



2025 STATE OF PUBLIC TRANSPORTATION REPORT

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TPB Technical Committee
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National Capital Region
Transportation Planning Board

Agenda Item # 6

Objectives



- Preview the 2025 State of Public Transportation (SOPT) report
- Describe how the SOPT furthers TPB goals
- Review a snapshot of the region's transit network
- Demonstrate how performance metrics will be covered in the SOPT



Purpose of the SOPT

- Snapshot of public transportation operations in the National Capital Region (NCR) during a given year
- Highlights agency accomplishments, challenges, planning, and other activities
- Provides readers with a deeper understanding of the broad network of transit services available in the NCR
- Serves as a means of incorporating public transportation interests into the metropolitan planning process

STATE OF PUBLIC TRANSPORTATION 2024 REPORT

An annual review of public transportation in the National Capital Region

February 2026



TPB Goals Promoted by the SOPT

- Goals historically promoted by the SOPT:
 - Efficient System Operations
 - Affordable and Convenient Mobility operations
 - Environmental Protection
 - Livable and Prosperous Communities
- Goals receiving higher profiles:
 - Safety
 - Well-Maintained Infrastructure
 - Travel Time Reliability



Methodology

- Relies on transit ridership and financial data taken from the FY2024 records of the National Transit Database, published in October 2025
- Other data and content comes from:
 - Agency Questionnaires
 - Budget and Annual reports
 - TPB RPTS presentations
 - Open-source research
 - DMVMoves data and more...



FTA's National Transit Database (<https://www.transit.dot.gov/ntd>)



Report Format

Part I: Summary

- General summary of the state of public transportation operations of the various jurisdictions and transit agencies operating in the National Capital Region (NCR) in 2024.

Part II: Transit Agency Profiles

- Profile sheets provide overview of ridership, operational expenses, revenue sources, recent accomplishments and system characteristics, focusing on agencies offering fixed-route services.

Part III: Other Public Transit Services

- Overview of additional transit services such as the Purple Line construction, paratransit, and more.

Part IV: Regional Public Transportation Organizations

- Information on other public/non-profit organizations in the NCR that provide research, project development, funding or have other involvement in public transportation

Part V: Public Transportation Activities in 2025

- Major studies planned, in progress or completed and significant operational achievements and challenges occurring during CY2025, organized by service provider

Part VI: Transportation Planning Board Activities

- Overview of how the TPB assists with regional public transportation including RPTS, PBPP and Visualize 2050



Preview: Part I – Summary



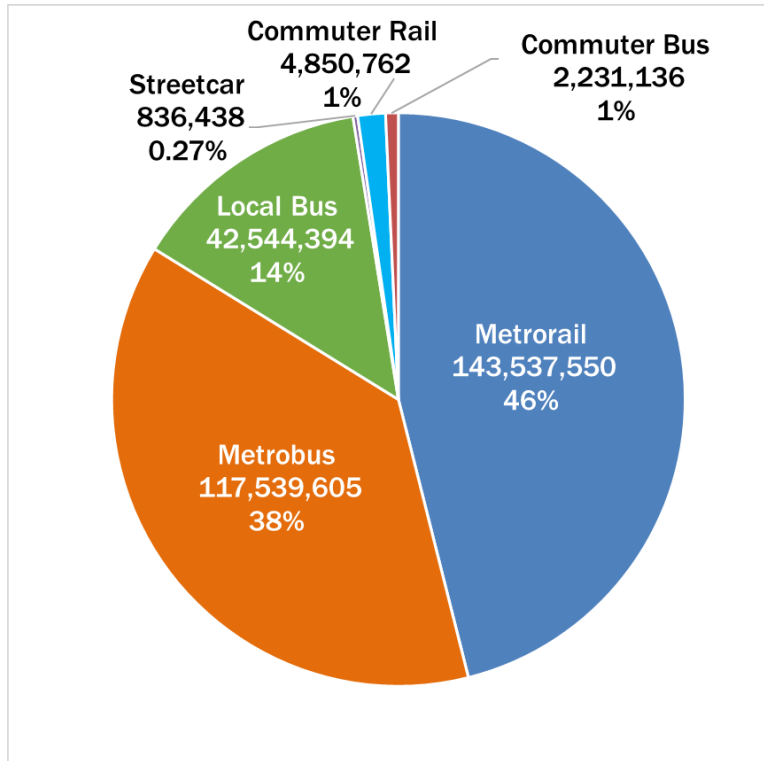
- 13 local and regional bus transit operators through Dec. 2025 (incl. RTA of Central MD and Virginia Regional Transit)
- 4 Microtransit Services
- 3 Commuter Bus Operators
- 2 Commuter Rail Operators
- 1 Streetcar System
- 1 Heavy Rail System
- Multiple Paratransit Services



2024 NTD Ridership Data for the NCR

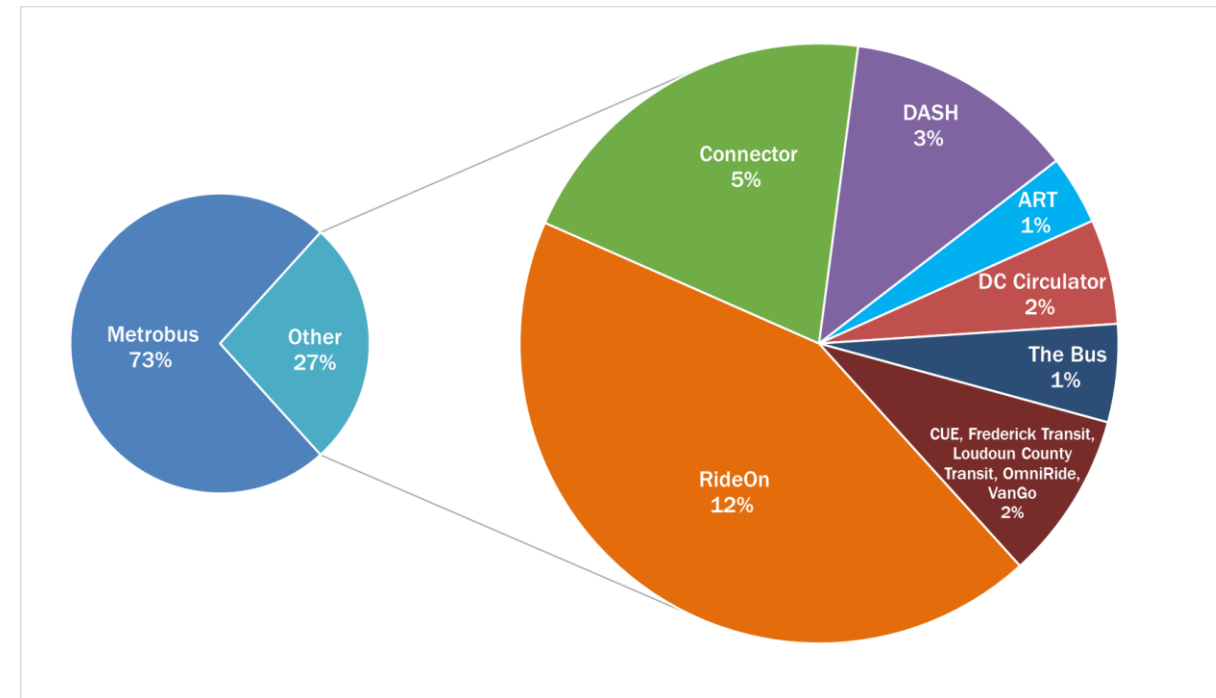
Over **311.5 MILLION TOTAL TRANSIT TRIPS** in 2024, almost **175% more** vs. 2021

Share of Total Trips By Mode



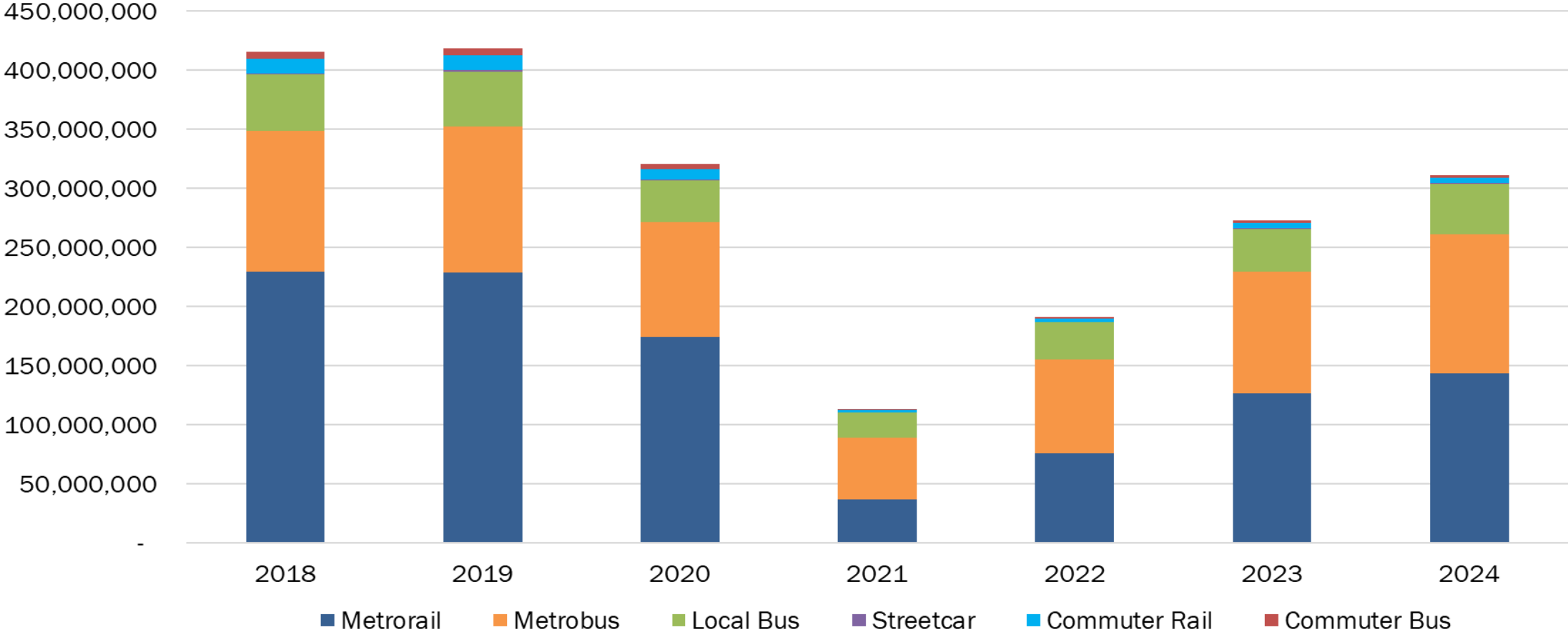
52% of trips in the region occurred by **LOCAL BUS** or **STREETCAR**.

Bus/Streetcar Operator Share of Total Trips



NCR Transit Network Characteristics

Annual Ridership Share by Provider or Mode, Aggregated (FY18 - FY24)



2025 Bus Service Assets in the NCR – (Appx.)

Regional Bus Fleet Totals (Local Fixed-Route & Commuter)

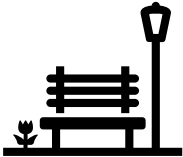


3,021

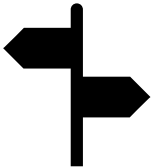
*Non-
WMATA*

1,465

Regional Bus Stop and Route Totals (WMATA-only)



7,559



126

Maryland Local Operator Totals

Routes



Stops



Virginia Local Operator Totals

Routes





Stops




2025 Bus Service Assets in the NCR (Cont.) – (Appx.)


Regional Fleet Totals (As Percentage of Active Fleet)

 **6%** *Per Agency Range* **0 - 18%**
Zero-Emission

 **34%** *Per Agency Range* **0 - 95%**
Low-Emission

Regional Bus Stop Totals (As Percentage of Total Stops)

 **11%** *Per Agency Range* **3 - 36%**
Stops with Shelters

 **20%** *Per Agency Range* **1 - 41%**
Shared Stops



Preview: Part II – Agency Profile Sheets



2025 Activities and Accomplishments

- **ART:** ART was the first in the region to deploy cloud-based Transit Signal Priority (TSP) as part of a TSP pilot on Langston Blvd in August 2025.
- **Frederick:** Transit Services continued to grow ridership, surpassing pre-COVID levels, reaching over 928k rides.
- **Loudoun:** Began fare-free local bus service in January.
- **Ride On:** Celebrated its 50th Anniversary.
- **VanGO:** Completed new Transit Development Plan and Design/Engineering for new transit facility.



Preview: Part II – Agency Profile Sheets



Overview

The DC Streetcar operated in Washington, DC, until March 2026. It consisted of a single 2.2-mile line running in mixed traffic along H Street NE and Benning Road NE. It ran as a free service with the goals of linking neighborhoods, reducing parking demand, traffic congestion and air pollution, plus encouraging economic development and affordable housing options.

DC Streetcar
<https://www.dcstreetcar.com>

- SR Mode**
- 6 Active Fleet**
- 15 Stops**
- 1 Routes**

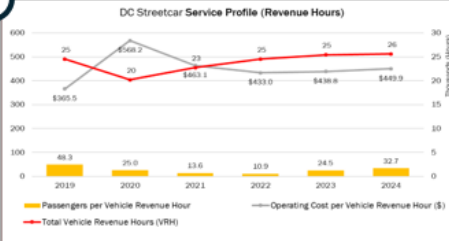
CY25 Agency Activities



- ❖ In October 2025, DDOT announced that its streetcar service would cease operations on March 31, 2026, a year earlier than originally planned due to budget cuts.
- ❖ DC decided to end the service in part due to slow post-pandemic ridership recovery and increasing costs.

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DC Streetcar System Characteristics and Performance Metrics (FY19-FY24)



2022 was the quietest recent year for DC Streetcar. Hours in service continued to increase from a pandemic-impacted low in 2020, but fiscal year 2022, which included half of calendar year 2021, featured the lowest annual ridership and, as a result, average passengers riding per VRH.



Although the service mileage offered increased steadily after a low in 2020, and ridership recovered at a very slow pace from 2021 onward, the passengers riding streetcar traveled further distance trips in 2023 and 2024.



After experiencing a significant increase in ridership in 2023 compared to the previous year, a smaller rise in 2024 kept the streetcar from crossing back over a million annual passenger trips as in 2019.

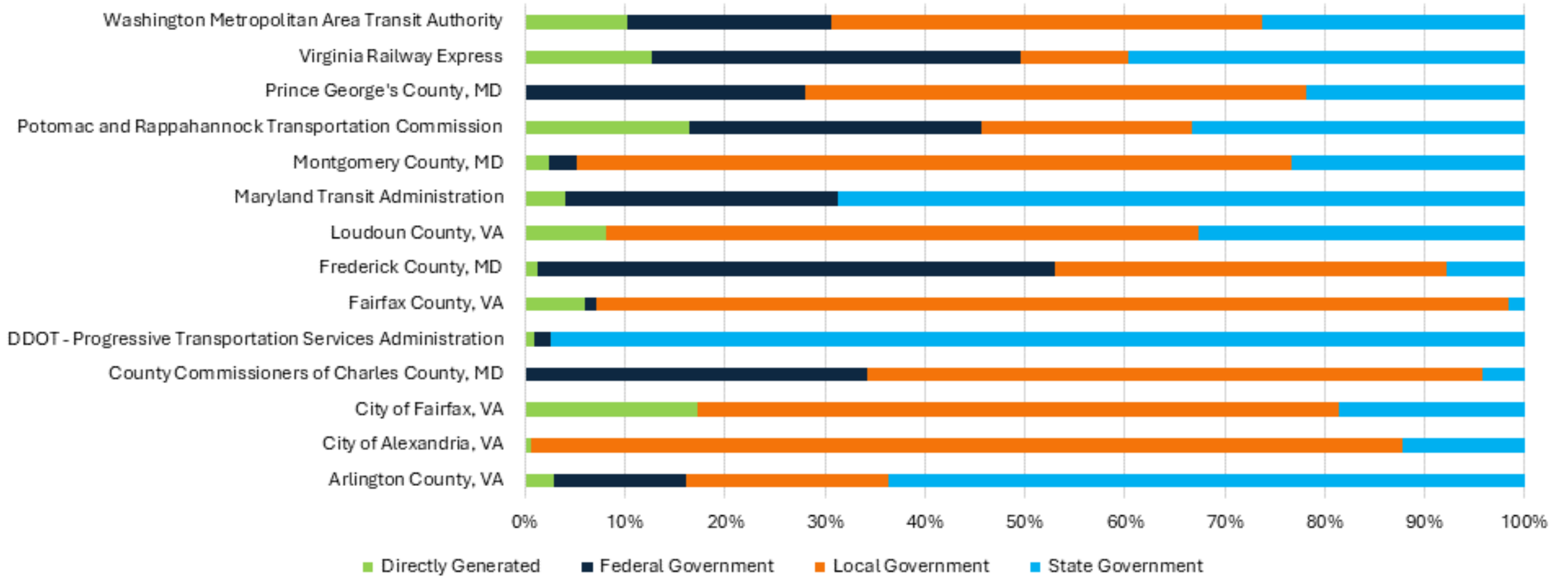
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- Each Agency Profile includes data on the following metrics:
 - Annual Ridership
 - Annual OpEx
 - Total VRM
 - Total PMT
 - Px/VRM
 - Total VRH
 - OpEx/VRH
 - Px/VRH

- Each data table has an explanatory text box interpreting the quantitative information.



Summary of Agency Revenue Sources - FY2024



Preview: Part III – Other Public Transit

- Microtransit
 - **Loudoun County** began a microtransit pilot in July 2025 in the Leesburg area
 - **Arlington County** exploring the launch of a microtransit service for limited areas in the northern portion of the county



Preview: Parts IV and V – Regional Organizations and Agency Planning Activities

2025 Updates and Planning Activities

- **CUE:** Began an update to its Transit Development Plan, evaluating possible service changes, expected for completion in 2026.
- **MTA:** Published the MARC Growth and Transformation Plan, envisioning more frequent, all-day, and all-week rail service—including weekends.
- **NVTC:** The Envision Route 7 Bus Rapid Transit program began analyses of the proposed route between Seven Corners and the Mark Center/Southern Towers.
- **VRE:** Received approval from NVTC and PRTC for its System Plan 2050 long-range plan, setting a foundation for future service expansion.



Preview: Part VI – TPB Activities



Revenue Vehicles Performance Measure Asset Class	Regional Assets Total	Regional Target of revenue vehicles that have met or exceeded ULB
AB- Articulated bus	97	0.2%
AO- Auto	227	0.0%
BR- Over-the-road bus	384	6.6%
BU- Bus	2593	10.3%
CU- Cutaway bus	134	25.7%
HR- Heavy rail passenger car	1206	6.0%
LR- Light rail vehicle	6	0.0%
MV- Minivan	288	1.7%
RL- Commuter rail locomotive	88	0.0%
RP- Commuter rail passenger coach	288	9.6%
SV- Sport utility vehicle	4	0.0%
VN- Van	555	3.2%
Revenue Vehicle Totals	5849	

Service Vehicles Performance Measure Asset Class	Regional Assets Total	Regional Target of service vehicles that have met or exceeded ULB
Automobiles	185	54.2%
Trucks and other Rubber Tire Vehicles	1390	3.4%
Steel Wheel Vehicles	88	42.7%
Service Vehicle Totals	1659	

Track Segments, Signals, and Systems Performance Measure Asset Class	Regional Assets Total (miles)	Regional Target of tracks that have performance restrictions
CR - Commuter Rail	3.2	0.0%
HR - Heavy Rail	262.5	3.5%
SR - Streetcar Rail	5.6	5.0%
Track Segments Totals	271.3	

Admin., Maintenance, and Passenger Facilities Performance Measure Asset Class	Regional Assets Total	Regional Target of facilities that are below TERM Grade 3 condition
Passenger Facilities	154	2.3%
Passenger Parking Facilities	135	2.6%
Maintenance Facilities	125	1.6%
Administrative Facilities	75	1.3%
Facility Totals	489	

- TPB approval of the region’s updated long-range plan, Visualize 2050 and new TIP
- Supported the DMV Moves regional transit initiative through facilitation of meetings, data analysis, and member collaboration
- Set FY25 Transit Asset Management Targets as per federal requirements, as well as updated transit safety targets
- Regional Public Transportation Subcommittee (eight meetings in 2025)



Next Steps

- Complete preparation of the SOPT25 and distribute to RPTS for feedback.
- Publish SOPT25 on COG website in July 2026.
- Throughout Fall 2026, develop and pilot new data sharing platform for RPTS members.



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