



2025 STATE OF PUBLIC TRANSPORTATION REPORT

Preview

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TPB Regional Public Transportation Subcommittee
April 28, 2026

Updated May 1, 2026



National Capital Region
Transportation Planning Board

Agenda Item # 5

Goals Today

- Preview select contents of the 2025 State of Public Transportation report
- Demonstrate how performance metrics will likely displayed in the network summary section of the SOPT
- Collect initial feedback from members for revisions
- Update members on the status of SOPT Questionnaires and FY25 Ridership Data files



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 2025

- 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



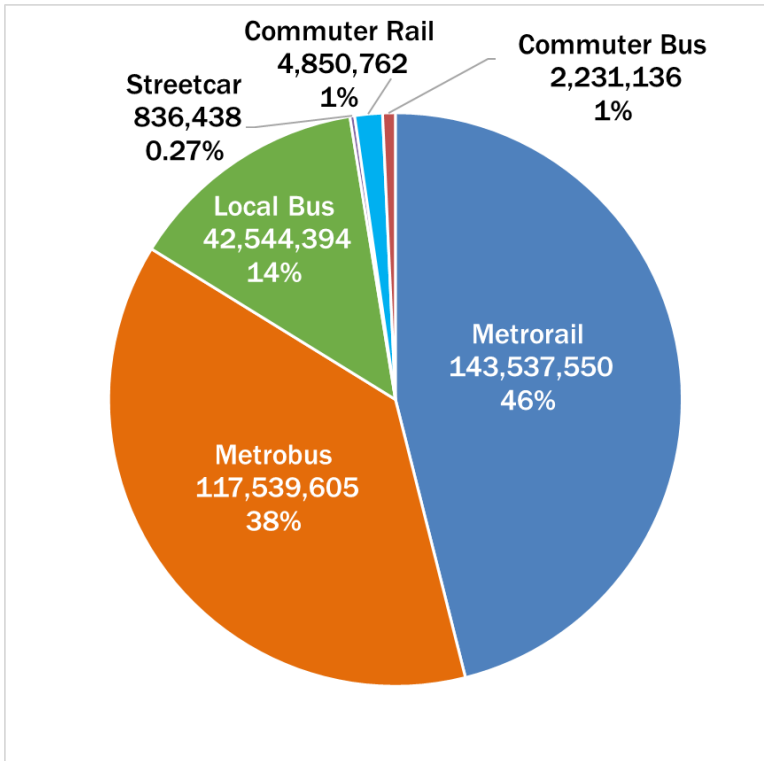
- 13 local and regional bus transit operators through Dec. 2025 (incl. RTA of Central MD and Virginia Regional Transit)
- 4 Microtransit Services
- 3 Commuter Bus Operators
- 2 Commuter Rail Operators
- 1 Streetcar System
- 1 Heavy Rail System
- Multiple Paratransit Services



2024 NTD Ridership Data for the NCR

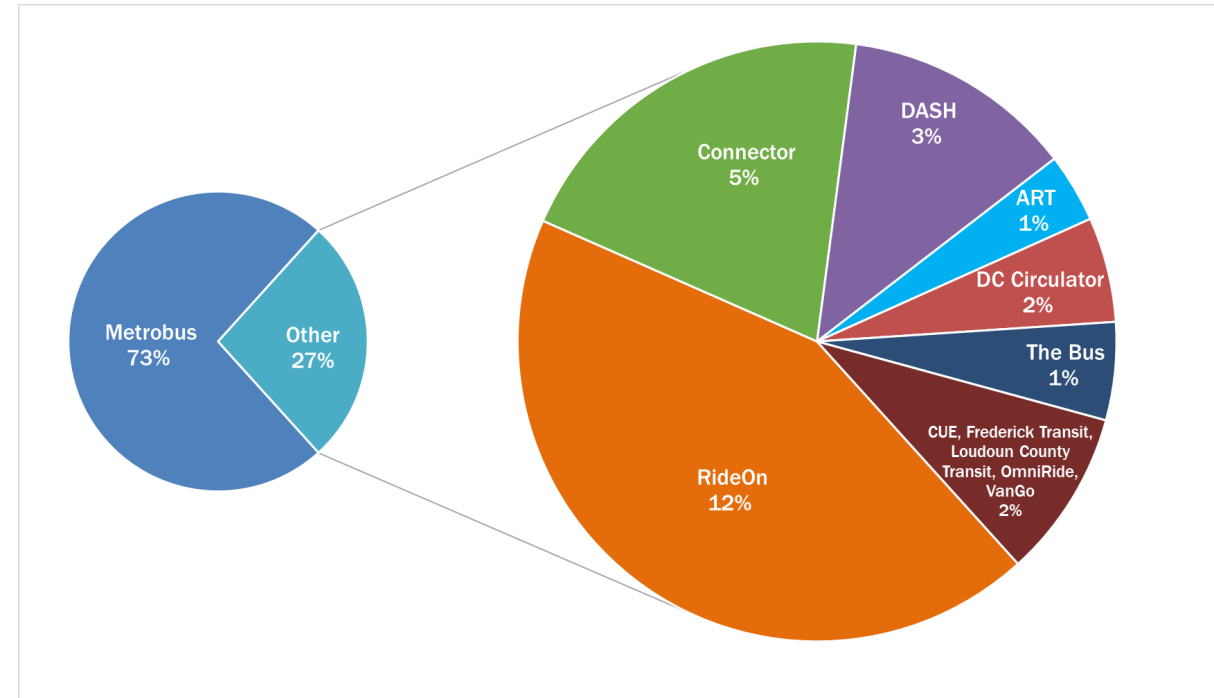
Over **311.5 MILLION TOTAL TRANSIT TRIPS** in 2024, almost **175% more** vs. 2021

Share of Total Trips By Mode



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

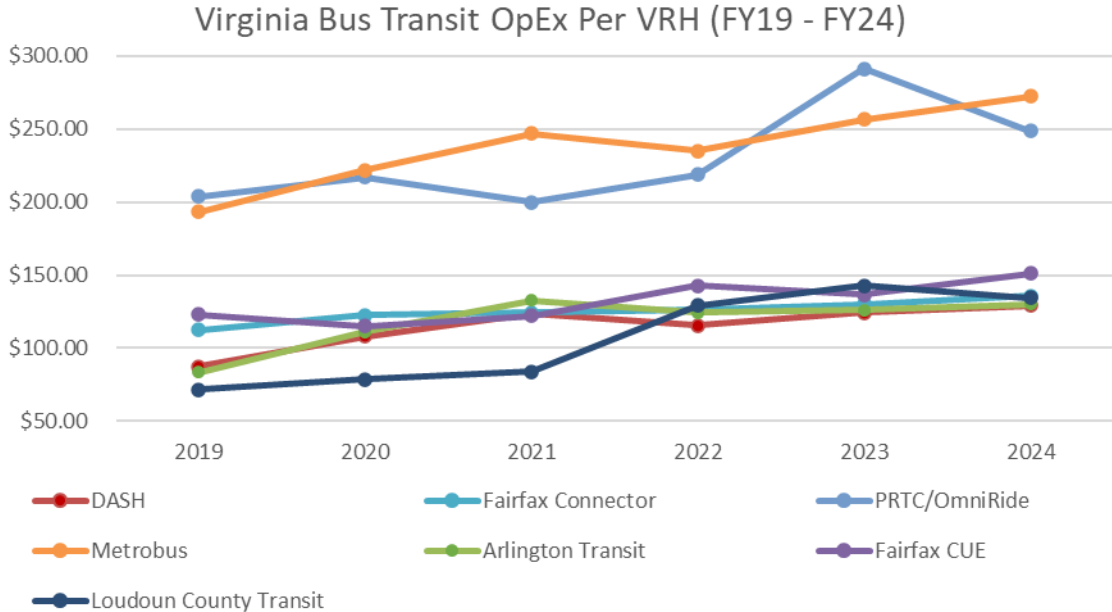
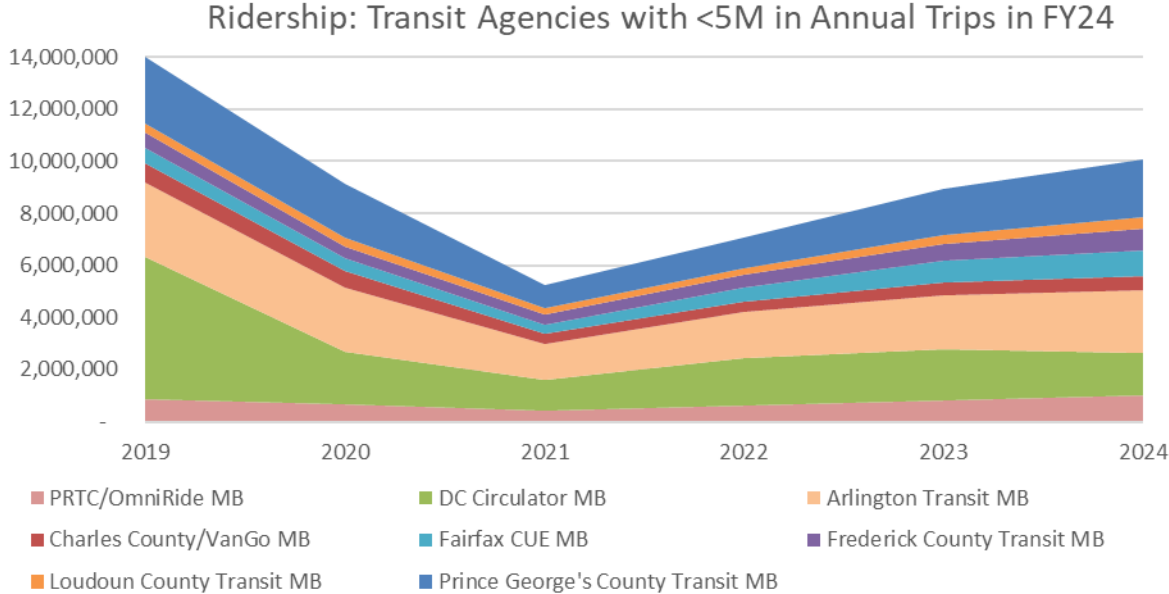
Bus/Streetcar Operator Share of Total Trips



Regional Network Performance Reporting (Proposed for Network Summary Section)

Aggregated Annual Ridership, by Agency Size

Local Operator Performance, by Agency State (or Size)



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.



New Agency Profile Template



Overview

Arlington Transit (ART) operates within Arlington County, Virginia, supplementing Metrobus with cross-county routes and neighborhood connections to Metrorail and VRE. ART improves the quality of life in the region by moving and connecting people while reducing traffic congestion and pollution. All ART buses operate on clean-burning natural gas (CNG) and are fully ADA accessible.

Arlington Transit

<https://www.arlingtontransit.com>

- MB, DR Modes**
- 82 Active Fleet**
- 888 Stops**
- 14 Routes**

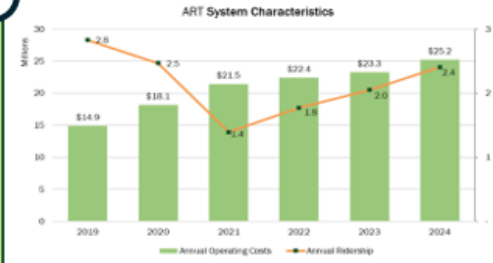
CY25 Agency Activities



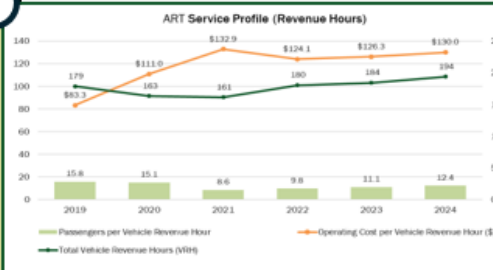
- ❖ ART was the first agency in the region to deploy cloud-based Transit Signal Priority (TSP) as part of a TSP pilot on Langston Blvd in August.
- ❖ ART began operating its first four Battery-Electric Buses (BEBs) in revenue service in August.
- ❖ In September, ART kicked off its BEB pilot analysis which will evaluate the operational performance and cost of operating and maintaining BEBs, as compared to CNG or RNG.
- ❖ ART's K-12 Student ~~Ride~~ Fare Free program saw 29.4% growth compared to CY 2024.

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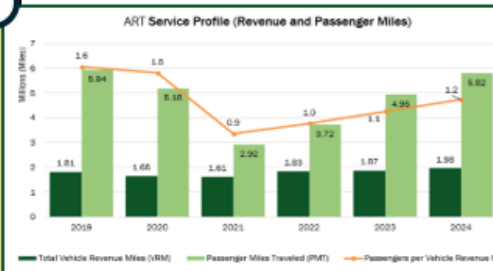
ART System Characteristics and Performance Metrics (FY19-FY24)



After experiencing a jump in operating costs between 2019 and 2021 as ridership dropped due to impacts of the COVID-19 pandemic, subsequent cost increases were comparatively less as ridership rebounded more quickly toward 2019 levels.



Between 2019 and 2021 there were significant fluctuations in service costs and hours of service; however, from 2022 onward, costs and revenue hours served began trending at a similar, moderately higher pace, reflecting the trend in ridership per revenue hour.

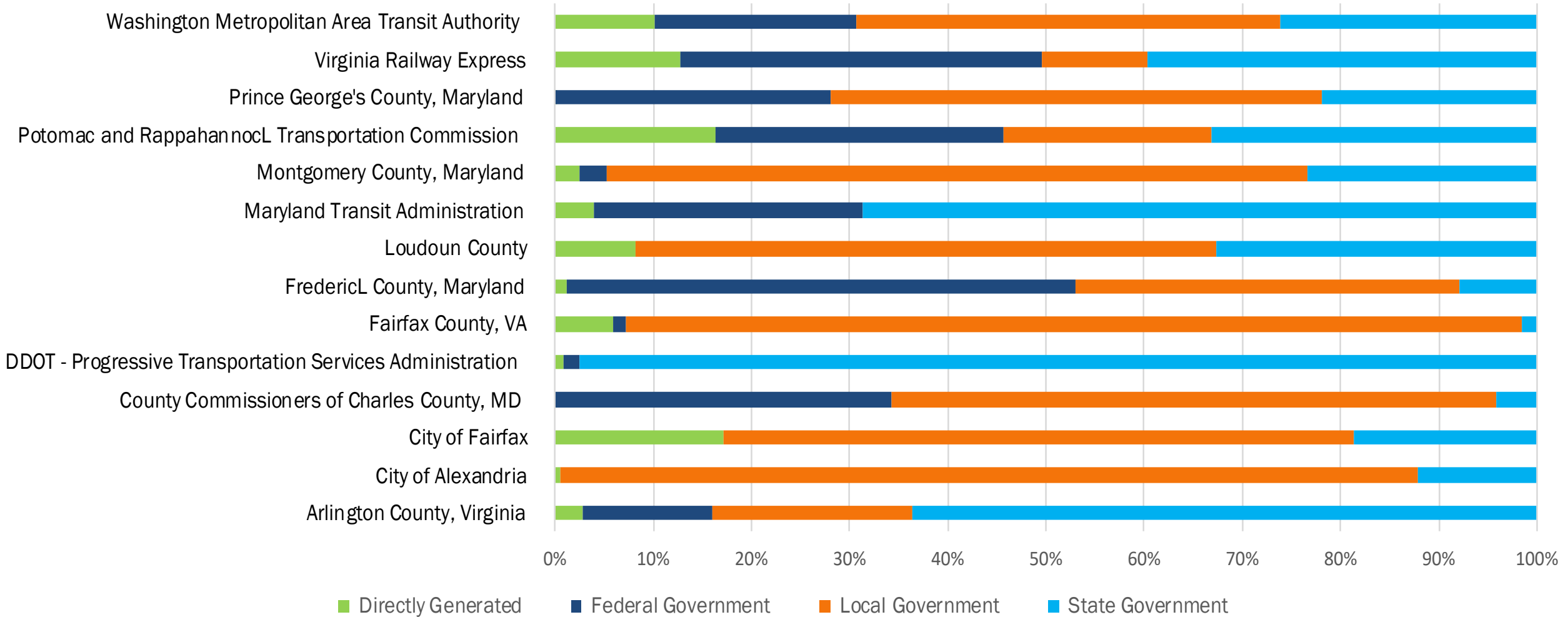


Although ridership is not yet back at 2019 levels, it appears that customers are travelling further on the ART network since PMTs are closer to pre-pandemic totals compared to the total passengers per revenue mile. This could be due to the increase in miles served.

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Summary of Agency Revenue Sources- FY2024



Preview: Part III – Other Public Transit

Demand Response Services

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



Preview: Part VI – TPB Activities

VISUALIZE
2050

DMVMOVES
Moving our region forward, together.

Revenue Vehicles Performance Measure Asset Class	Regional Assets Total	Regional Target of revenue vehicles that have met or exceeded ULB
Fixed bus	97	0.2%
Streetcar	227	0.0%
Streetcar bus	384	6.8%
Light rail	2593	10.3%
Heavy rail	134	25.7%
Light rail passenger car	1206	8.0%
Light rail vehicle	8	0.0%
Light rail	288	1.7%
Light rail locomotive	68	0.0%
Light rail passenger coach	288	9.8%
Light rail vehicle	4	0.0%
Light rail	558	3.12%
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	183	5.42%
Trucks and other Rubber Tire Vehicles	1390	3.14%
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	2.8%
Maintenance Facilities	125	1.8%
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 DMVMoves 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

- If you have yet to submit the SOPT Questionnaire and FY25 Ridership Data requested, please do so ASAP!
 - We are missing Questionnaire replies from:
 - DC Streetcar
 - Loudoun County
 - Prince George’s Transit
 - We are missing FY25 Ridership Data from:
 - DASH
 - Loudoun County
 - Prince George’s Transit
 - VanGO
- A full draft of the report is planned for completion by late May and will be shared for member review before publication.



National Capital Region
Transportation Planning Board

**2024 State of Public Transportation Report (SOPT)
Questionnaire**

1. Agency Contact - Full Name



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