National Capital Region
Transportation Planning Board

TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE (RPTS)

Tuesday, June 24, 2025
12:00 – 2:00 P.M.
Virtual

Chair: Stephen Miller, MDOT-MTA

AGENDA

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

12:05 P.M. **2. CHARLES COUNTY'S 2025 TRANSIT DEVELOPMENT PLAN**
Jeff Barnett, VanGO General Manager

12:30 P.M. **3. MARC'S GROWTH AND TRANSFORMATION PLAN UPDATE**
Alicia Rowe, MDOT MTA Program Manager

12:55 P.M **4. TPB'S ENHANCED TRAVEL MONITORING PROGRAM UPDATE**
Ian Newman, TPB Transportation Planner

1:15 P.M **5. SOLICITATION FOR ENHANCED MOBILITY PROGRAM**
Dan Sheehan, TPB Transportation Planner

1:35 P.M. **6. 2024 STATE OF PUBLIC TRANSPORTATION REPORT OVERVIEW**
Pierre Gaunaurd, TPB Transportation Planner

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

- *Solicitation for Transit Within Reach Grant Program Proposals (Pierre Gaunaurd)*

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

The next regular meeting of RPTS is scheduled for July 2025 and is in-person. Details TBA.

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.

Charles County
Transit Development Plan

Board of County Commissioners | May 6, 2025

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

KFH GROUP

VANGO

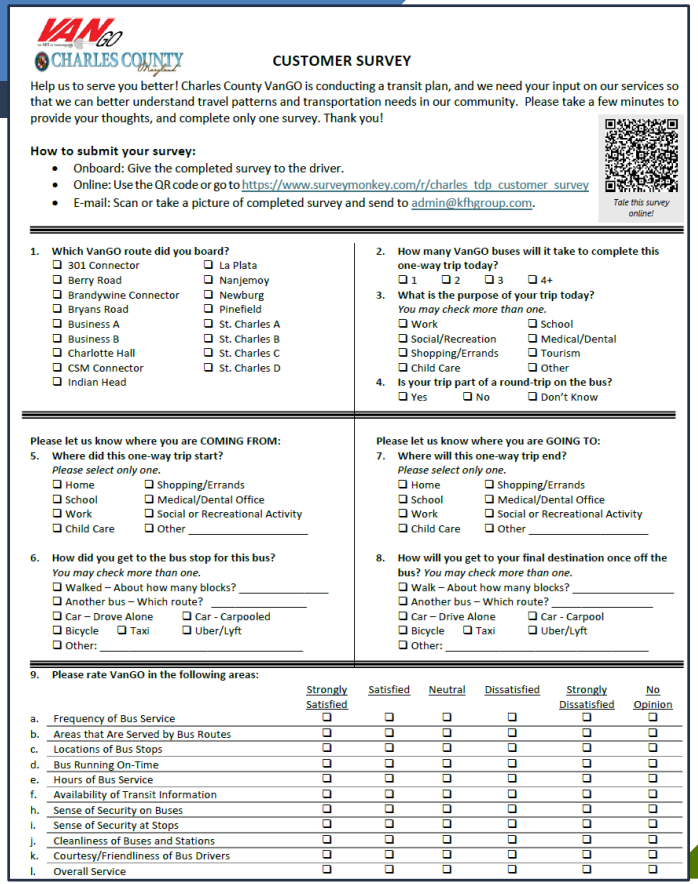
Transit Development Plan

- Builds upon and formulates goals and objectives for public transportation
- Reviews and assesses current transit services
- Identifies unmet transit needs
- Develops short-range course of action (5-Year Plan)
- Serves as a guide for implementing service and/organizational changes, improvements, or expansions
- Used as the basis for future federal and state funding applications to Maryland Department of Transportation – Maryland Transit Administration

Planning Process

Public Participation and Community Outreach

- Advisory Committee
- Customer (Rider) Survey
- Community Survey



VANGO
CHARLES COUNTY

CUSTOMER SURVEY

Help us to serve you better! Charles County VanGO is conducting a transit plan, and we need your input on our services so that we can better understand travel patterns and transportation needs in our community. Please take a few minutes to provide your thoughts, and complete only one survey. Thank you!

Take this survey online!

How to submit your survey:

- Onboard: Give the completed survey to the driver.
- Online: Use the QR code or go to https://www.surveymonkey.com/r/charles_tdp_customer_survey
- E-mail: Scan or take a picture of completed survey and send to admin@kfhgroup.com.

1. Which VanGO route did you board?

- ❑ 301 Connector
- ❑ Berry Road
- ❑ Brandywine Connector
- ❑ Bryans Road
- ❑ Business A
- ❑ Business B
- ❑ Charlotte Hall
- ❑ CSM Connector
- ❑ Indian Head
- ❑ La Plata
- ❑ Nanjemoy
- ❑ Newburg
- ❑ Pinefield
- ❑ St. Charles A
- ❑ St. Charles B
- ❑ St. Charles C
- ❑ St. Charles D

2. How many VanGO buses will it take to complete this one-way trip today?

❑ 1 ❑ 2 ❑ 3 ❑ 4+

3. What is the purpose of your trip today?

You may check more than one.

- ❑ Work
- ❑ School
- ❑ Social/Recreation
- ❑ Medical/Dental
- ❑ Shopping/Errands
- ❑ Tourism
- ❑ Child Care
- ❑ Other

4. Is your trip part of a round-trip on the bus?

❑ Yes ❑ No ❑ Don't Know

Please let us know where you are COMING FROM:

5. Where did this one-way trip start?

Please select only one.

- ❑ Home
- ❑ School
- ❑ Work
- ❑ Child Care
- ❑ Shopping/Errands
- ❑ Medical/Dental Office
- ❑ Social or Recreational Activity
- ❑ Other _____

6. How did you get to the bus stop for this bus?

You may check more than one.

- ❑ Walked – About how many blocks? _____
- ❑ Another bus – Which route? _____
- ❑ Car – Drove Alone
- ❑ Car - Carpooled
- ❑ Bicycle
- ❑ Taxi
- ❑ Uber/Lyft
- ❑ Other: _____

Please let us know where you are GOING TO:

7. Where will this one-way trip end?

Please select only one.

- ❑ Home
- ❑ School
- ❑ Work
- ❑ Child Care
- ❑ Shopping/Errands
- ❑ Medical/Dental Office
- ❑ Social or Recreational Activity
- ❑ Other _____

8. How will you get to your final destination once off the bus? *You may check more than one.*

- ❑ Walk – About how many blocks? _____
- ❑ Another bus – Which route? _____
- ❑ Car – Drive Alone
- ❑ Car - Carpool
- ❑ Bicycle
- ❑ Taxi
- ❑ Uber/Lyft
- ❑ Other: _____

9. Please rate VanGO in the following areas:

		Strongly Satisfied	Satisfied	Neutral	Dissatisfied	Strongly Dissatisfied	No Opinion
a.	Frequency of Bus Service	❑	❑	❑	❑	❑	❑
b.	Areas that Are Served by Bus Routes	❑	❑	❑	❑	❑	❑
c.	Locations of Bus Stops	❑	❑	❑	❑	❑	❑
d.	Bus Running On-Time	❑	❑	❑	❑	❑	❑
e.	Hours of Bus Service	❑	❑	❑	❑	❑	❑
f.	Availability of Transit Information	❑	❑	❑	❑	❑	❑
h.	Sense of Security on Buses	❑	❑	❑	❑	❑	❑
i.	Sense of Security at Stops	❑	❑	❑	❑	❑	❑
j.	Cleanliness of Buses and Stations	❑	❑	❑	❑	❑	❑
k.	Courtesy/Friendliness of Bus Drivers	❑	❑	❑	❑	❑	❑
l.	Overall Service	❑	❑	❑	❑	❑	❑

Summary: Needs Assessment

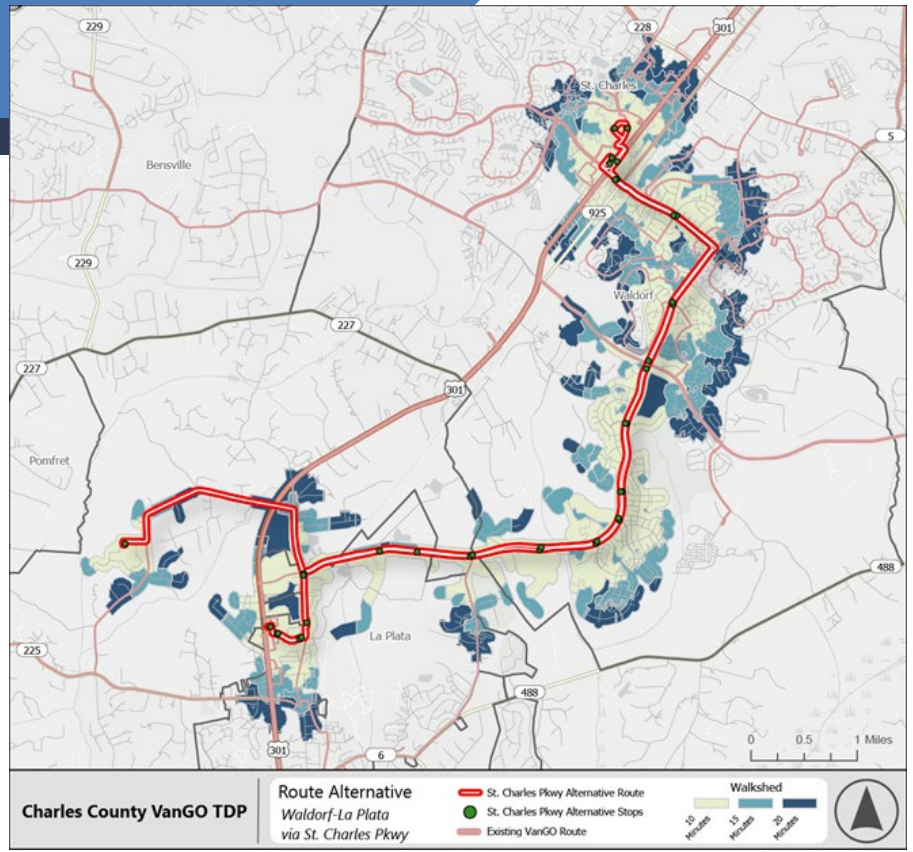
- Current Customers:
  - Sunday service
  - Bus stop improvements
  - Later evening service
  - More frequent service
- Community Members:
  - Shorter wait/pickup time
  - More frequent service
  - Improved sidewalk infrastructure to access stops
    - *Need for Additional or Improved Public Transportation in Charles County: 92% Responded "Yes"*

Proposed Improvements

- Modifications to Current Fixed-Route Network
- Microtransit / On-Demand Services
- Sunday Service
- Increased Service Frequency on Selected Routes
- Expanded Service Hours
- Improved Bus Stop Infrastructure

Short-Term Improvement

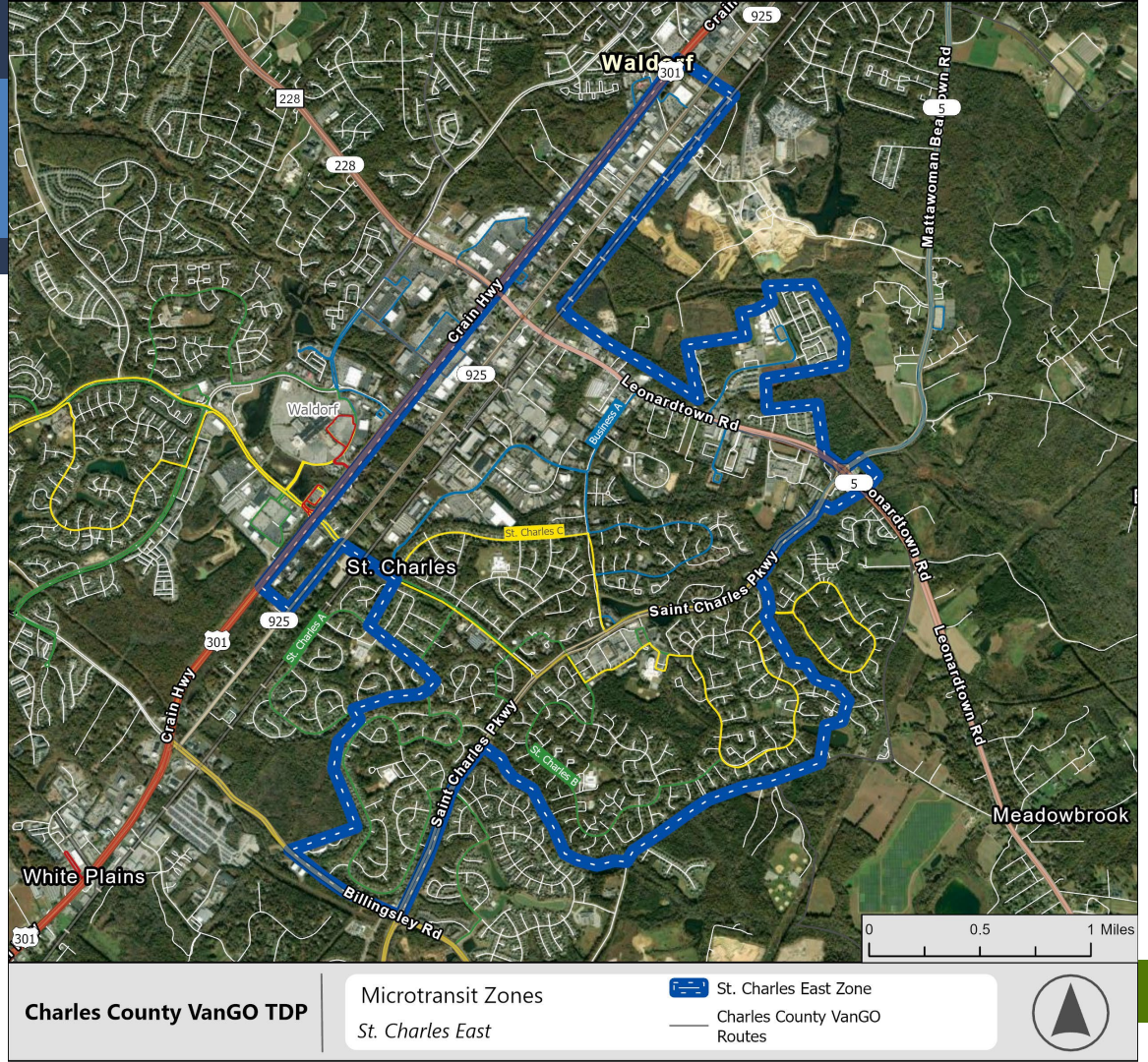
- Shift 301 Connector Route to St. Charles Parkway
- Provides service to more populated corridor with limited current service
- Would serve large-scale housing developments under construction
- Provides more connections with College of Southern Maryland main campus
- Serves as a cost-neutral modification to current network



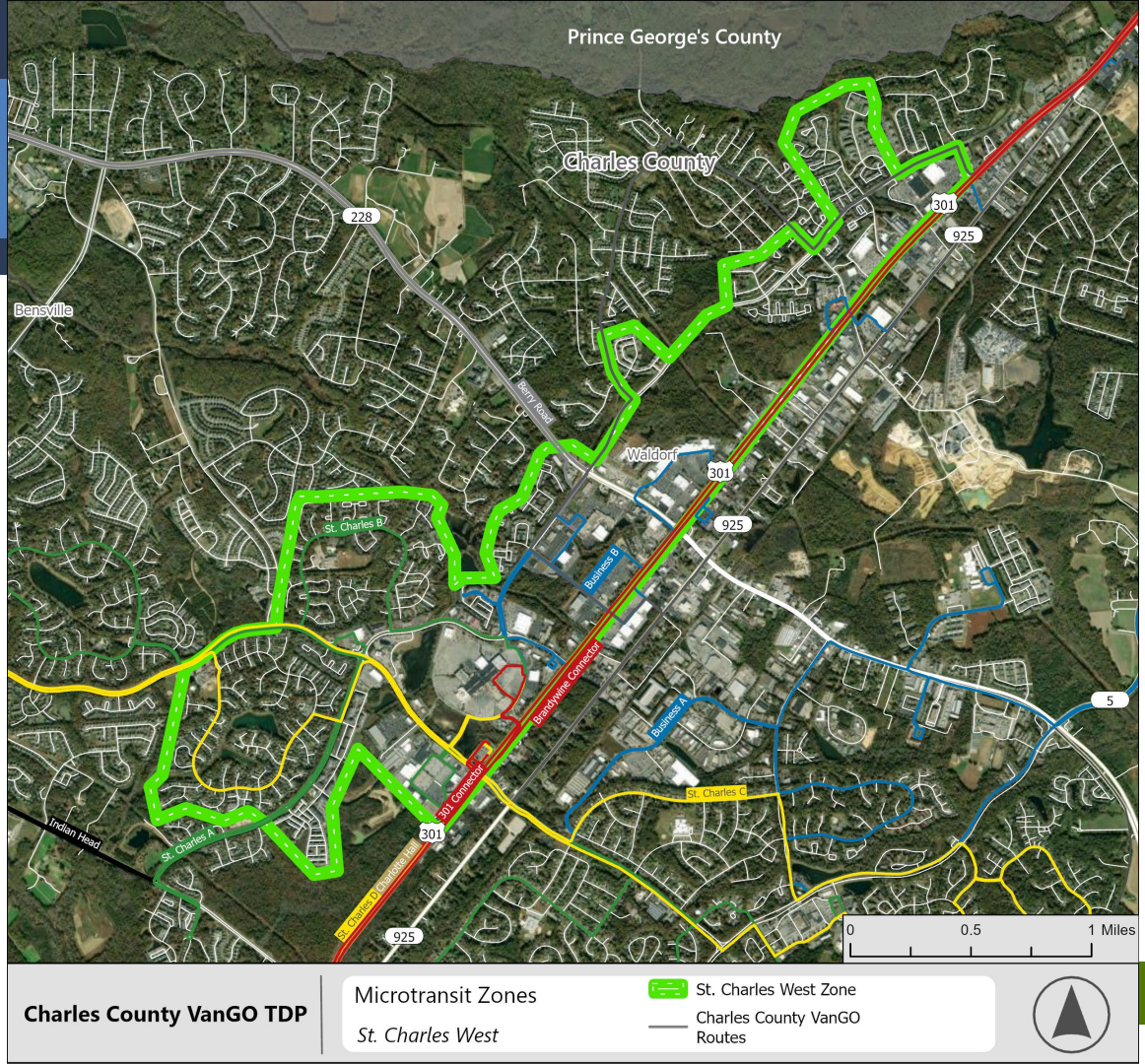
Mid-Term Improvement

- Implement Microtransit / On-Demand Services
- Plan provides a step-by-step process with key considerations
- Serves as key component of possible hybrid system
- Provides first mile/last mile connections to existing routes
- Offers opportunity to use more cost-effective option to meet needs when overall demand is lower
- St. Charles East and West could serve as pilot zones

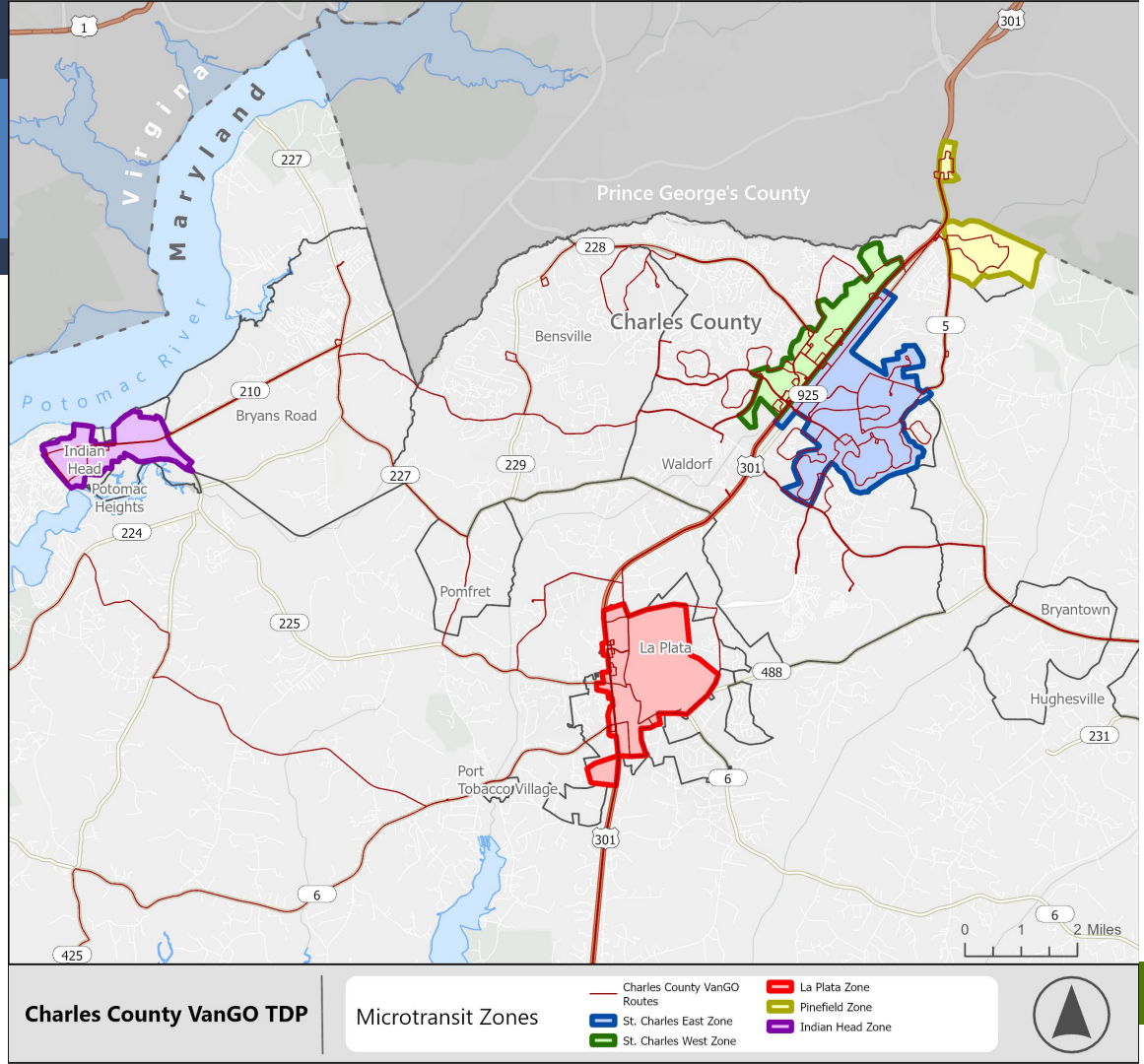
Potential St. Charles East On-Demand Zone



Potential St. Charles West On-Demand Zone



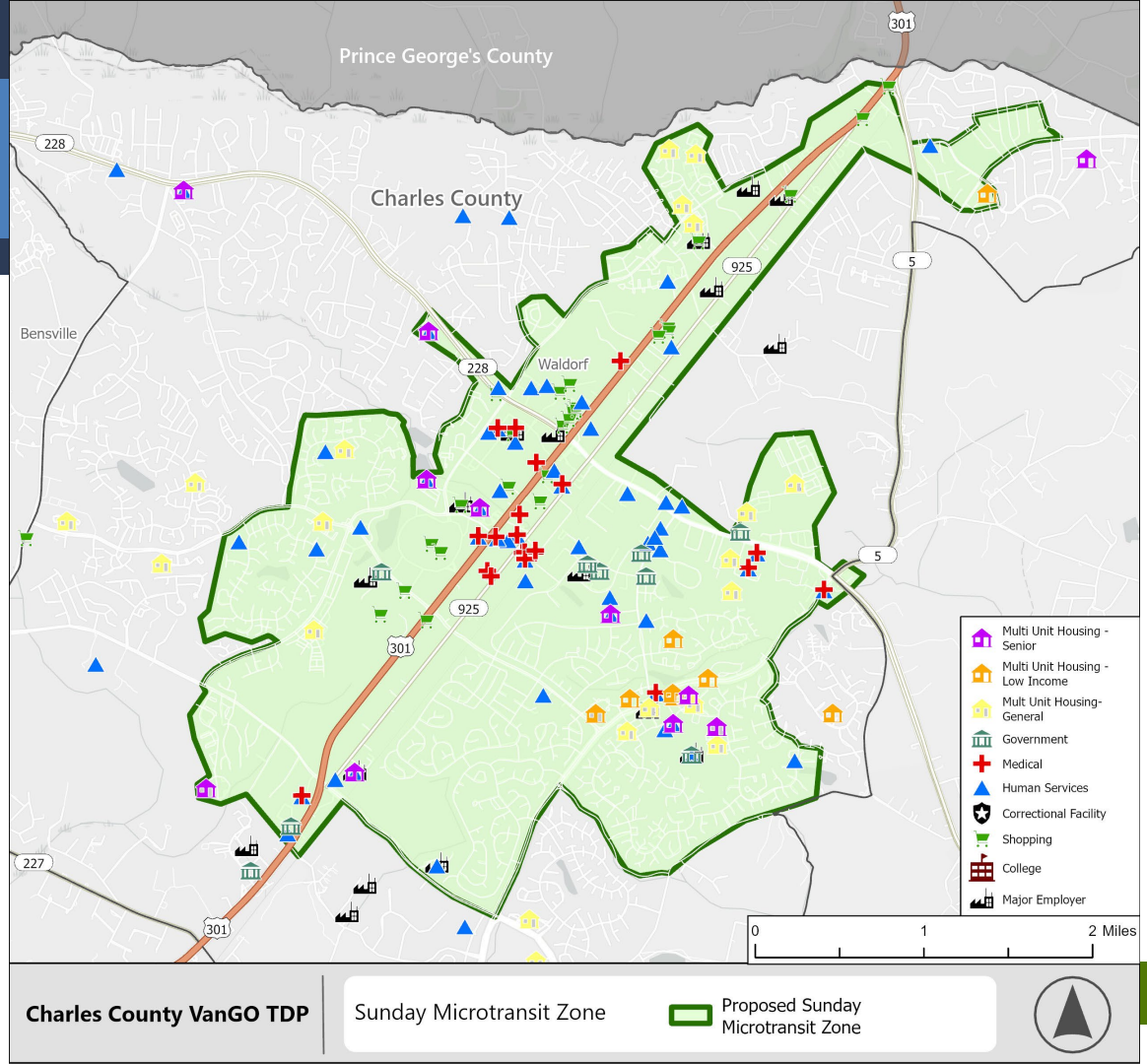
Potential Full On-Demand Service Network



Sunday Service

- Responds to top service improvement expressed by current customers
- Provides opportunity to employ on-demand services when operating fixed-routes is not feasible or cost-effective
- Projected as a mid-to-late term improvement

Potential Sunday On-Demand Service



Ongoing Improvement

- Improve Bus Stop Infrastructure:
  - Responds to a desired improvement expressed by current customers and the TDP Advisory Committee
  - Encourages ridership by improving customer amenities at key bus stop locations
  - Improves visibility of the system and offers marketing and partnership opportunities

Conceptual Financial Plan for Operating

Proposed Operating Requests	Projected Year				
	1	2	3	4	5
Proposed Future Projects					
Baseline Operating Cost with Inflation[1]	$11,340,587	$11,907,616	$12,502,997	$13,128,147	$13,784,554
Year 1					
Modifications to Current Fixed-Route Network[2]	$0	$0	$0	$0	$0
Year 3					
St. Charles East Microtransit			$849,420	$891,891	$936,486
St. Charles West Microtransit			$283,140	$297,297	$312,162
Year 4					
La Plata Microtransit				$566,280	
Pinefield Microtransit				$283,140	
Indian Head Microtransit				$283,140	
Year 5					
Sunday Microtransit - Zone 1					$113,256
Beyond Year 5					
Increased Service Frequency on Selected Routes					
Expanded Service Hours [3]					
Total Proposed Operating Expenses	**$11,340,587**	**$11,907,616**	**$13,635,557**	**$15,449,895**	**$15,146,458**
Anticipated Funding Sources for Operating [3]					
Federal/State	$6,010,511	$6,311,037	$7,226,845	$8,188,444	$8,027,623
Local	$5,330,076	$5,596,580	$6,408,712	$7,261,451	$7,118,835
Total Proposed Operating Revenues	**$11,340,587**	**$11,907,616**	**$13,635,557**	**$15,449,895**	**$15,146,458**

Next Steps

- Adoption by Board of County Commissioners:
  - Acceptance does not obligate Charles County or MDOT MTA to fund a particular improvement
  - Implementation of any improvement is a function of funding availability

- Annual budget and MDOT MTA grant application process

MARC Growth and Transformation Plan

TPB Regional Public Transportation Subcommittee

June 24, 2025

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

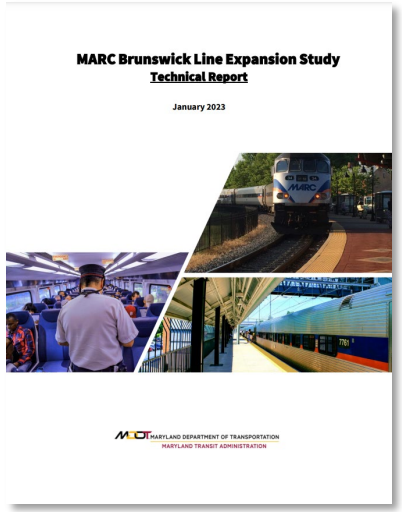
MARC

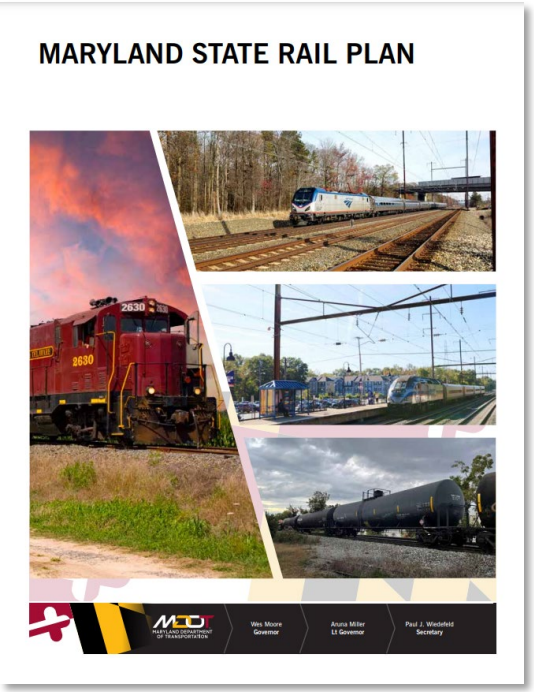
Agenda

- Welcome and Introductions
- Project Overview
- What We Heard and Learned
- Future Service Plan
- Schedule and Next Steps

Study Overview

Study Overview





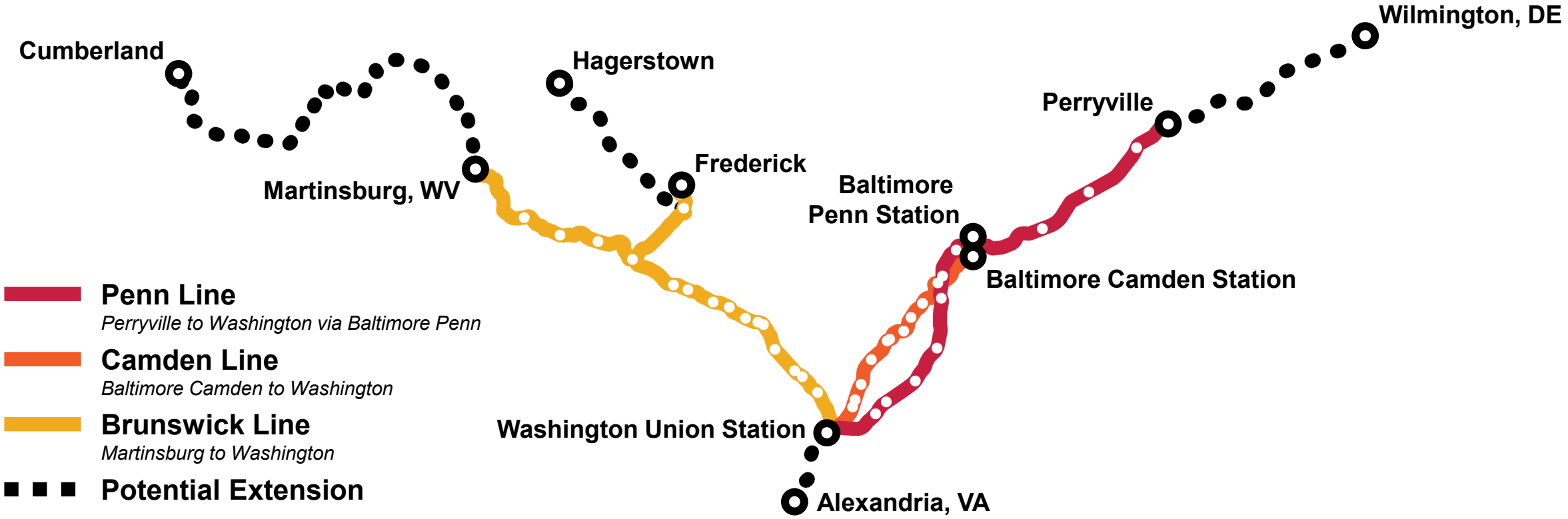
Update to the **MARC Cornerstone Plan (2019),** which provided strategic priorities for the system and needed capital investments

- Evaluating previous MTA plans, policies, reports, and legislative requirements
- Developing objectives and priorities that reflect current travel patterns
- Developing service scenarios, capital needs, and implementation strategies based on market analysis, public input, and equity analysis

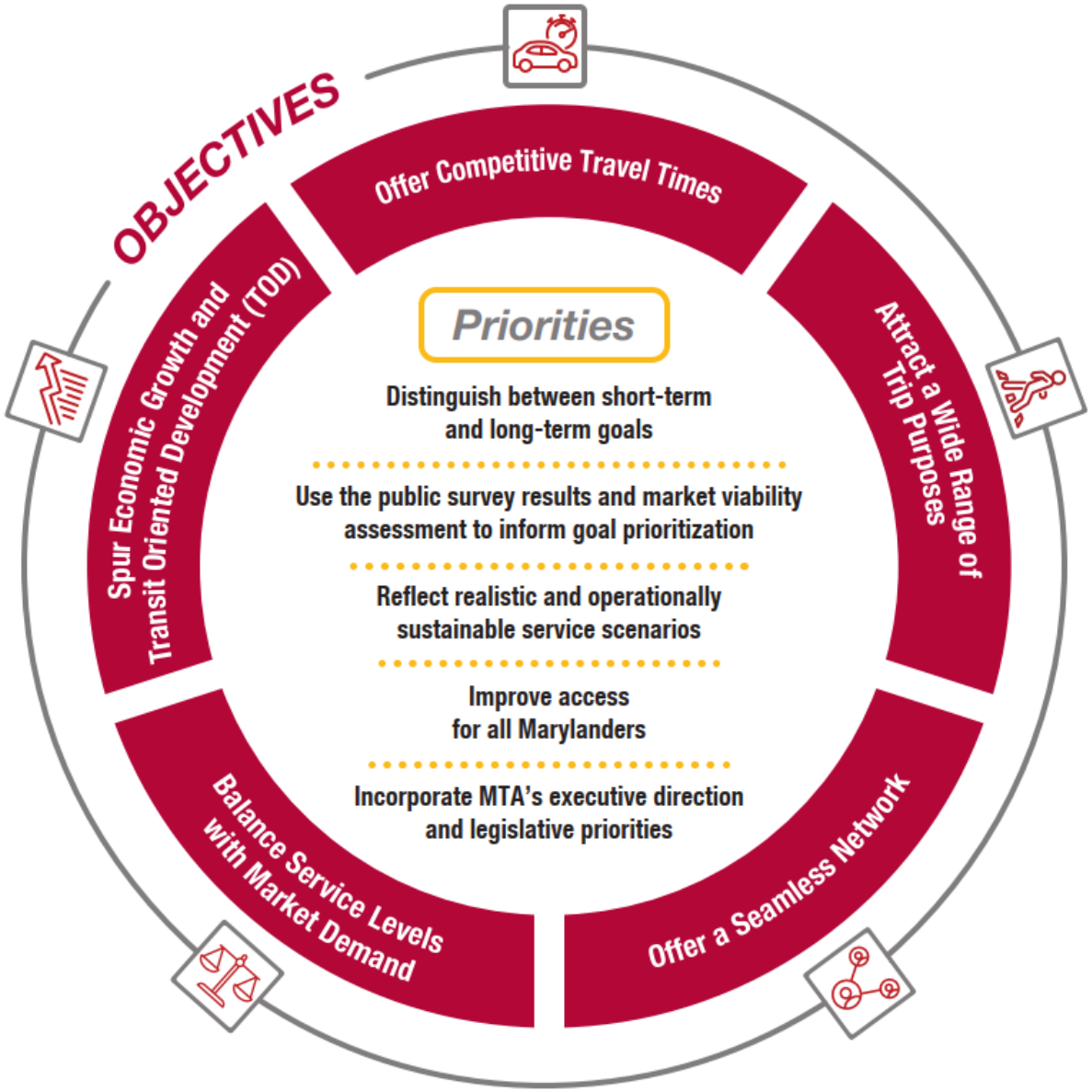
Study Overview

The MARC Growth and Transformation Plan includes:

- MARC's existing three lines (Penn, Camden, and Brunswick)
- Potential extensions into Virginia, Delaware, and Western Maryland



Study Overview



Objectives, Priorities, and Metrics

- Offer Competitive Travel Times
- Attract a Wide Range of Trip Purposes
- Offer a Seamless Network
- Balance Service Levels with Market Demand
- Spur Economic Growth and TOD

Each objective has one or more metrics that informed decision-making for future service plans

Study Overview

PHASE 1:
Vision and Goals

Fall 2023

- Study webpage
- Public survey
- Existing conditions
- Historical equity
- Goals and priorities

PHASE 2:
Market Analysis/ Service Objectives

Winter 2023/Spring 2024

- Stakeholder engagement
- Market assessment
- Equity analysis
- Service and operations analysis
- Capacity analysis

PHASE 3:
Capital and Service Planning

Summer/Fall 2024

- Scenario development and refinement
- Capital programming
- Stakeholder engagement

PHASE 4:
Implementation Strategies

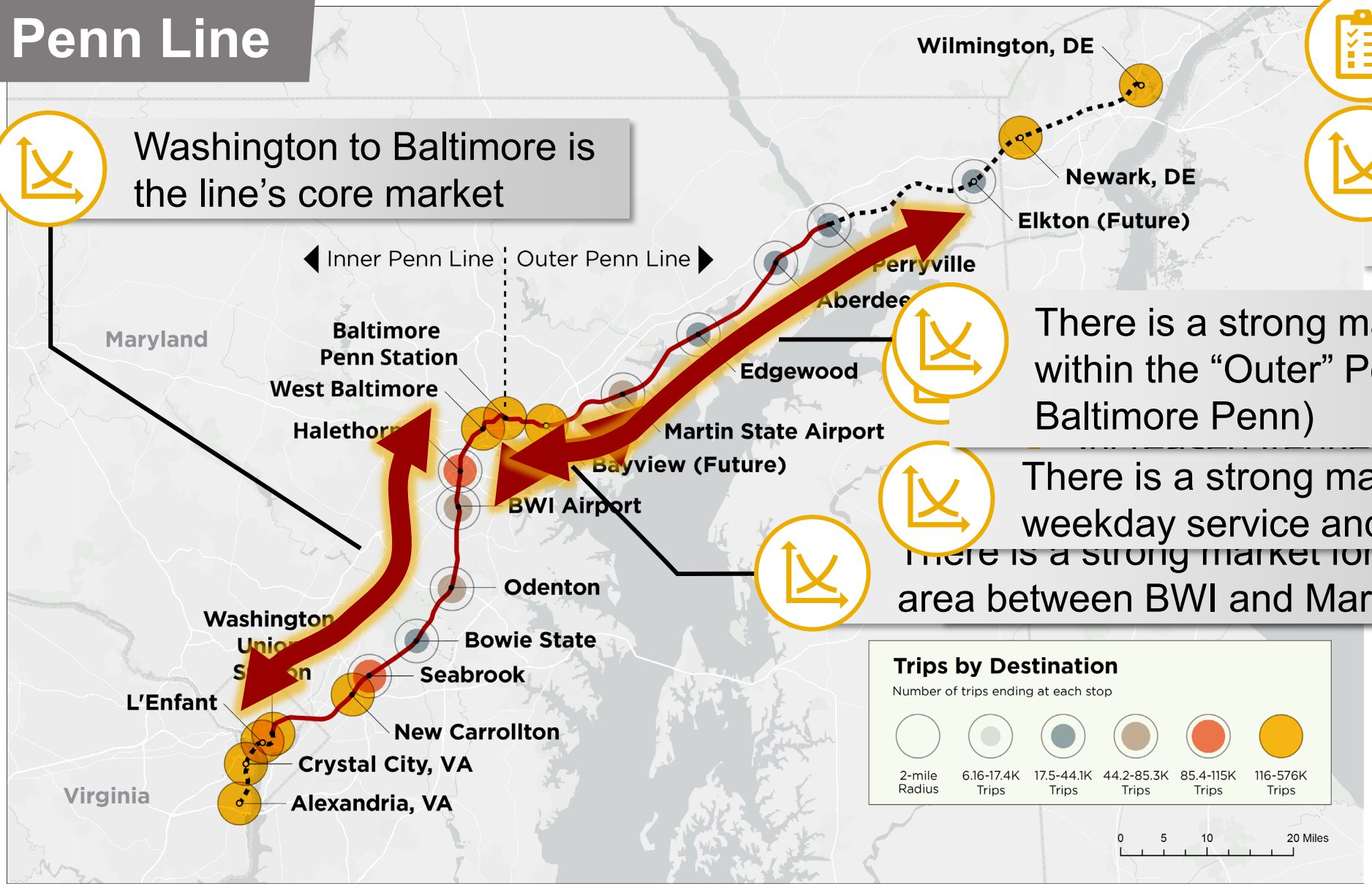
Fall/Winter 2024

- Virtual public meeting
- Plan development
- Implementation strategies

What We Heard and Learned

What We Heard and Learned

Penn Line



Washington to Baltimore is the line's core market

from the public survey

from the market assessment

There is a strong market for connections within the "Outer" Penn Line (north of Baltimore Penn)

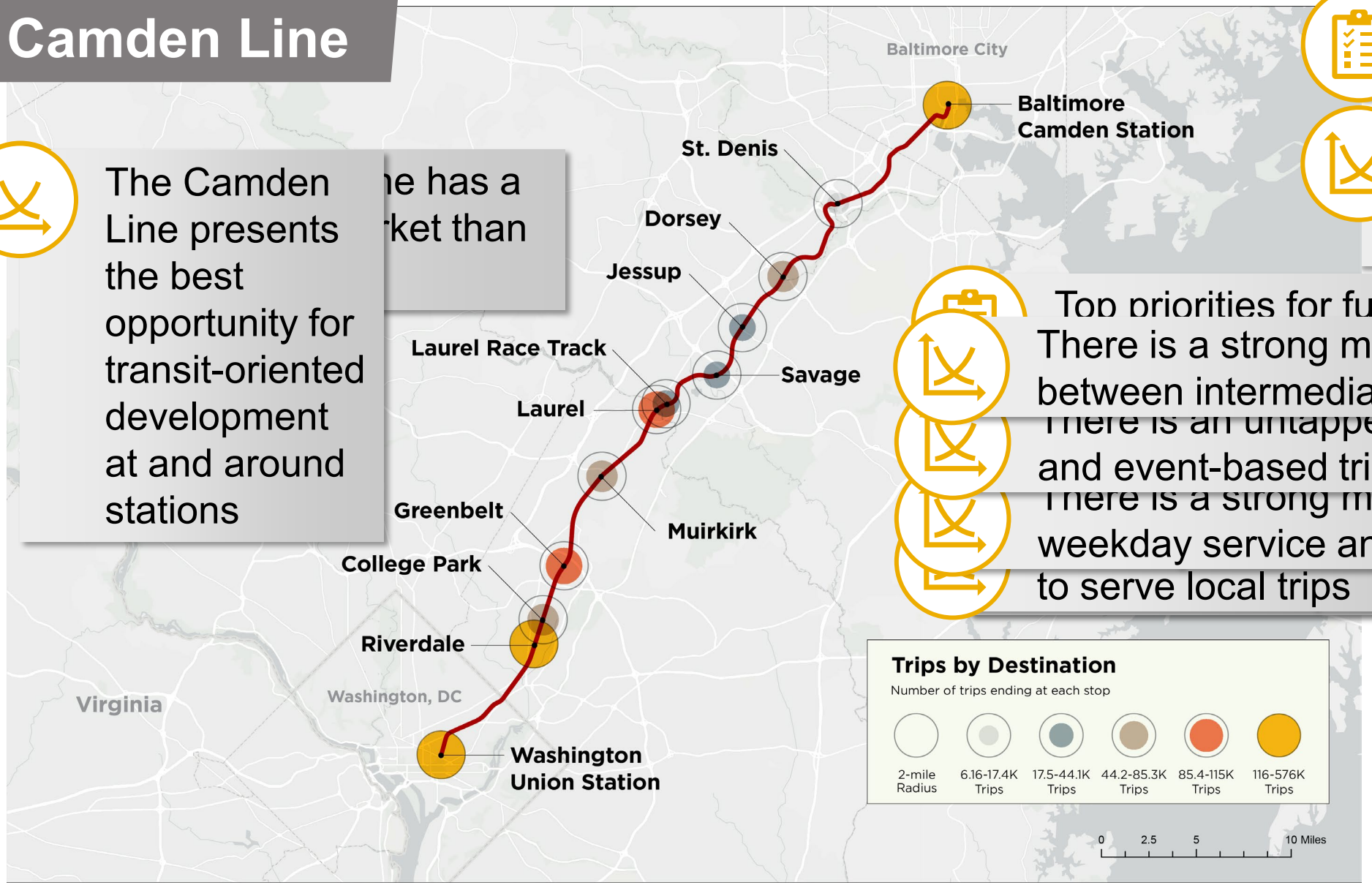
There is a strong market for later weekday service and weekend service

There is a strong market for trips within the area between BWI and Martin State airports

What We Heard and Learned

Camden Line

The Camden Line presents the best opportunity for transit-oriented development at and around stations



from the public survey

from the market assessment

Top priorities for future service include:

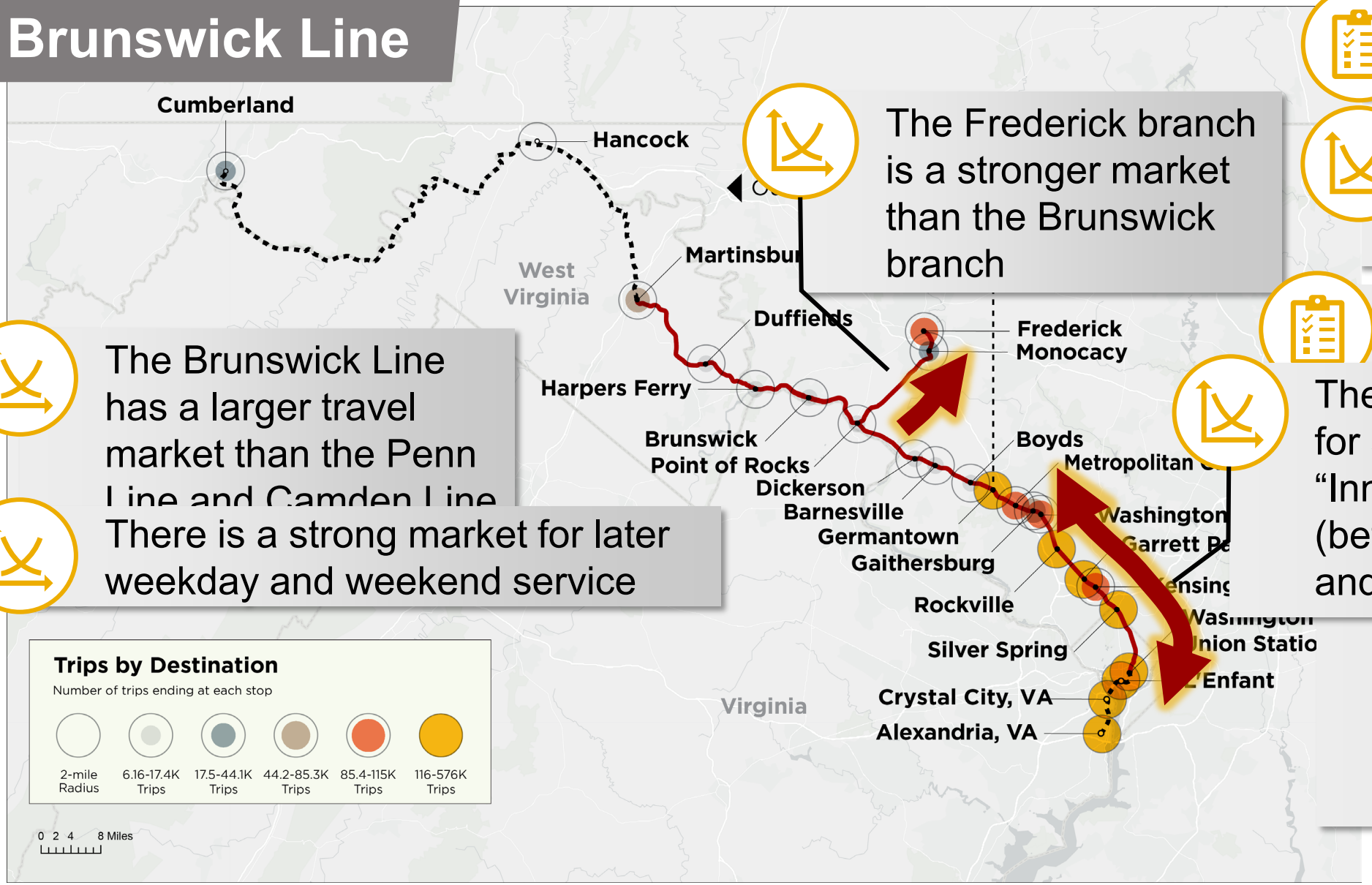
There is a strong market for service between intermediate stations

There is an untapped market for leisure and event-based trips

There is a strong market for later weekday service and weekend service to serve local trips

What We Heard and Learned

Brunswick Line



The Brunswick Line has a larger travel market than the Penn Line and Camden Line

There is a strong market for later weekday and weekend service

The Frederick branch is a stronger market than the Brunswick branch

There is a strong market for service along the "Inner" Brunswick Line (between Germantown and Washington DC)

from the public survey

from the market assessment

Top priorities for future service

- service hours
- Expanded service to new destinations
- Increased express service

Future Service Plan

Future Service Plan

Developing Future Service Plans

Phasing Strategy

5-Year Plan:
FY2026-2030

15-Year Plan:
2031-2040

Unconstrained Plan:
FY2041 and Beyond

Future Service Plan: Systemwide

The Future MARC System

- **Transformational, market-oriented service** that recognizes constraints
- **More equitable, frequent, all-day service** (including weekends) across the system to serve changing and new travel markets
- **Improved system connectivity** between MARC lines, other MTA services, Amtrak, WMATA, VRE, and SEPTA
- **Expansions into Virginia**, **Delaware**, and **Western Maryland**

Future Service Plan: Unconstrained

Unconstrained Service Plan

Weekday Peak

- 20-min Penn Line service
  - Hourly Edgewood-Perryville, Baltimore Camden, and Alexandria, VA service
  - Service to Wilmington, DE every 2 hours
- 30-min Camden Line service
- Hourly Brunswick Line service
  - 30-min limited-stop service
  - Extends Brunswick service to Western MD and Frederick service to Alexandria, VA

Service Hours

Overall Weekday:
- 5 AM – 12 AM

Weekday Peak:
- 5 AM – 10AM
- 3 PM – 9 PM

Future Service Plan: Unconstrained

Unconstrained Service Plan

Off-Peak and Weekend

- 20-to-30-min Penn Line service
  - Hourly Edgewood-Perryville, Baltimore Camden, and Alexandria, VA service
  - Service to Wilmington, DE every 2 hours
- Hourly Camden Line service
- Hourly Brunswick Line service
  - 30-min limited-stop service
  - 2 trains per day to Western MD

Service Hours

Overall Weekday:
- 5 AM – 12 AM

Weekday Off-Peak:
- 10 AM – 3 PM
- 9 PM – 12 AM

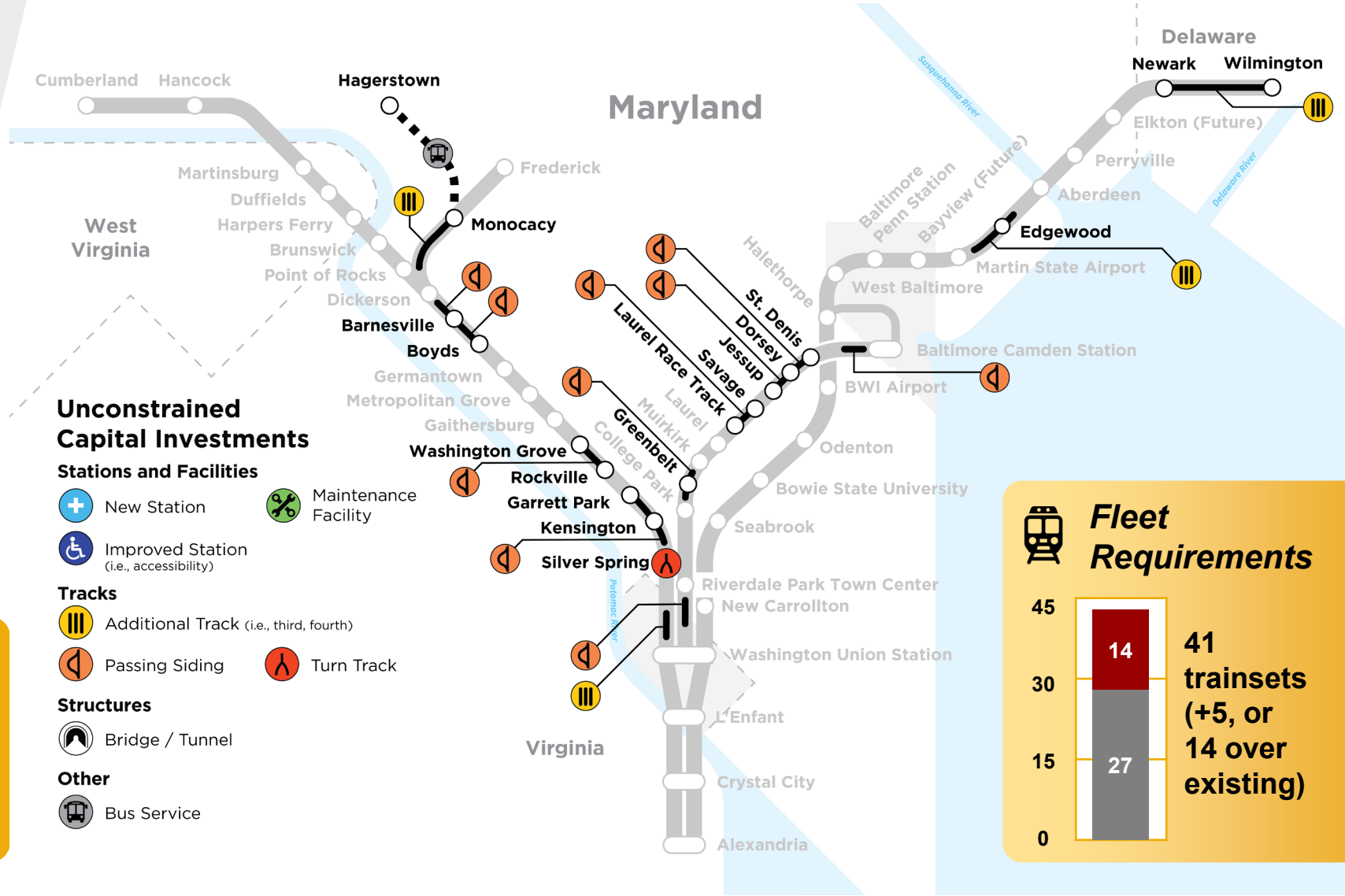
Weekend:
- 7 AM – 1 AM

Future Service Plan: Unconstrained

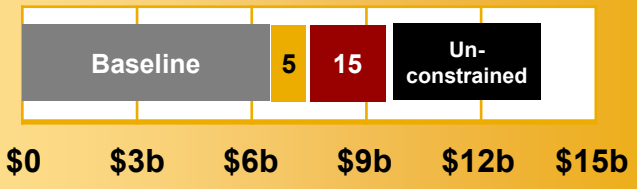
Unconstrained Capital Investments

Key Projects

- Track improvements on Penn, Camden, and Brunswick Lines
- Silver Spring Turnback



Cost Estimate = $13.7 billion*



Fleet Requirements

41 trainsets (+5, or 14 over existing)

*Information subject to change.

Future Service Plan: 15-Year

15-Year Service Plan

Weekday Peak

- 20-min Penn Line service
  - Hourly Edgewood-Perryville, Baltimore Camden, and Alexandria, VA service
  - Pilot service to Wilmington, DE (two trains per day)
  - New Bayview and Elkton stations
- 30-min Camden Line service
- Hourly Brunswick Line service
  - 30-min limited-stop service
  - 3 trains per day to WV stations

Service Hours

Overall Weekday:
- 5 AM – 12 AM

Weekday Peak:
Camden
- 5 AM – 9 AM
- 3 PM – 8 PM

Penn and Brunswick
- 5 AM – 10 AM
- 3 PM – 9 PM

Future Service Plan: 15-Year

15-Year Service Plan

Weekday Off-Peak

- 30-min Penn Line service
  - Hourly Edgewood-Perryville, Baltimore Camden, and Alexandria, VA service
  - Pilot service to Wilmington, DE (two trains per day)
- Camden Line bus service
  - Between Baltimore Camden and College Park only
- Brunswick Line (Frederick Branch) service twice per day*

Service Hours

Overall Weekday:
- 5 AM – 12 AM

Weekday Off-Peak:

Camden
- 9 AM – 3 PM
- 8 PM – 12 AM

Penn and Brunswick
- 10 AM – 3 PM
- 9 – 12 AM

** Subject to negotiations with CSX Transportation*

Future Service Plan: 15-Year

15-Year Service Plan

Weekend

- 30-min Penn Line service
  - 2-to-4 trains per day north of Baltimore Penn
  - Hourly Baltimore Camden and Alexandria, VA service
- Camden Line bus service
  - Between Baltimore Camden and College Park only
- Brunswick Line (Frederick Branch) every two hours*

** Subject to negotiations with CSX Transportation*

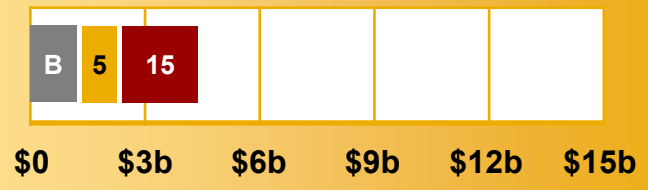
Future Service Plan: 15-Year

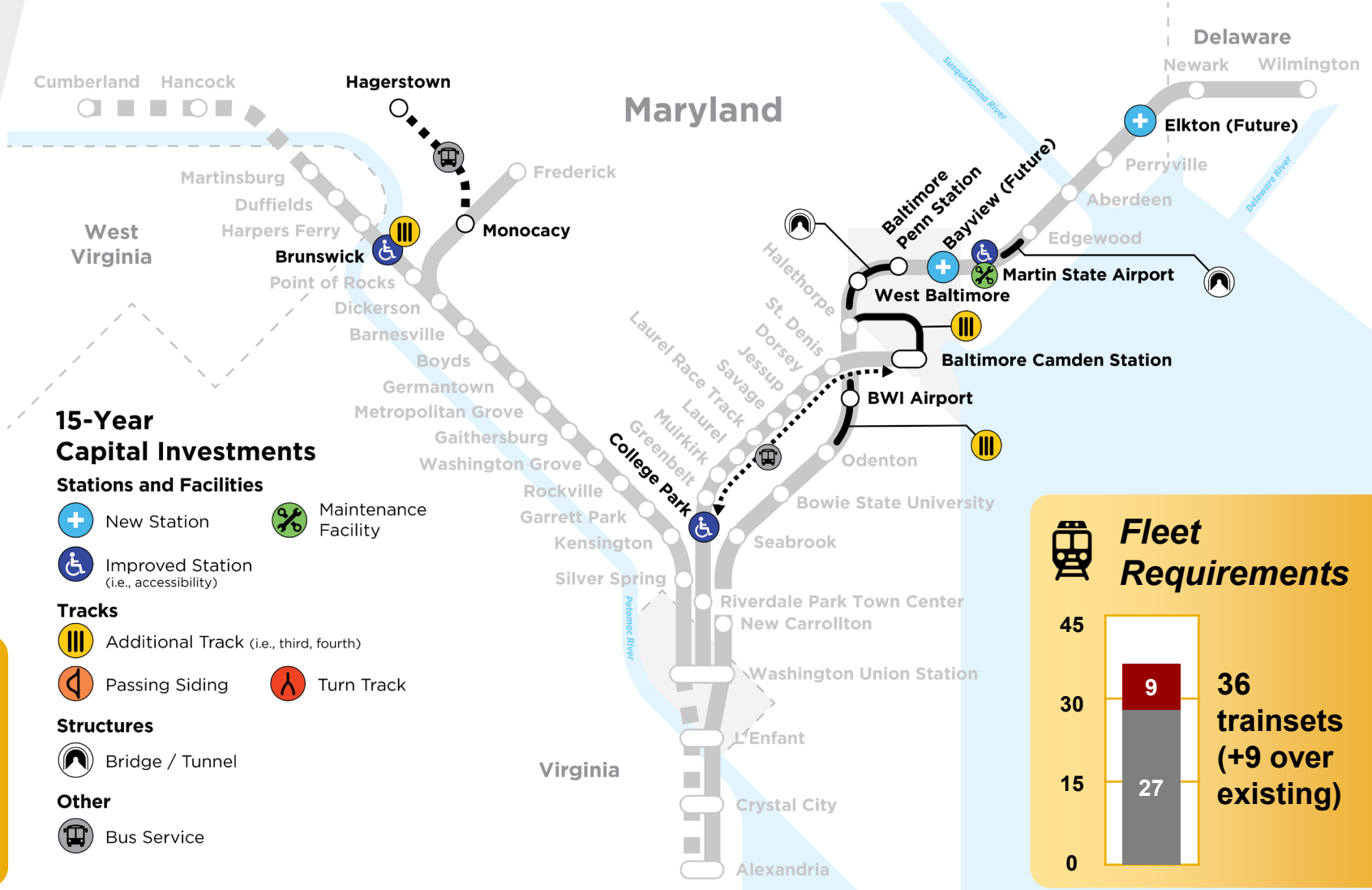
15-Year Capital Investments

Key Projects

- BWI 4th Track
- Bayview and Elkton stations
- Penn-Camden Connector
- Frederick Douglass Tunnel

Cost Estimate = $3.8 billion*





Fleet Requirements

36 trainsets (+9 over existing)

*Information subject to change.

Future Service Plan: 5-Year

5-Year Service Plan

Weekday Peak

- 20-to-30-min Penn Line service
  - Hourly Edgewood-Perryville service
- 30-min Camden Line service
- Hourly Brunswick Line service
  - 30-min limited-stop service
  - 3 trains per day to WV stations
- Schedule adjustments to expand service hours and improve timed transfers
  - Brunswick Line peak service extended by one hour

Service Hours

Overall Weekday:
- 5 AM – 11 PM

Weekday Peak:
Camden
- 5 AM – 9 AM
- 3 PM – 8 PM

Penn and Brunswick
- 5 AM – 10 AM
- 3 PM – 9 PM

Future Service Plan: 5-Year

5-Year Service Plan

Weekday Off-Peak

- Hourly Penn Line service
- Hourly Camden Line bus service
- Brunswick Line (Frederick Branch) service twice per day

Service Hours

Overall Weekday:

- 5 AM – 11 PM

Weekday Off-Peak:

Camden

- 9 AM – 3 PM
- 8 PM – 11 PM

Penn and Brunswick

- 10 AM – 3 PM
- 9 – 11 PM

Future Service Plan: 5-Year

5-Year Service Plan

Weekend

- Hourly Penn Line service
  - 4 trains between Martin State Airport and Perryville on Saturdays; 3 on Sundays
- Hourly Camden Line bus service
- No weekend service on the Brunswick Line

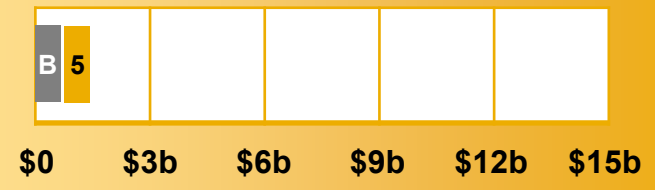
Future Service Plan: 5-Year

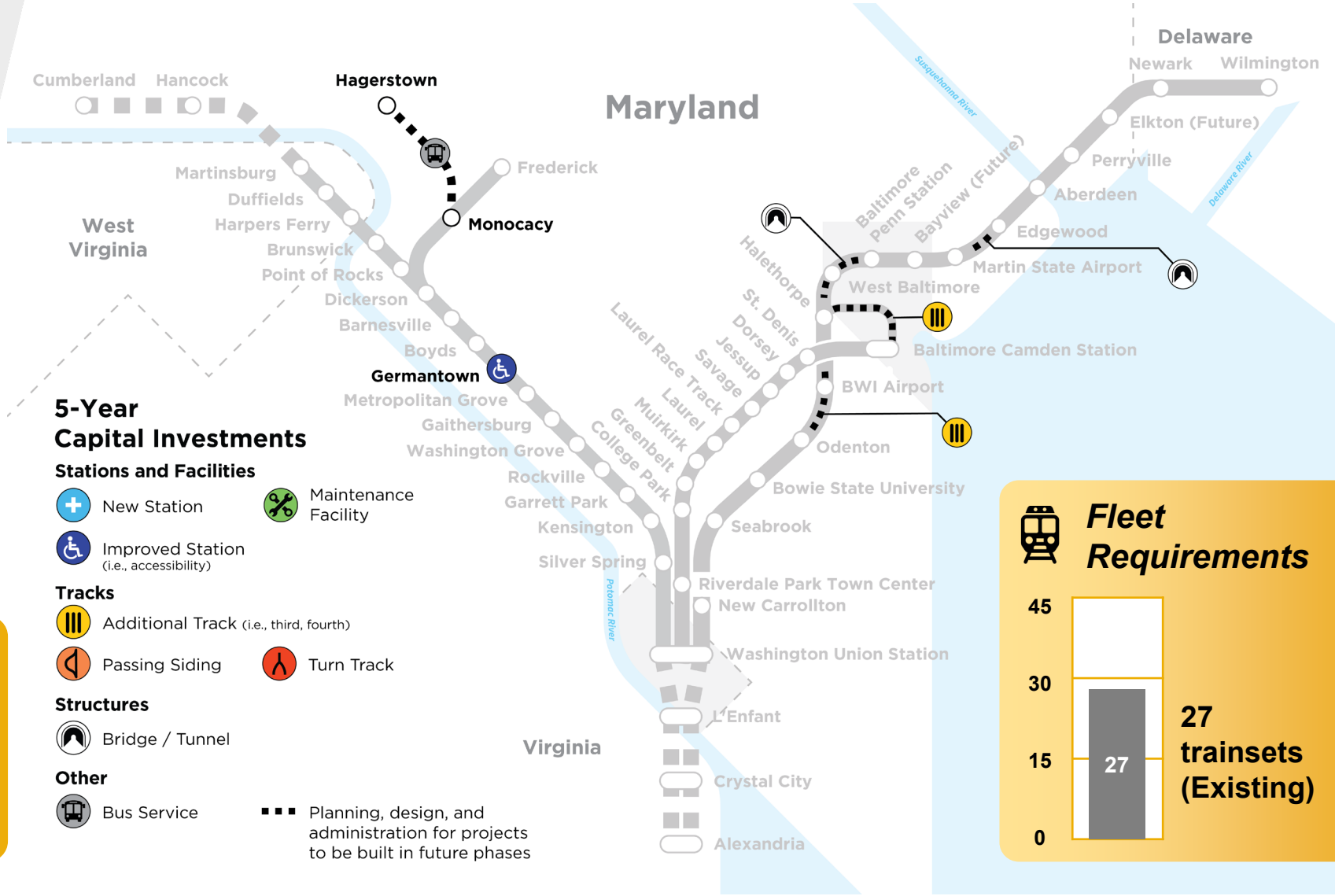
5-Year Capital Investments

Key Projects

- Germantown Station Area Improvements
- Planning, design, and administration for projects to be built in future phases

Cost Estimate = $885 million*





Fleet Requirements

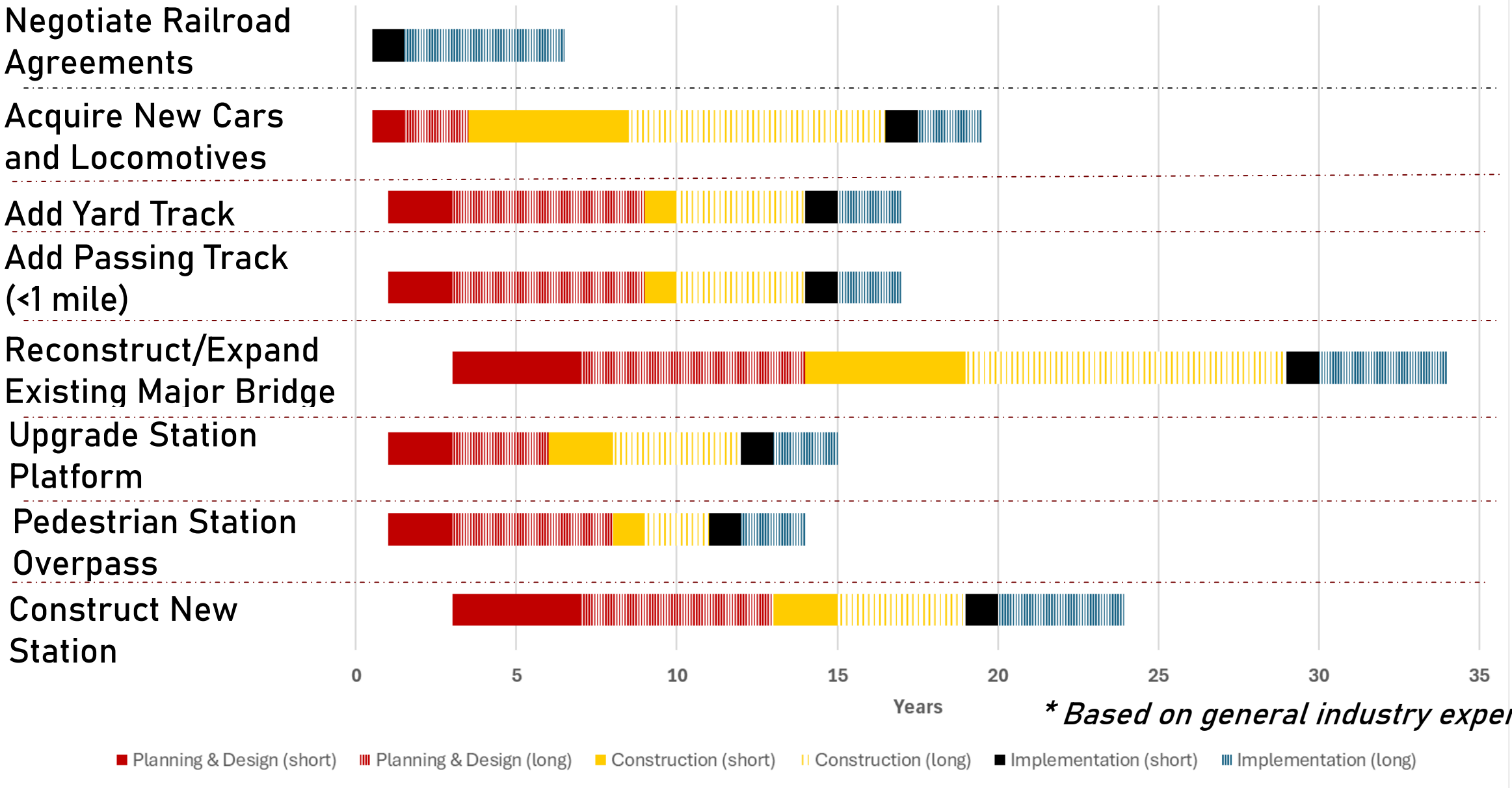
27 trainsets (Existing)

**Information subject to change.*

Future Service Plan: Systemwide

Plan Phase	Estimated MTA Capital Cost
Baseline (Total through 2050)	$7,119,300,300
5-Year Phase	409,068,000
15-Year Phase	1,765,195,400
Unconstrained Phase	4,409,710,600
TOTAL	**$13,703,274,300**

Next Steps – Capital Delivery Timeframes*



** Based on general industry experience.*

Schedule and Next Steps

Schedule and Next Steps

Finalizing the Plan

- **June 2025**:
  Complete and Publish Final Plan
- **Identify Next Steps for Implementation**
- **Identify Funding Opportunities to Advance Project Development**

Thank You!

For more information, please visit:
mta.maryland.gov/marc-growth-plan

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

TPB'S ENHANCED TRAVEL MONITORING PROGRAM UPDATE

Ian Newman, AICP
TPB Program Manager, Travel Monitoring and Planning Assistance

Regional Public Transportation Subcommittee
June 24, 2025

Program Vision and Goals

- **Program Vision:** Design and implement a program that informs the TPB, TPB member agency staff, TPB staff, and other regional partners and individuals on the key indicators concerning comprehensive, and multimodal, regional travel trends across various transportation-related categories.
- **Program Goal:** Create a dynamic, interoperable tool that captures a measurable snapshot of the comprehensive transportation network in the region.
- **Program Milestone:** Present this program to the TPB Technical Committee (completed 6/6/2025) for approval.
- **Program End Milestones:** (1) Host the Travel Monitoring Program's contents online in an interactive environment for internal use as well as for TPB's partners and stakeholders. (2) Standup the Travel Monitoring Subcommittee (name is TBD).

Categories of Metrics

- A total of seven (7) categories containing applicable metrics of investigation for the program, include:
  - Safety
  - Asset Management
  - Congestion Management
  - Economic Development
  - Environmental Considerations
  - Project Investments
  - Miscellaneous

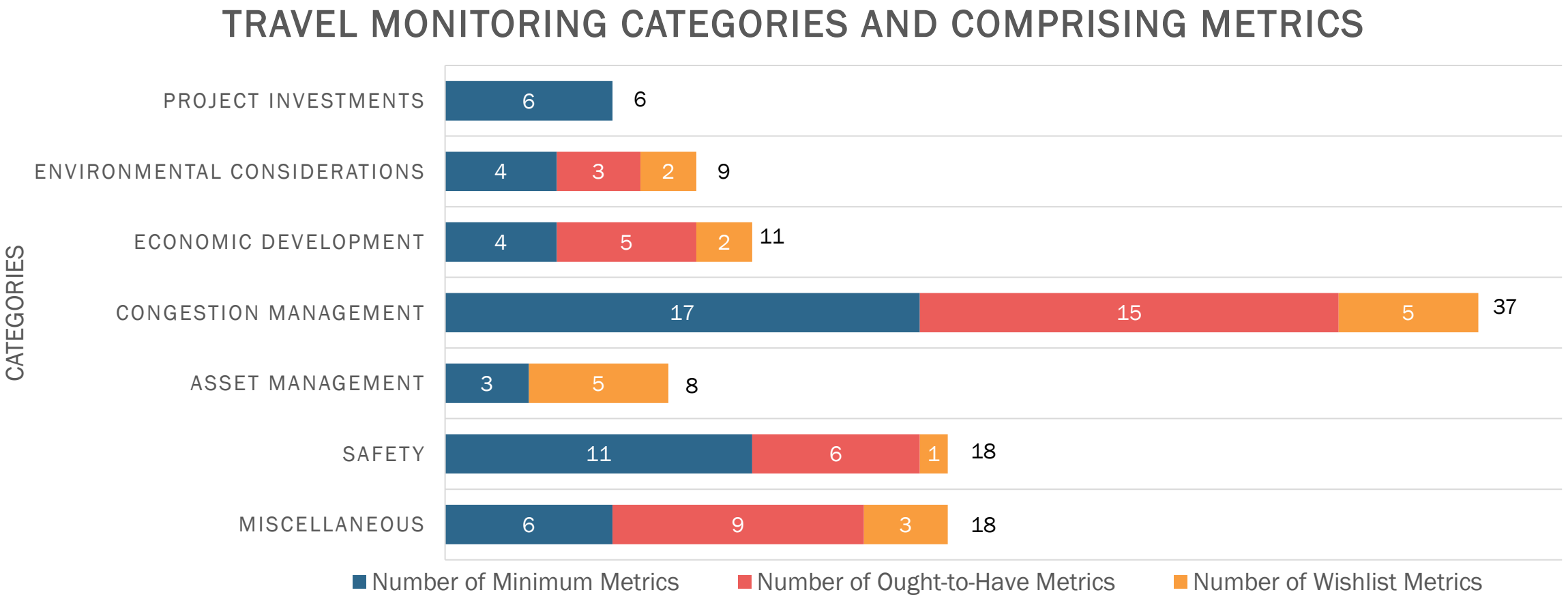
Timelapse shot of I-95 (Northern Virginia Transportation Alliance)

Metrics Considerations

As the metrics are considered and identified for the program, they are currently, temporarily grouped into three categories that will be used to assign priority and schedule for development:

1. **Minimum Metrics (MM):**
   - These metrics form the foundation of a travel monitoring program.
2. **Ought-to-Have Metrics (OM):**
   - These are metrics that a travel monitoring program should have, but they are the not necessary metrics to form the foundation of a monitoring program.
3. **Number of Wishlist Metrics (WM):**
   - These are metrics that would be intelligent to implement, time and data permitting.

Current Representation of Travel Monitoring Categories + Metrics



Status of Metrics

- 51 Minimum Metrics (MM) have been identified with data sources mapped.
- Numerous Ought-to-Have Metrics (OM) and Wishlist Metrics (WM) have been identified and mapped.
- **Example MM:**
  - Total transit-related collisions (Safety category)
- **Example OM:**
  - Total vehicles parked at park and ride facilities/WMATA garages (Congestion Management category)
- **Example WM:**
  - Average weekday bikeshare ridership data from rental kiosks within 1 mile of HCTs (Congestion Management category)

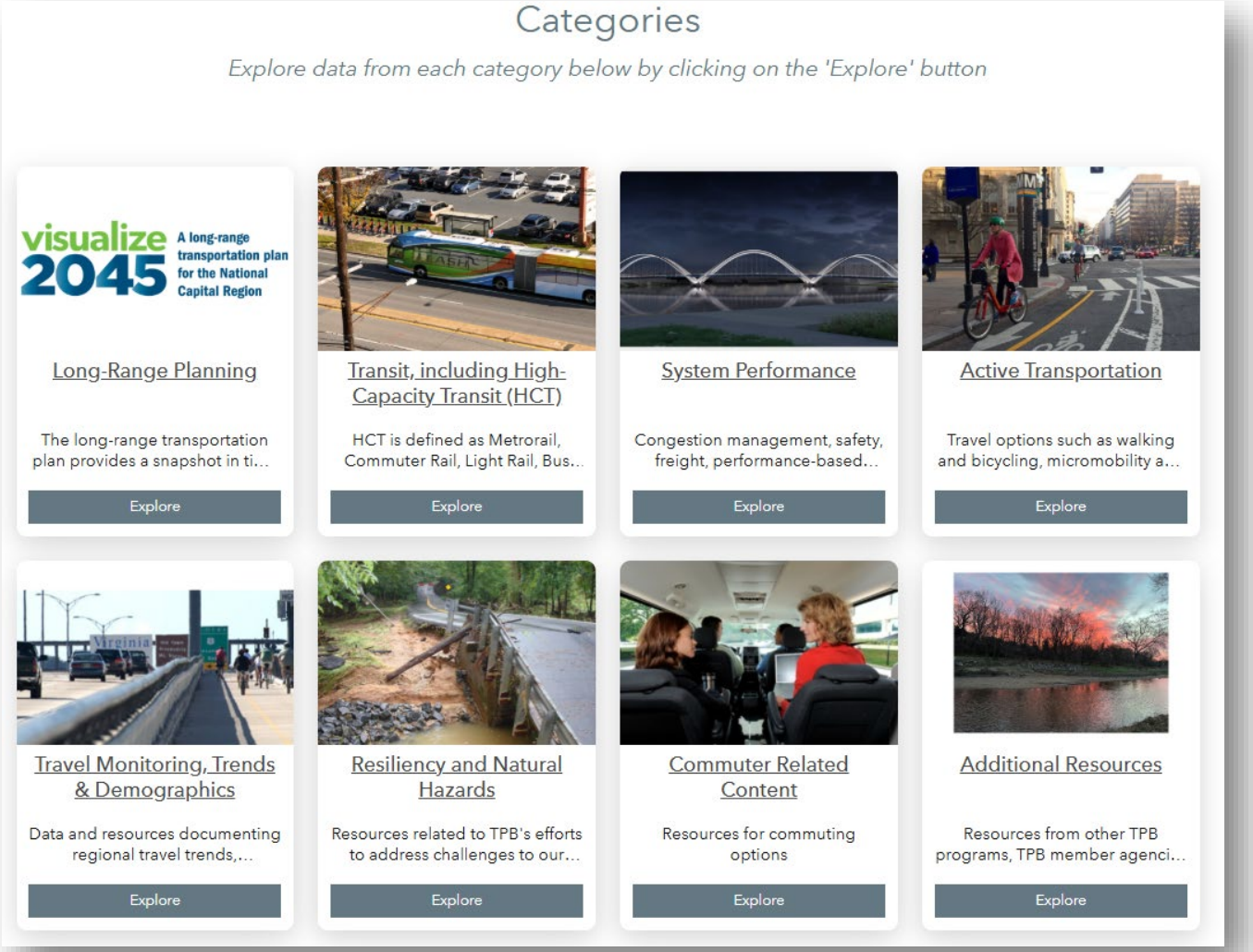
Key Considerations

- **Target Audience:**
  - TPB, member agencies, staff, partners & stakeholders
- **Purpose of Travel Monitoring:**
  - Track: congestion management (1); mode share (2); air quality compliance (3); safety measures and performance (4)
  - Track targets and trendlines to achieve set targets across key metrics
- **Potential MPOs for Comparison *(across certain metrics)*:**
  - Boston, Dallas, Philadelphia, Atlanta, Chicago, Houston
- **Data Management Framework**:
  - GIS databases as standardized data storage protocol

WMATA Gallery Place/Chinatown Station (Alex Wong/Getty Images)

Integration with TPB's online resources

- Will be accessible through TPB's TPB Resources Application Page (TRAP)
- https://trap-mwcog.hub.arcgis.com/

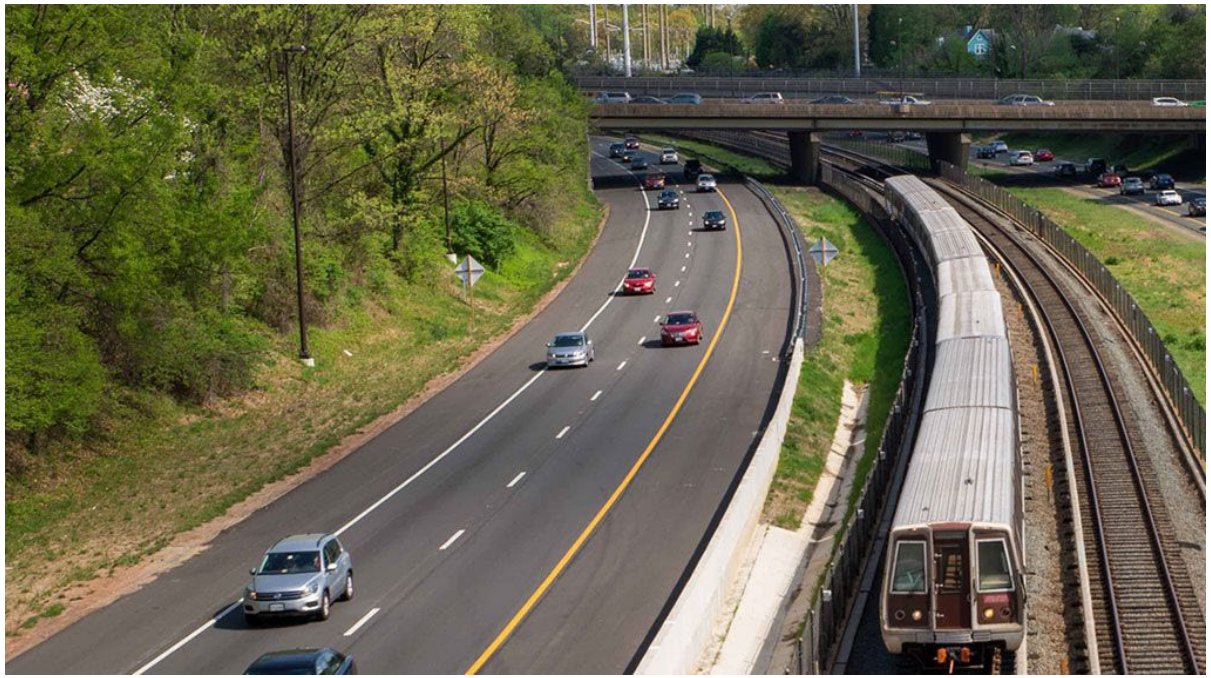


Next Steps

Source: District Department of Transportation

- Continue coordination work with internal Subject Matter Experts (SMEs) and staff leadership on data requirements, potential staff technical skill utilization, and data visualization suggestions for the program
- Obtain input from members of technical subcommittees
- Identify program oversight responsibilities, which will likely entail recommendation to establish a new Travel Monitoring Subcommittee

Next Steps (Continued)



Source: Virginia Department of Transportation

- Convene program oversight group
- Program implementation
- *Note*: Travel monitoring would incorporate the efforts of the Congestion Management Process (CMP) program, as the CMP feeds into travel monitoring in addition to being its stand-alone program

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ENHANCED MOBILITY PROGRAM

Increasing Travel Options for Underserved Populations

Dan Sheehan
Program Director, TPB Transportation Operations Programs

Regional Public Transportation Subcommittee
June 24, 2025

Agenda Item #

National Capital Region
Transportation Planning Board

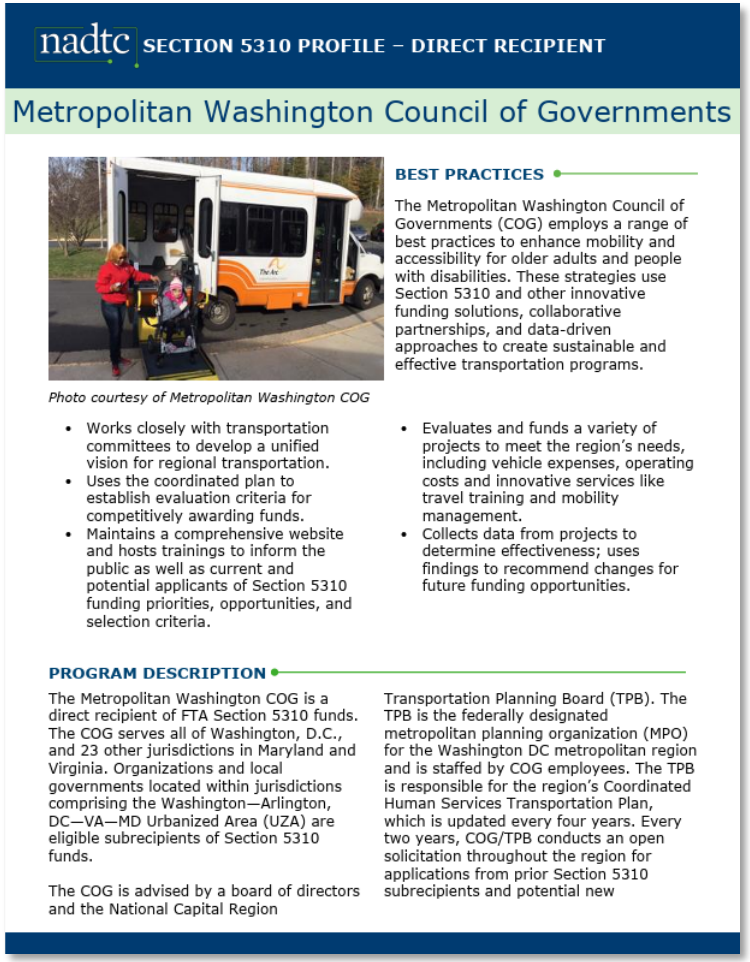
Purpose

"Improve mobility for seniors and individuals with disabilities…by removing barriers to transportation services and expanding the transportation mobility options available."

- Enhanced Mobility is a program that administers federal grant funding to support the transportation of older adults and people with disabilities throughout the region.
    - Projects have included: Acquisition of wheelchair accessible vans and buses, volunteer driver programs, travel training, mobility management, and sidewalk/bus stop construction.

TPB Program Background

- Over $64M awarded to 172 projects during 13 rounds of Enhanced Mobility solicitations since 2007
  - $22M for 59 projects during 7 solicitations under FTA's Job Access – Reverse Commute (JARC) and New Freedom Programs
  - $42M for 113 projects during 6 solicitations since 2014 under FTA's Enhanced Mobility Program
  - 47 projects currently active
- TPB's program was recently featured in a National Aging and Disability Transportation Center (NADTC) profile as an "innovative approach" to program implementation



nadtc SECTION 5310 PROFILE – DIRECT RECIPIENT

Metropolitan Washington Council of Governments

Photo courtesy of Metropolitan Washington COG

BEST PRACTICES

The Metropolitan Washington Council of Governments (COG) employs a range of best practices to enhance mobility and accessibility for older adults and people with disabilities. These strategies use Section 5310 and other innovative funding solutions, collaborative partnerships, and data-driven approaches to create sustainable and effective transportation programs.

- Works closely with transportation committees to develop a unified vision for regional transportation.
- Uses the coordinated plan to establish evaluation criteria for competitively awarding funds.
- Maintains a comprehensive website and hosts trainings to inform the public as well as current and potential applicants of Section 5310 funding priorities, opportunities, and selection criteria.
- Evaluates and funds a variety of projects to meet the region's needs, including vehicle expenses, operating costs and innovative services like travel training and mobility management.
- Collects data from projects to determine effectiveness; uses findings to recommend changes for future funding opportunities.

PROGRAM DESCRIPTION

The Metropolitan Washington COG is a direct recipient of FTA Section 5310 funds. The COG serves all of Washington, D.C., and 23 other jurisdictions in Maryland and Virginia. Organizations and local governments located within jurisdictions comprising the Washington—Arlington, DC—VA—MD Urbanized Area (UZA) are eligible subrecipients of Section 5310 funds.

The COG is advised by a board of directors and the National Capital Region Transportation Planning Board (TPB). The TPB is the federally designated metropolitan planning organization (MPO) for the Washington DC metropolitan region and is staffed by COG employees. The TPB is responsible for the region's Coordinated Human Services Transportation Plan, which is updated every four years. Every two years, COG/TPB conducts an open solicitation throughout the region for applications from prior Section 5310 subrecipients and potential new

https://www.nadtc.org/resources-publications/resource/section-5310-profiles/

Regional Coordination on Project Priorities

- Project selection is guided by the Coordinated Human Service Transportation Plan
  - Last approved by TPB in May 2023 (R11-2023)
  - Identifies strategies that help meet targeted transportation needs and priorities:
    - Door-through-door or Escorted Transportation Service
    - Increase Wheelchair-Accessible Options in Taxi and Ride-Hailing Services
    - Tailored Transportation Service for Clients of Human Service Agencies (Vehicle Acquisition)
    - Increase Access to Transit Stations
    - Volunteer Driver Programs
    - Mobility Management
    - Travel Training
    - Coordinated Planning Efforts

Awarded Projects: Seabury Resources for Aging

- Project Name: Tailored Transportation Service for Older Adults in the DC Region
- Funding: Awarded $368,381 in capital and operating funds
- Project Details: Acquire a 15-passenger bus to expand existing fleet to total of three vehicles, enabling them to provide 1,600 more older adults with transportation services each year
- Service Area: Washington, DC and surrounding jurisdictions

Seabury Resources for Aging®

1924 Celebrating 100 Years 2024

Mission

Provide personalized, affordable services and housing options to help older adults in the greater Washington, DC area live with independence and dignity.

Awarded Projects: Opportunities, Inc.

- Project Name: Travel Training for All
- Funding: Awarded $375,000 in capital funds
- Project Details: Opportunities, Inc. offers travel training to 200 participants for 5 hours per month, 60 hours per year, for 2 years. The project will train 30 new Direct Service Professionals to work one-on-one with participants
- Service Area: Montgomery and Prince George's Counties

Mission

Advocate for, empower and support full inclusion of people with intellectual and developmental disabilities.

Awarded Projects: Dulles Area Transportation Assoc.

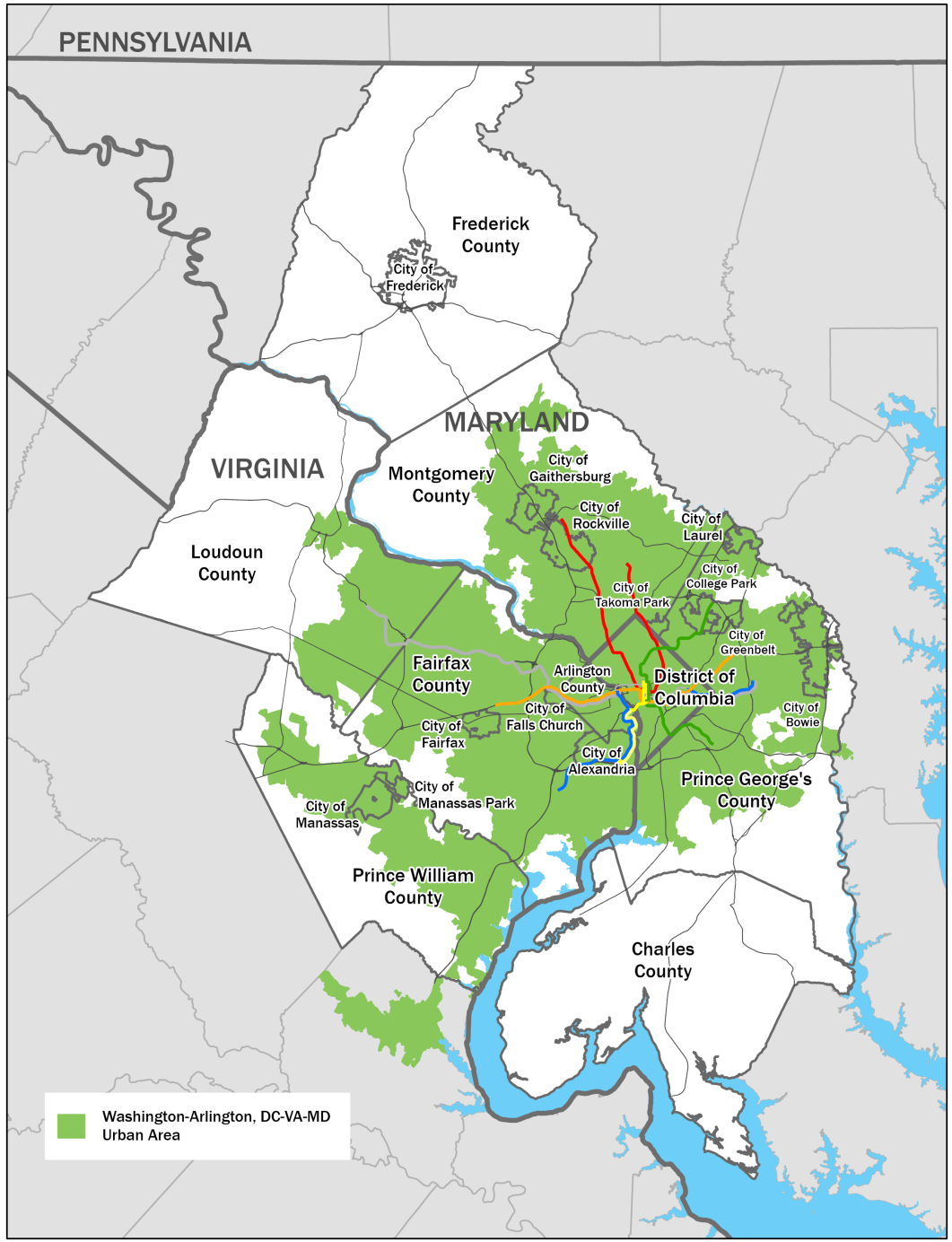
- Project Name: Volunteer Driver and Travel Training Program to Assist Seniors, Veterans and Individuals with Disabilities
- Funding: Awarded $500,000 in capital funds
- Project Details: Expand the availability of transportation services to underserved populations, recruit and train volunteer drivers, and expand their travel training program.
- Service Area: Fairfax, Loudoun, and Prince William Counties

Additional Case Studies

- Visit the COG website to view eight case studies on successful Enhanced Mobility projects

DATA
Dulles Area Transportation Association
*Supporting Sustainable **Mobility for All***

Mission
Improve mobility for older adults, veterans, and persons with disabilities while working with local businesses to offer sustainable commuting options.



2025 Grant Solicitation

- **Application Window:** August – September, 2025
- **Eligible Service Area:** Projects must benefit populations within the Washington, DC-VA-MD Urbanized Area
- **Who can apply?** Non-profit agencies, private providers, transit agencies, and local governments
- **What type of projects?** Capital and operating grants that improve transportation for people with disabilities and older adults
- **Other Requirements** Matching funds must be identified in application
  - Operating: **50%**
  - Capital and Mobility Management: **20%**
- **Anticipated funding available: ~10 million**

Project Selection

- Selection Committee of local representatives and national experts; chaired by a TPB member
- Selection criteria established by the Coordinated Plan
  - Coordination among agencies
  - Responsiveness to Coordinated Plan (includes scoring for priority projects)
  - Capacity to manage an FTA grant
  - Project feasibility
  - Regional need
  - Customer focus
- TPB will be aske to endorse selected projects in late 2025

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National Capital Region
Transportation Planning Board

2024 STATE OF PUBLIC TRANSPORTATION REPORT UPDATE

Pierre Gaunaurd
TPB Transportation Planner

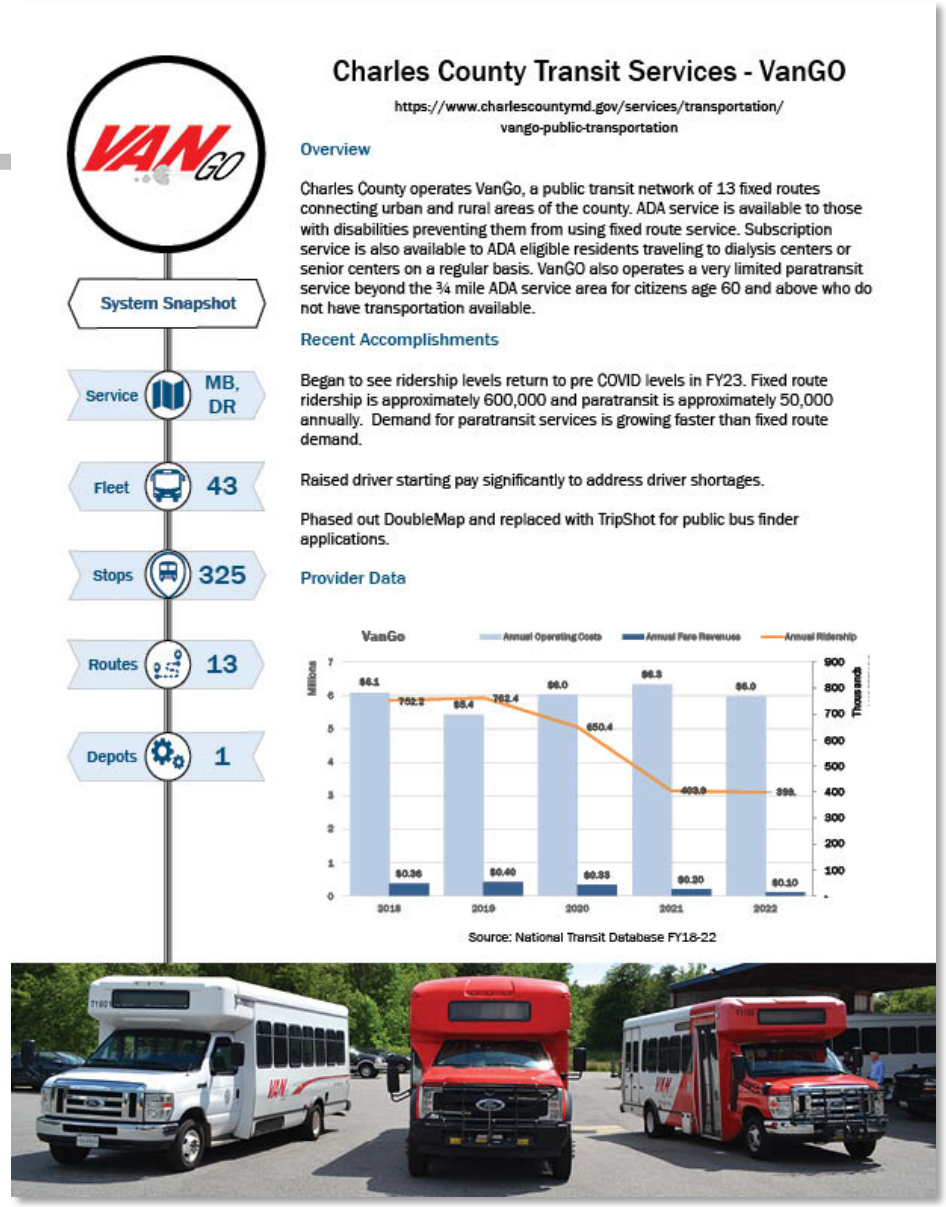
TPB Technical Committee
July 2, 2025

Agenda

- Purpose of the 2024 State of Public Transportation (SOPT) report
- Data and Information Collection Methods
- Report Format
- National Capital Region Summary Transit Statistics
- Transit Agency Activities from CY2024
- Next Steps

Purpose of the 2024 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 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



Charles County Transit Services - VanGO

https://www.charlescountymd.gov/services/transportation/vango-public-transportation

Overview

Charles County operates VanGo, a public transit network of 13 fixed routes connecting urban and rural areas of the county. ADA service is available to those with disabilities preventing them from using fixed route service. Subscription service is also available to ADA eligible residents traveling to dialysis centers or senior centers on a regular basis. VanGO also operates a very limited paratransit service beyond the ¾ mile ADA service area for citizens age 60 and above who do not have transportation available.

System Snapshot

Service: MB, DR

Fleet: 43

Stops: 325

Routes: 13

Depots: 1

Recent Accomplishments

Began to see ridership levels return to pre COVID levels in FY23. Fixed route ridership is approximately 600,000 and paratransit is approximately 50,000 annually. Demand for paratransit services is growing faster than fixed route demand.

Raised driver starting pay significantly to address driver shortages.

Phased out DoubleMap and replaced with TripShot for public bus finder applications.

Provider Data

Source: National Transit Database FY18-22

Methodology

- Relies on transit ridership and financial data taken from the 2023 records of the National Transit Database, published in October 2024
- Other data and content comes from:
  - Agency Questionnaires
  - Budget and Annual reports
  - TPB RPTS presentations
  - Open-source research
  - DMV*Moves* data and more…

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 microtransit, paratransit, and commuter services and their recent accomplishments

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 2024

- Major studies planned, in progress or completed and significant operational achievements and challenges occurring during 2024, 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

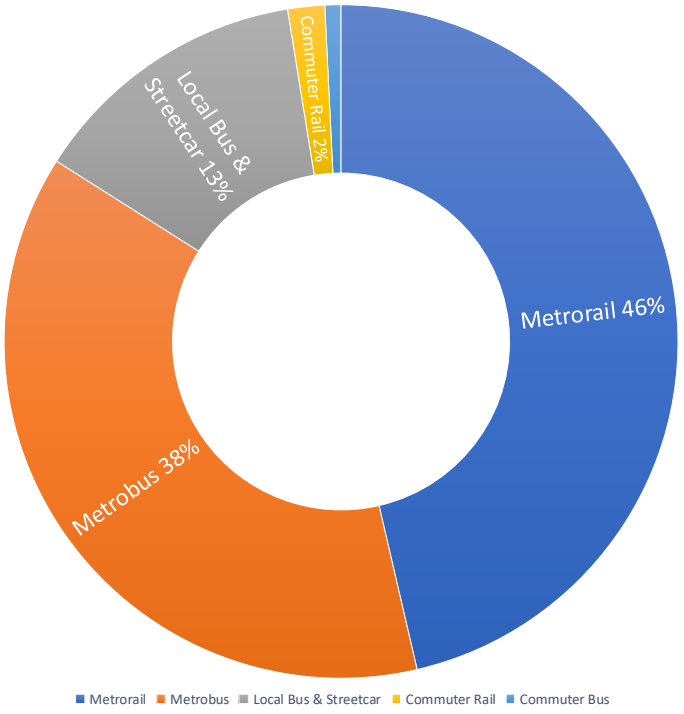
Preview: Part I – Summary

- 14 local and regional bus transit operators through Dec. 2024 (incl. RTA of Central MD and Virginia Regional Transit)
- 4 Microtransit Services (3 as of August 2024)
- 3 Commuter Bus Operators
- 2 Commuter Rail Operators
- 1 Streetcar System
- 1 Heavy Rail System
- Multiple Paratransit Services
- Bus transit continues to be the primary means of public transportation but at a smaller margin than recent years

2023 NTD Ridership Data for the NCR

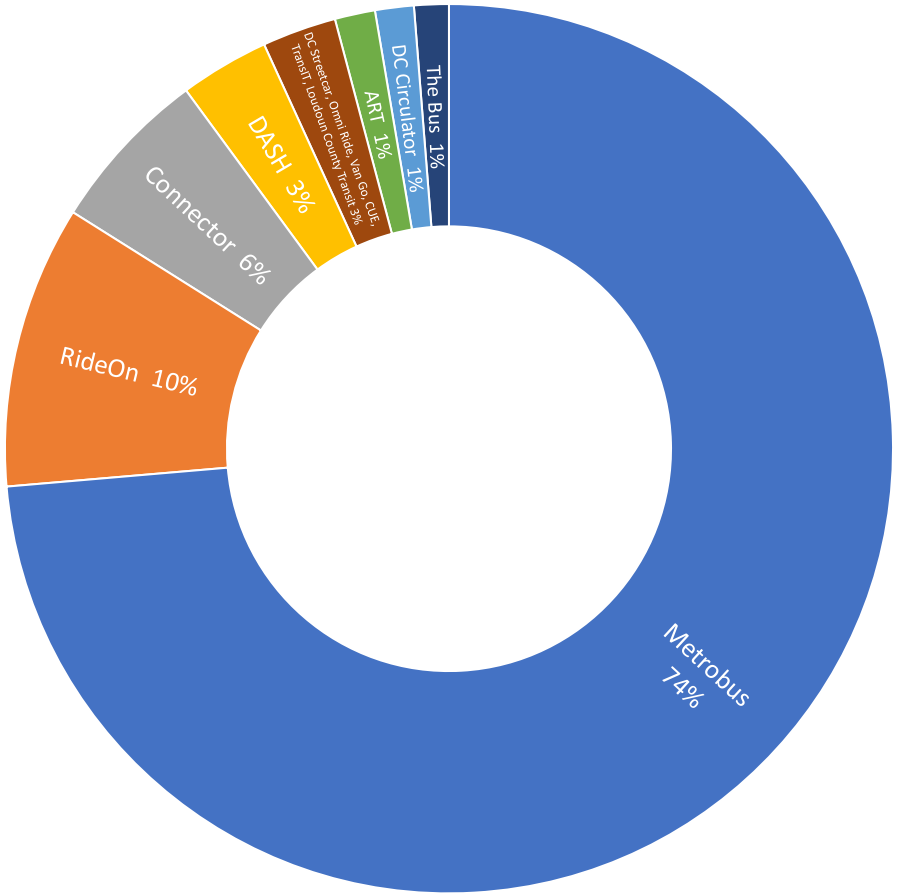
Over **273 MILLION TOTAL TRANSIT TRIPS** in 2023, appx. **144% more** vs. 2021

Share of Total Trips By Mode

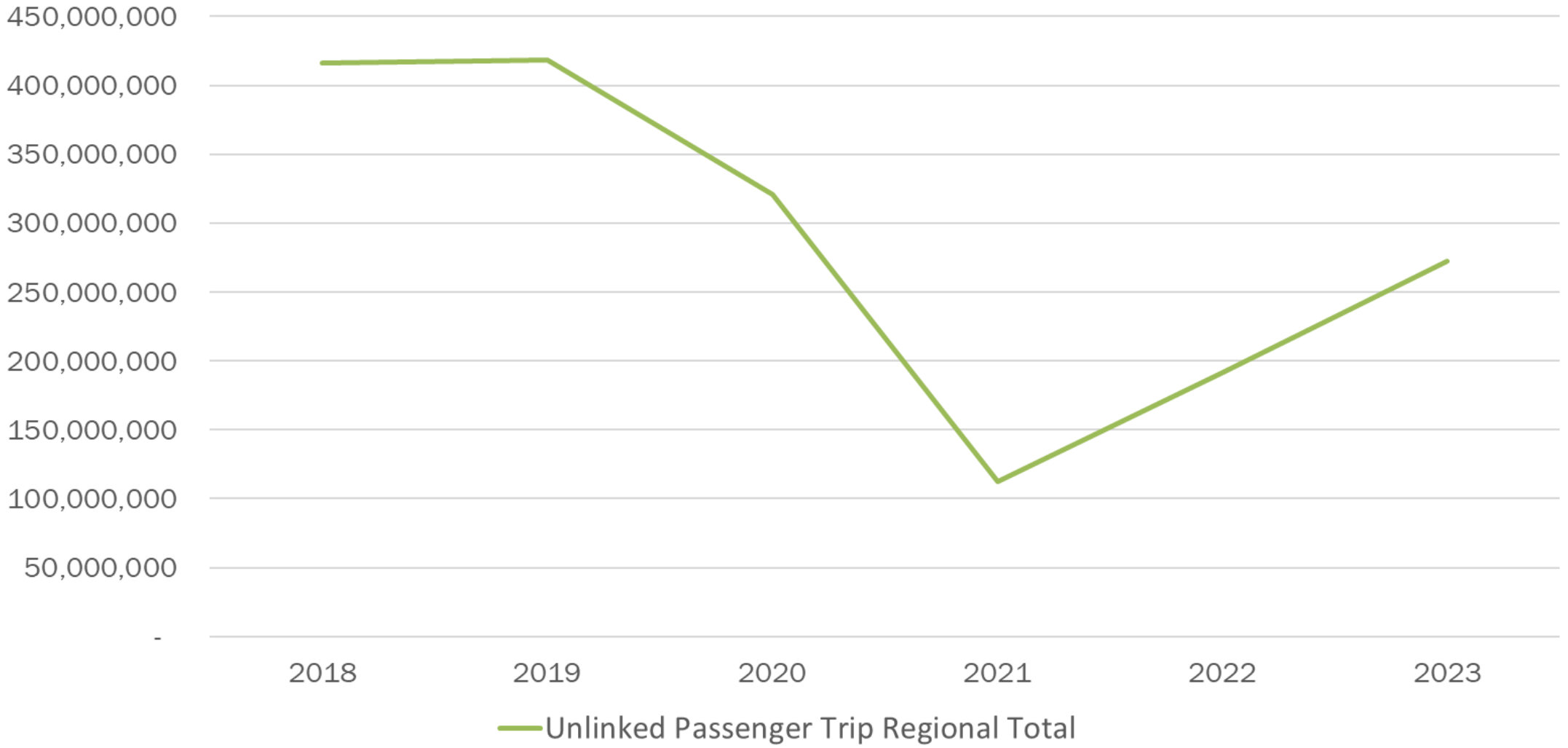


51% of trips in the region occurred by **LOCAL BUS or STREETCAR.**

Bus/Streetcar Operator Share of Total Trips



Total Unlinked Passenger Trips in the NCR (Across Modes)

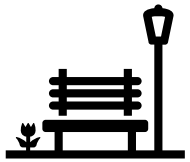


2024 Bus Service Assets in the NCR – (Appx.) Draft

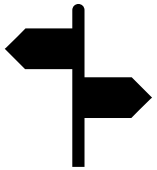
Regional Bus Fleet Totals
(Local Fixed-Route & Commuter)

3,067 *Non-WMATA* 1,639

Regional Bus Stop and Route Totals
(*WMATA-only*)



9,374



179

Maryland Local Operator Totals

Routes	Stops
161	7,532

Virginia Local Operator Totals

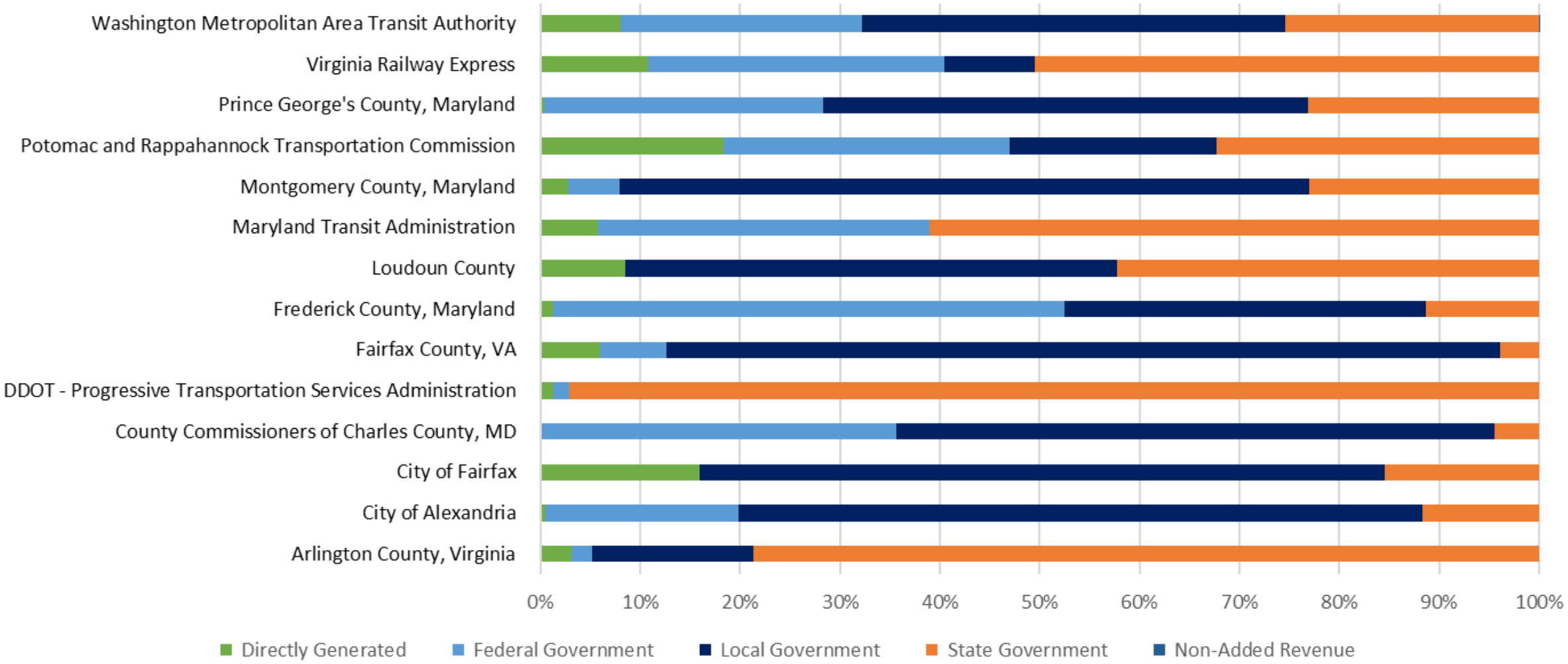
Routes	Stops
196	5,725

Preview: Part II – Agency Profile Sheets

2024 Activities and Accomplishments

- **ART**: Opened its new OMF designed for a battery electric fleet transition and LEED Platinum.
- **DC Circulator**: Ceased operations in December 2024 after 19 years.
- **CUE**: began development of its new six-year Transit Development Plan.
- **Loudoun**: Board approved fare-free local bus service beginning in 2025.
- **Ride On**: Published its zero-emission fleet transition plan in April 2024.
- **VRE**: Continued work on System Plan 2050 with finalization expected in 2025

Summary of Agency Revenue Sources - FY2023

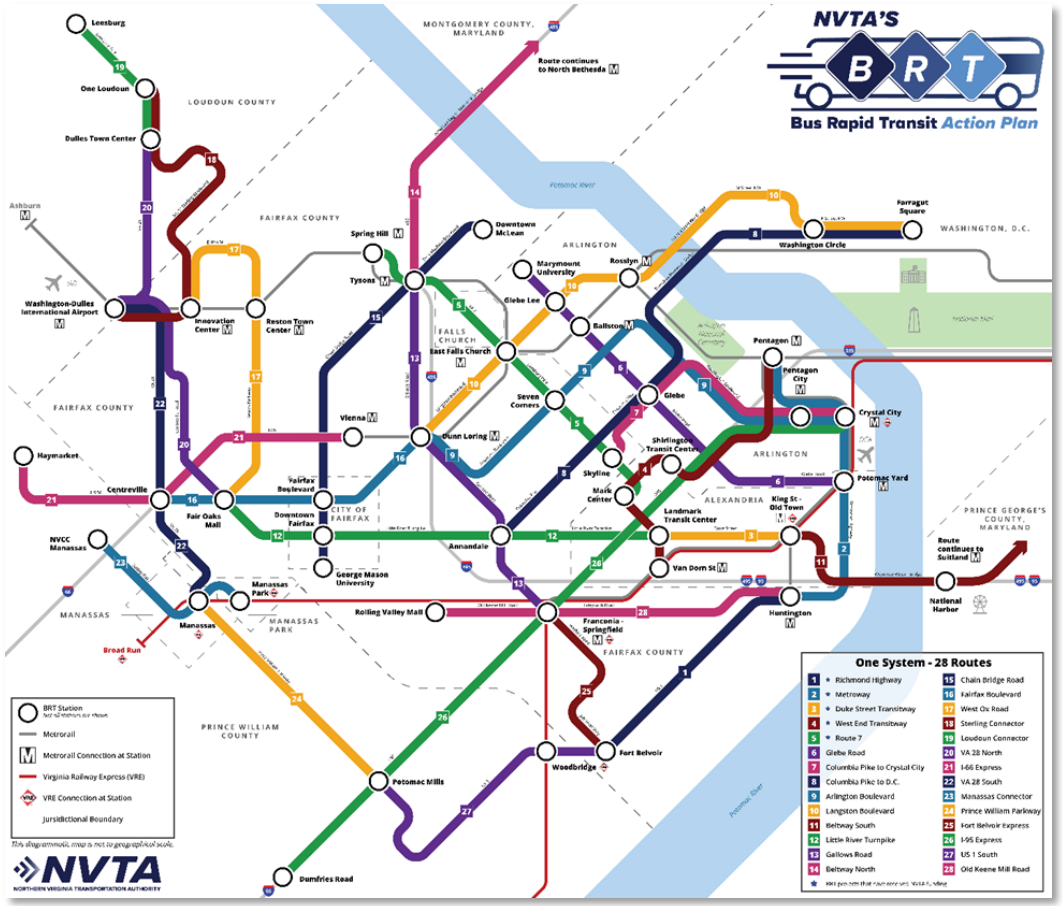


Preview: Part III – Other Public Transit

Demand Response Services

- Microtransit
  - **DC Neighborhood Connect** ends service in July 2024 after financial challenges post-fare introduction
  - **Ride On Flex** completed a post-pandemic analysis of its service with an eye toward future expansion
  - **Prince George's County** exploring expanded service areas for Link
- Paratransit
  - **Fastran** moves to the Fairfax County DOT from the Dept. of Neighborhood and Community Services

Preview: Part IV – Regional Organizations



- **NVTA**
  - NVTA wrapped up Phase 1: Data Gathering and largely completed Phase 2: Analysis of its Draft BRT Action Plan in 2024 (previously known as the Preliminary Deployment Plan for a Regional BRT system in Northern Virginia)
- **NVTC**
  - NVTC celebrated its 60th anniversary and debuted the "Advancing Transit in Northern Virginia" documentary showcasing its history and efforts to develop WMATA, VRE, the Commuter Choice program, and more.

Preview: Part V – Significant Transit Activities

- **DASH**: Published its first Transit Strategic Plan, with board approval in May 2024.
- **Frederick**: Ridership surpassed pre-pandemic levels, leading to more service on four midday routes and Saturday North Frederick Shuttle.
- **MTA Commuter Bus**: Reduced frequencies across all routes to address financial challenges.
- **VRE**: VPRA bought the Manassas Line ROW from Norfolk Southern, creating opportunities for VRE.
- **WMATA**: Launched DMV*Moves* in partnership with COG to work on finding a dedicated, sustainable funding source and improve the regional transit experience.

Preview: Part VI – TPB Activities

Table 1: Regional Transit Safety Targets – 2024

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

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

Adopted by the Transportation Planning Board at its regular meeting on December 18, 2024.

- Continued development of Visualize 2050 long range plan content and analysis as well as new TIP
- Wrapped up an expanded Intercity Travel Study
- Approved 2024 Transit Safety Targets in December, including for seven new performance measures
- Began data collection for FY25 Transit Asset Management Targets
- Regional Public Transportation Subcommittee (eight meetings in 2024)

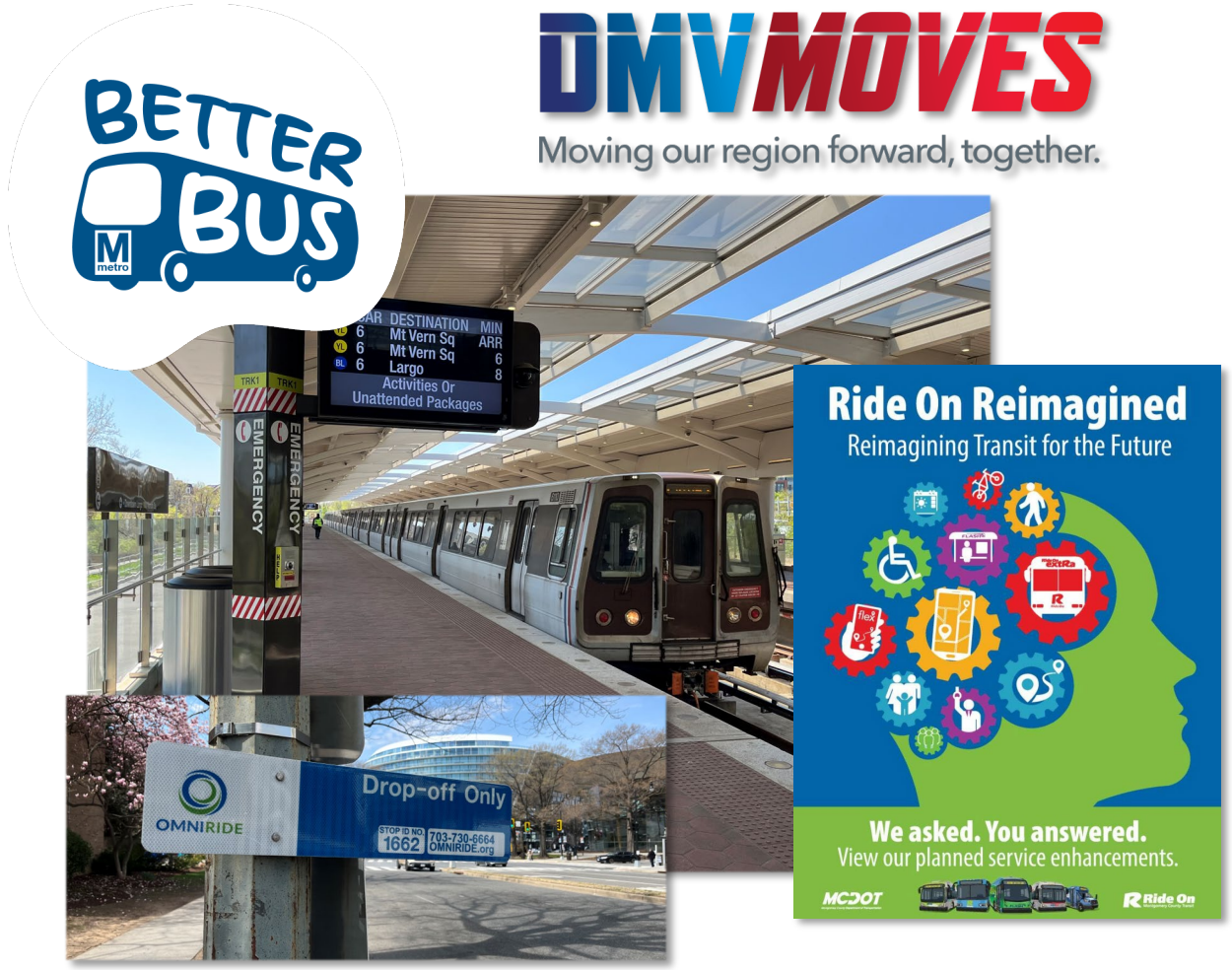
Coming Up: 2024 and 2025 SOPT Reports

SOPT 2024 ed.

- Presentation to TPB Tech on July 2, 2025
- Draft distributed for feedback in August with publication in late August or early September

SOPT 2025 ed.

- Next edition may incorporate a whole section or new content related to ongoing monitoring of DMV*Moves* implementation
- More region-wide and agency specific performance metrics will be incorporated into agency profiles and regional summary



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Transportation Planning Board