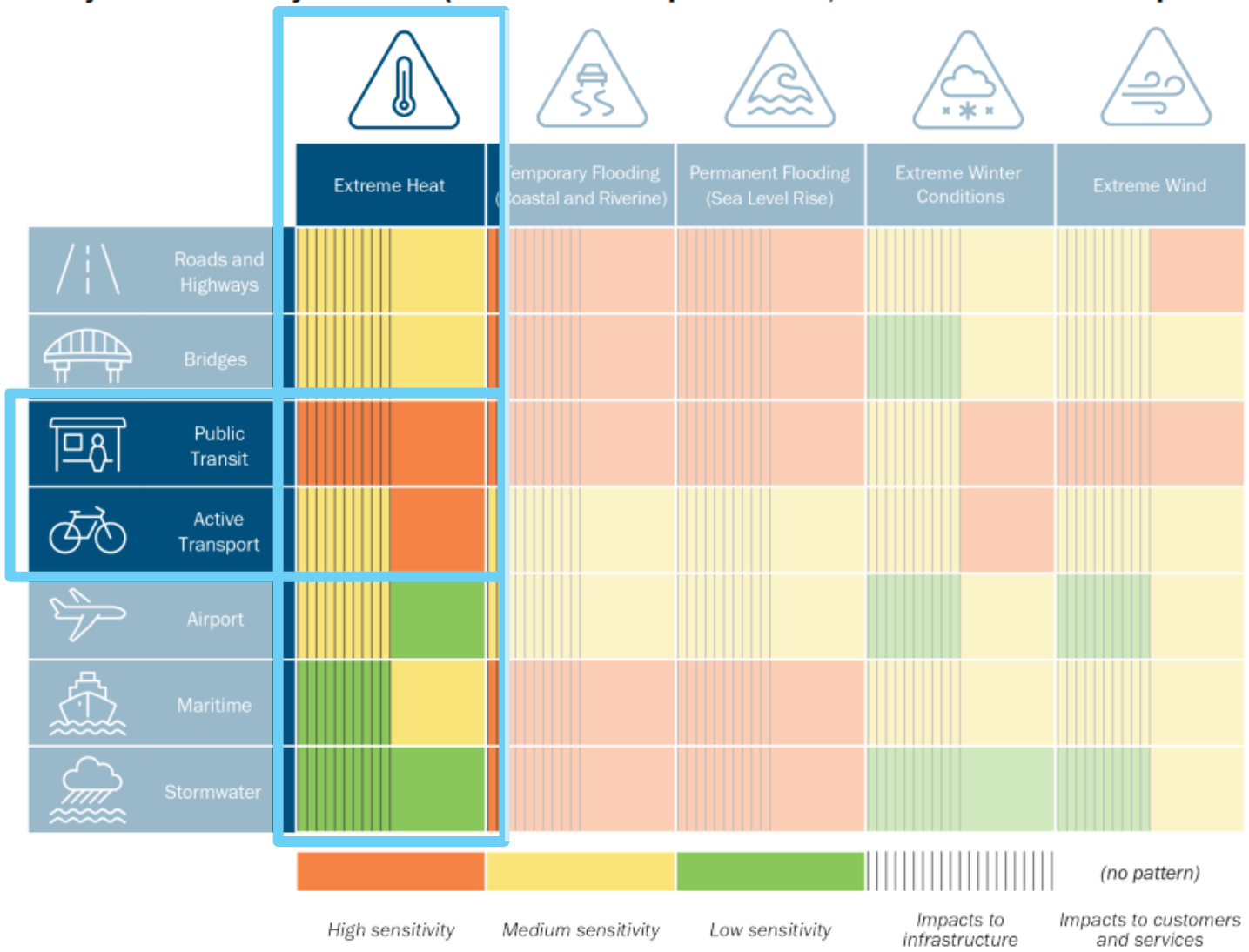
Regional Public Transportation Subcommittee
October 28, 2025

National Capital Region
Transportation Planning Board

What we know

The Transportation Resilience Improvement Plan (TRIP) provided a **high-level summary of heat-related impacts to the system**

Figure 2. System-level analysis results (Infrastructure impacts on left; service and customer impacts on right).



What we know

Extreme heat poses serious risks to transportation users and assets in the TPB region, including:

- Impaired infrastructure performance
- Potential for limited access to essential services
- Altered transit use patterns and user behavior
- Endangered public health
- Server meltdowns impacting control rooms and communication

What we need

The TRIP identified the need for deeper dives into extreme heat impacts and resources. **The Regional Extreme Heat Analysis will:**

OBJECTIVE 1

Identify **where** transportation assets and systems in the region may experience the worst impacts of extreme heat.

OBJECTIVE 2

Demonstrate **how** this could impact the local economy and the ability of the region to meet its broader goals.

OBJECTIVE 3

Provide **resources** to help member agencies kick-start their efforts to adapt to these risks.

Increase understanding of where the risks are

Goal

Improve understanding of where the worst extreme heat exposure may occur

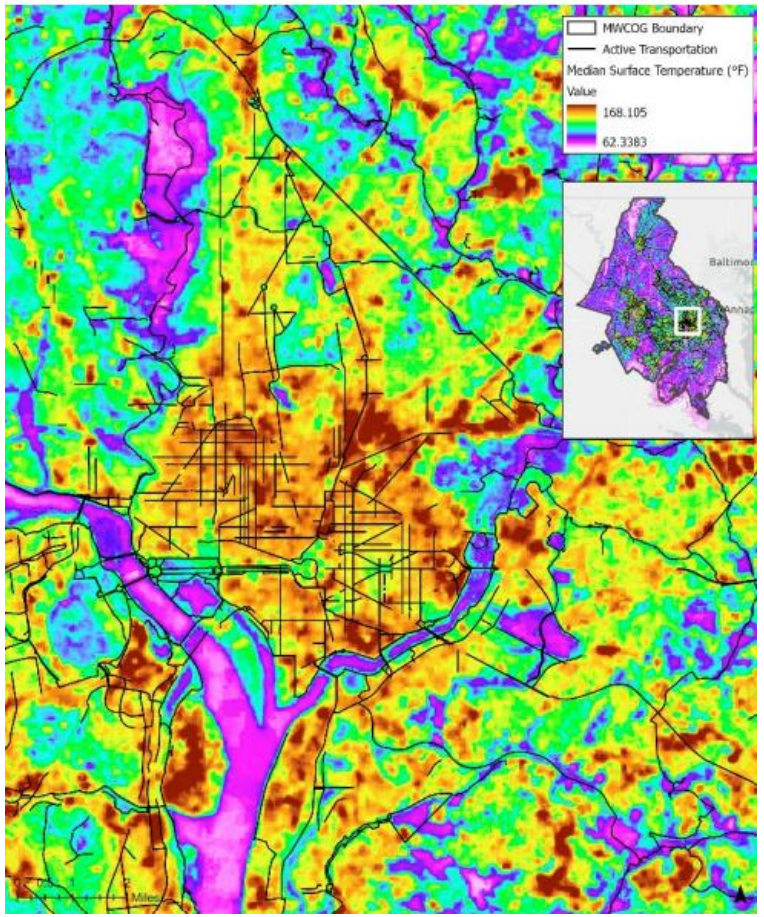
Approach

- Conduct targeted heat vulnerability assessment for transportation assets and users
- Explore creative approaches to pinpointing risk

Example Outcomes

- Extreme heat datasets that go beyond surface temperature

Figure 18. Downtown Washington, DC bike and heat map.



Increase understanding of specific impacts and provide resources to enhance adaptation

Some initial ideas include:

- Transit Infrastructure Resilience Analysis
- Commuter Survey Enhancement
- Model Policy Language
- Decision Tree for Cooling Solutions
- Grant Application Support Packages
- Best Practice Design Guidance

Options

1. **Transit Infrastructure Resilience Analysis**
2. Commuter Survey Enhancement
3. Model Policy Language
4. Decision Tree for Cooling Solutions
5. Grant Application Support Packages
6. Best Practice Design Guidance

Goal

Understand how extreme heat affects transit **infrastructure and operations regionally**

Approach

- Analyze resilience of infrastructure, operations, and users to extreme heat

Example Outcomes

- Impacts assessment
- Slow/stop order frequency (historic and projected)
- Ridership data on high heat days

Options

1. Transit Infrastructure Resilience Analysis
2. **Commuter Survey Enhancement**
3. Model Policy Language
4. Decision Tree for Cooling Solutions
5. Grant Application Support Packages
6. Best Practice Design Guidance

Goal

Understand **heat-related behavioral changes** (e.g., mode shifts) and implications for planning and service delivery

Approach

- Suggested question additions to existing commuter surveys

Example Outcomes

- Updates to TPB's Commuter Connections survey or other partner agency survey efforts

Options

1. Transit Infrastructure Resilience Analysis
2. Commuter Survey Enhancement
3. **Model Policy Language**
4. Decision Tree for Cooling Solutions
5. Grant Application Support Packages
6. Best Practice Design Guidance

Goal

Promote use of cooling strategies through redevelopment projects

Approach

- Review policy language in other regions that facilitate or support cooling projects

Example Outcomes

- Draft language for design standards, RFPs, or development guidelines

Options

1. Transit Infrastructure Resilience Analysis
2. Commuter Survey Enhancement
3. Model Policy Language
4. **Decision Tree for Cooling Solutions**
5. Grant Application Support Packages
6. Best Practice Design Guidance

Goal

Identify **feasible cooling solutions** based on site-specific constraints (e.g., land ownership, space, permitting)

Approach

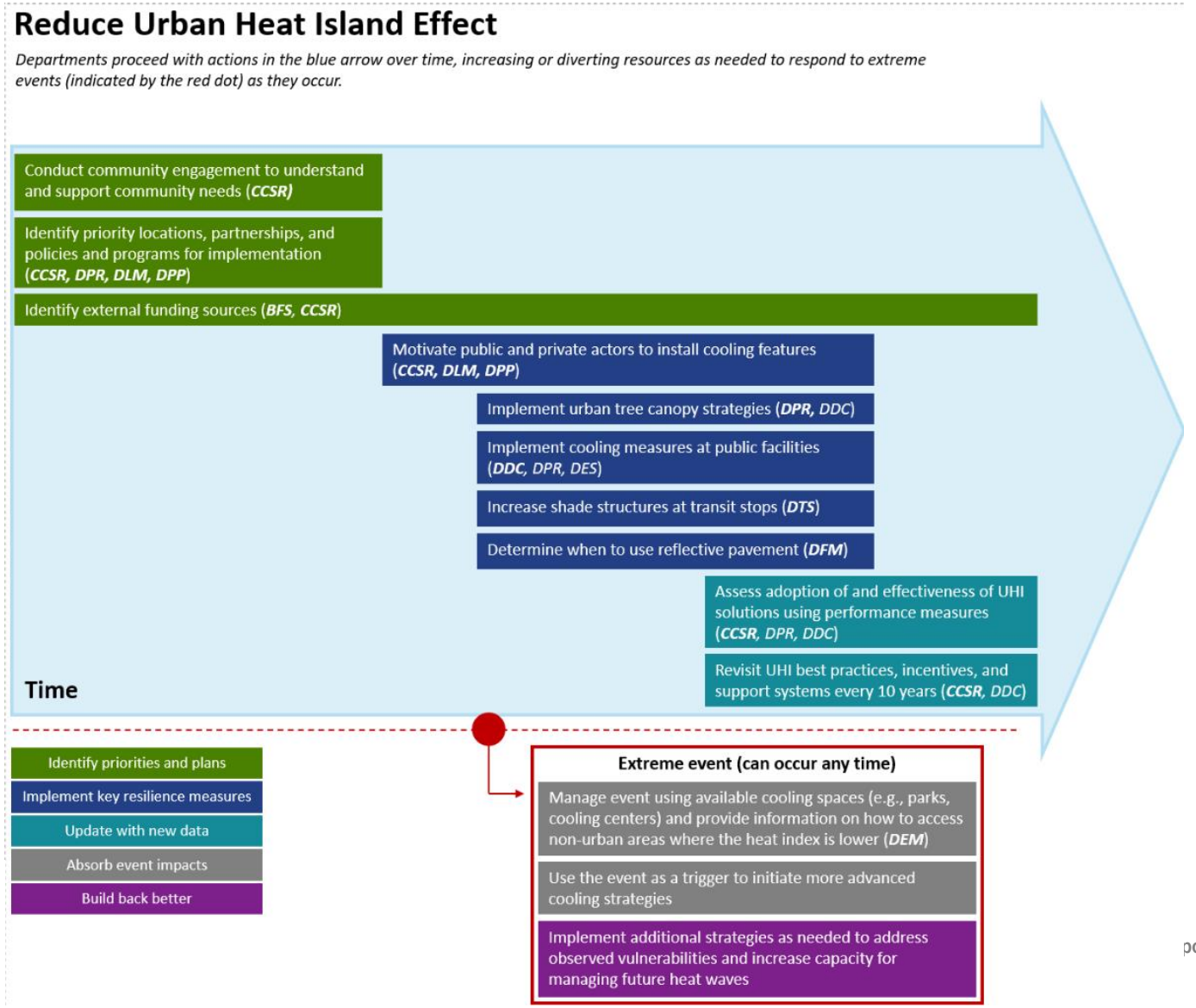
- Develop inventory of entities that are doing this type of work already and review for lessons learned

Example Outcomes

- Decision-tree tool and cost estimates
- Guidance on selecting potential solutions

Decision Tree & Example Outcomes

Example Outcome – Heat Adaptation Pathways



Example from the City and County of Honolulu Climate Ready Oahu Report

Options

1. Transit Infrastructure Resilience Analysis
2. Commuter Survey Enhancement
3. Model Policy Language
4. Decision Tree for Cooling Solutions
5. **Grant Application Support Packages**
6. Best Practice Design Guidance

Goal

Provide resources to improve grant application **competitiveness**

Approach

- Identify funding sources
- Evaluate criteria analysis from key resilience grant programs
- Develop “win themes” to incorporate into applications

Example Outcomes

- Grant application support package

Options

1. Transit Infrastructure Resilience Analysis
2. Commuter Survey Enhancement
3. Model Policy Language
4. Decision Tree for Cooling Solutions
5. Grant Application Support Packages
6. **Best Practice Design Guidance**

Goal

Support **implementation and efficacy** of cooling solutions

Approach

- Identify contexts, typologies and best practices
- Evaluate tradeoffs (scale, level of impact, cost, ROI, etc.)
- Design concepts and guidelines (for transit, pedestrian, bicycle, etc.)

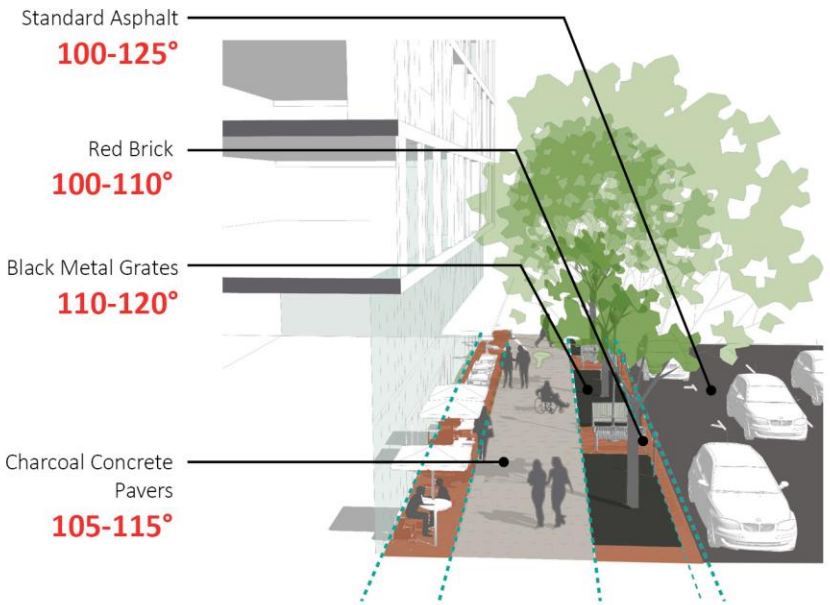
Example Outcomes

- Best practices and design guidance for heat-resilient infrastructure

Design Guidelines & Example Outcomes

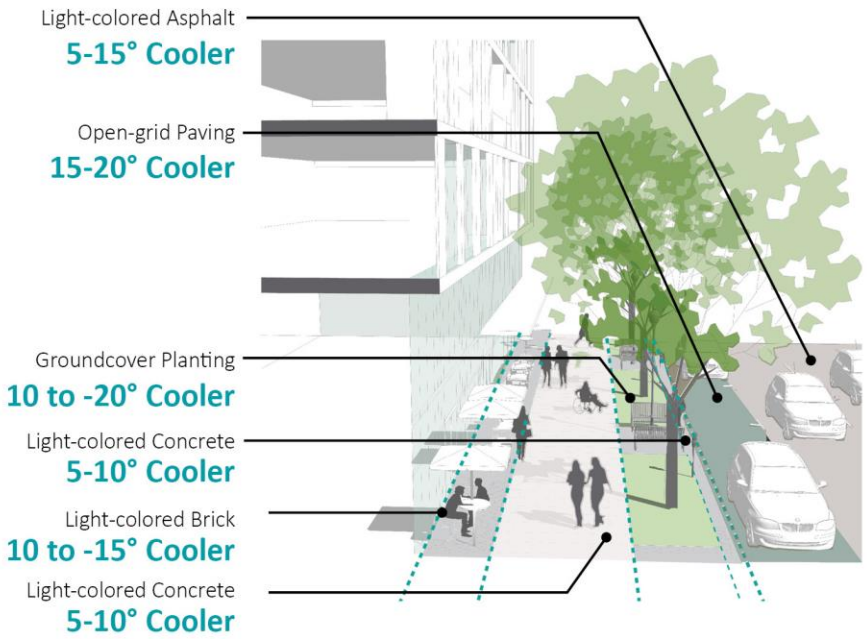
Example Outcome – Pedestrian Infrastructure

Baseline Materials



Existing Silver Spring streetscape condiitons and average daily temperatures (July 24th)

Proposed Cool-Street Materials

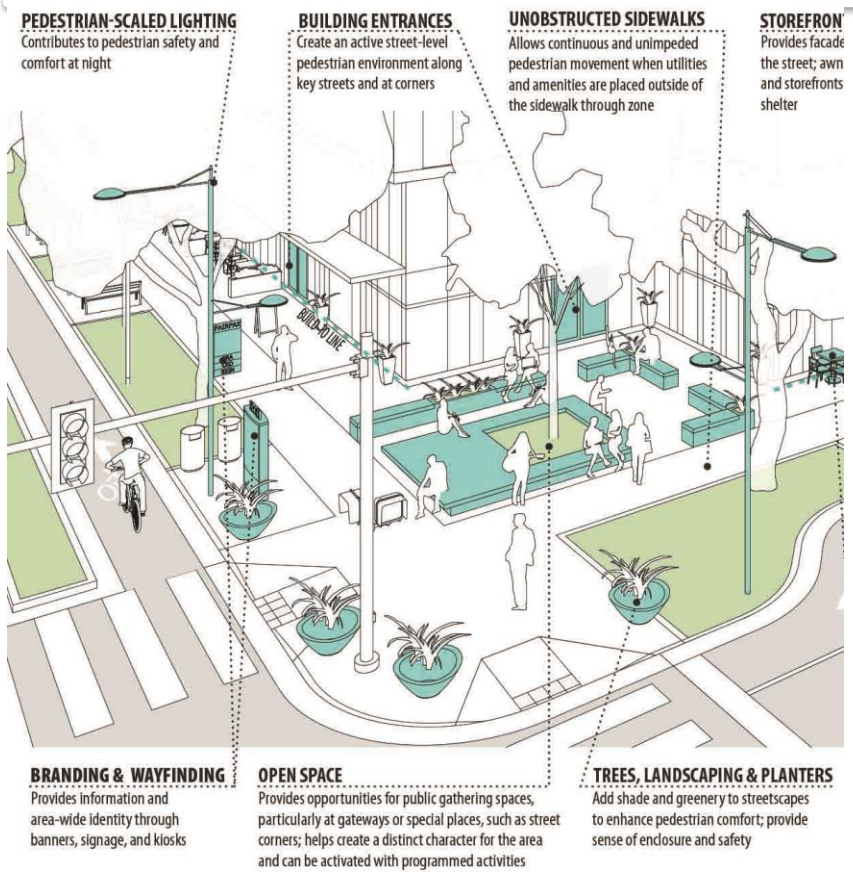


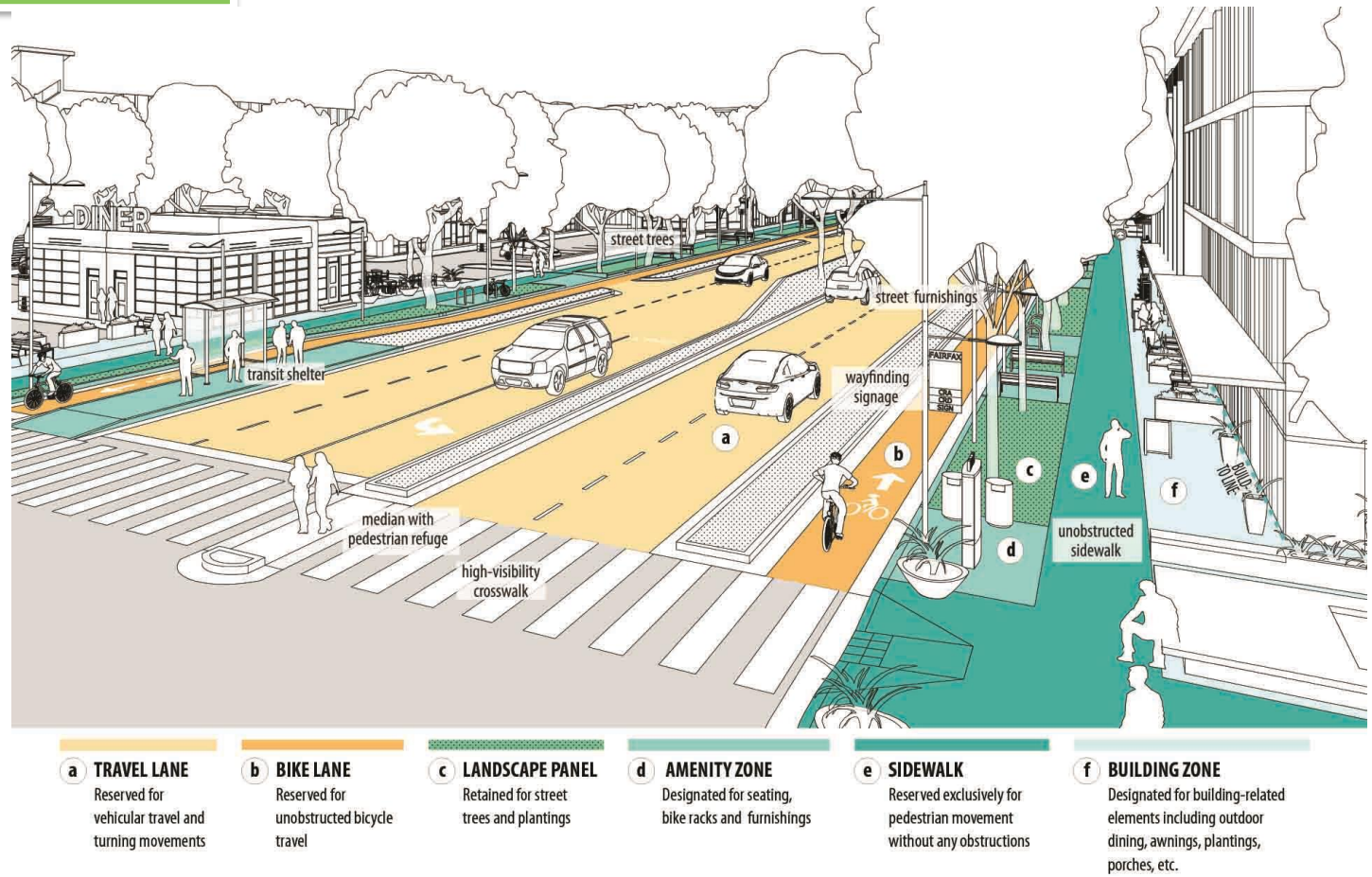
Cool-street recommendations including temperature differences compared to existing conditions

Cool Streets, Silver Spring, MD

Design Guidelines & Example Outcomes

Example Outcome – Pedestrian Infrastructure





Urban Design Guidelines, Fairfax County, VA

Preliminary Work Plan

Transit Infrastructure Resilience Analysis

- Proposed Deliverables: Memo/White Paper documenting analysis results of historic and projected heat impacts to rail and bus operations ridership

Grant Application Support

- Proposed Deliverables: Excel database documenting relevant funding sources and key details (e.g. critical deadlines, criteria, potential win themes)

Best Practice Design Guidance

- Proposed Deliverables: Region-specific design guidance for resilient transportation infrastructure, specifics still in development

Decision Support Tool or Model Policy Language

- Proposed Deliverables: Specifics still in development

What do you think?

- Based on your needs and interests, do any aspects of this project and the proposed preliminary work plan jump out at you?
- Any other ideas you would like to see considered?
- Of the types of resources introduced today, what are you most interested in?
- Do you (or does your agency) have data or plans/reports that would be useful in this effort that you would be willing to share?

DMV*MOVES* – AN UPDATE

September - December 2025

Pierre Gaunaurd
COG Transportation Planner

TPB Regional Public Transportation Subcommittee
October 28, 2025

Agenda

- Initiative Recap and Outlook
- Regional Transit Integration Action Plan - Implementation Next Steps
  - Joint Procurement Coordination
- October 29 Task Force Meeting

DMVMOVES
Moving our region forward, together.

DMV*Moves* – Recap and Outlook

Discussed to date:

- ✓Adopted Vision & Goals
- ✓9 Advisory Group meetings and 5 Task Force meetings:
- ✓Final investment plan for Metro and local transit agencies
- ✓6 action areas for regional integration
- ✓Regional Transit Tour across DMV
- ✓Regional Rail Event Spotlighting Commuter and Intercity Rail

Upcoming:

- ➢ October 29: Final Task Force Meeting
- ➢ November 17: Joint COG/WMATA Board Meeting
- ➢ 2025+: Action Plan Implementation
- ➢ 2026: Local decisions made on how to fund commitments

DMV*Moves* Approach: Bus and Rail Systems

Unmet Fiscal Needs (Metro & Local)

Operating Needs

- Current Service levels
- Serve region's growth

Capital Needs

- State of Good Repair
- Modernize / Expand

Regional Integration (Metro & Local Systems)

Seamless Customer Experience

- Consistent Fare Policies
- One Stop Shop Information

Regional Coordination

- Shared Assets and Resources
- Procurement and Training

Proposed DMV*Moves* Investment Plan

WMATA World-Class Transit Investments

$460-500M in FY28 + 3% per year

- Rail Modernization
- Reinvesting in and Modernizing Metro
- Regional Bus Priority Network – (Partnerships for design, funding, implementation, and service)

+ State/Local investments in priority bus corridors

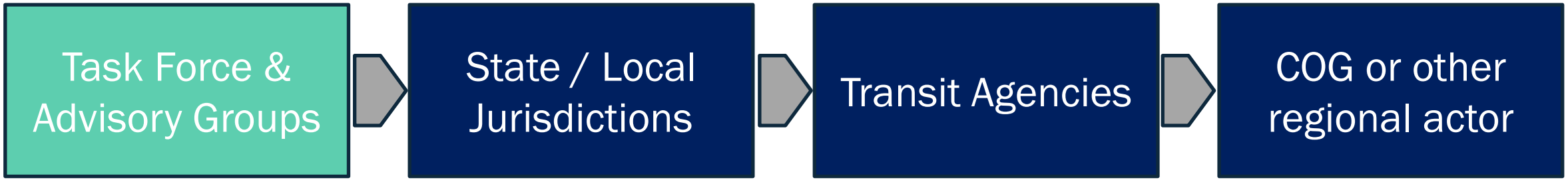
Action Plan recommendations for more integrated and seamless regional transit:

- Implement bus priority strategies to get best value from high-frequency routes
- Adopt shared bus service guidelines and consistent performance measures
- Integrate and align fare policies to provide consistent customer experience
- Improve wayfinding, customer information, and amenities at transit stops
- Explore shared use of resources and assets and grouped procurements
- Make training, certification, and inspection programs more consistent across the region

Implementing the Regional Integration Action Plan

Success will **require broad participation** continued commitments, collaboration, and accountability across all agencies after DMV*Moves*

- While not every action may be adopted right away, **aligning on a shared policy direction now** can build momentum toward a more seamless, connected region



Advocate for enabling actions and funding to state legislatures and local councils / boards

Pass acts and/or modify bills as necessary to ensure implementation of Regional Integration Action Plan

Implement Regional Integration Action Plan

- Facilitate continued collaboration
- Monitor progress
- Track agency commitments and milestones
- Provide technical support
- Report on outcomes

Joint Procurements and Shared Resources

What We're Recommending:

Joint Bus Procurement

WMATA and local transit agencies explore potential cost efficiencies by leveraging their combined purchasing power for revenue vehicle procurement via joint contracts. COG serves as a facilitator to assist agencies with identifying and accessing purchasing opportunities via a permanent regional transit procurement clearinghouse database and joint contracts as necessary.

Other Joint Procurements (e.g., IT software)

Following its first meeting in July 2025, COG will continue to convene a regional working group of transit agency procurement representatives semi-annually that shares updates on local procurement activities, informs members of purchasing opportunities, and serves as a medium to coordinate joint purchases. This group will develop a 24/7 list-serv for everyday communication and will advise on the contents of the regional transit procurement clearinghouse database. COG will also analyze transit procurement contract terms and conditions from across the region and convene agency legal representatives to discuss streamlining requirements. Projected outcomes include easier joint purchasing, cost reductions, and less administrative burdens.

Regional Benefits:

- Make transit administration and operations even more efficient and cost-effective by facilitating cooperative and grouped procurement/purchasing.
- Improve customer experience by enabling investments in facilities, equipment, and technology.

Joint Procurements and Shared Resources (Cont.)

Procurement Roundtable Update - Deliverables

1. Procurement Official List-serv: Ready to populate and is expected to be complete by the end of this week. Can be added to or amended as necessary.
2. Procured Item Inventory Sheets: Incomplete. *Still missing over half*.
3. Transit Procurement Contract Database
   - Existing contract clearinghouse on the COG website (https://www.mwcog.org/purchasing-and-bids/cooperative-purchasing/ncr-contracts/) – uses open source information.
   - Goal is to make it easier to find transit-specific contracts to ride and add all contracts used by agencies.
4. Regional Contract Terms and Conditions Review
   - In progress but will take time.

Joint Procurements and Shared Resources (Cont.)

Procurement Roundtable Update - Deliverables

5. Transit Procurement Official Committee
    - Semi-annual meetings to coordinate joint procurement activities and share information about other purchasing opportunities and challenges.
    - Will be responsible for informing direction to go with transit contract clearinghouse development.
    - Ongoing communication through the list-serv.
    - First meeting expected in January or February 2026.

October 29 Task Force meeting

- Final DMV*Moves* Task Force Meeting at COG
- Task Force will vote on whether to adopt the DMV*Moves* recommendation for consideration by the Joint COG-WMATA Boards in November
- If approved, the Joint Boards will then vote on whether to forward the recommendation to their localities

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