STATE OF PUBLIC TRANSPORTATION 2024 REPORT

An annual review of public transportation in the National Capital Region

February 2026

National Capital Region
Transportation Planning Board

STATE OF PUBLIC TRANSPORTATION | 2024 REPORT
Prepared for the TPB Regional Public Transportation Subcommittee
February 2026

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The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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PART 1 - SUMMARY

This section provides a general summary of the state of public transportation operations within the National Capital Region in 2024.

One of Metrobus' new 60 foot, battery electric articulated buses on display at Metro's Fleet of the Future Expo on the National Mall. (Pierre Gaunaurd/COG)

PURPOSE

The purpose of this report is to provide a concise overview of the state of regional public transportation in the National Capital Region (NCR) in calendar year (CY) 2024, as well as analysis of the fiscal year (FY) 2023 NCR ridership and financial data published by the Federal Transit Administration (FTA) in October 2024. The report first provides an overview of key performance and operating characteristics, then profiles regional transit providers, and, finally, summarizes operations and planning activities that took place in public transportation across the NCR, including at the National Capital Region Transportation Planning Board (TPB).

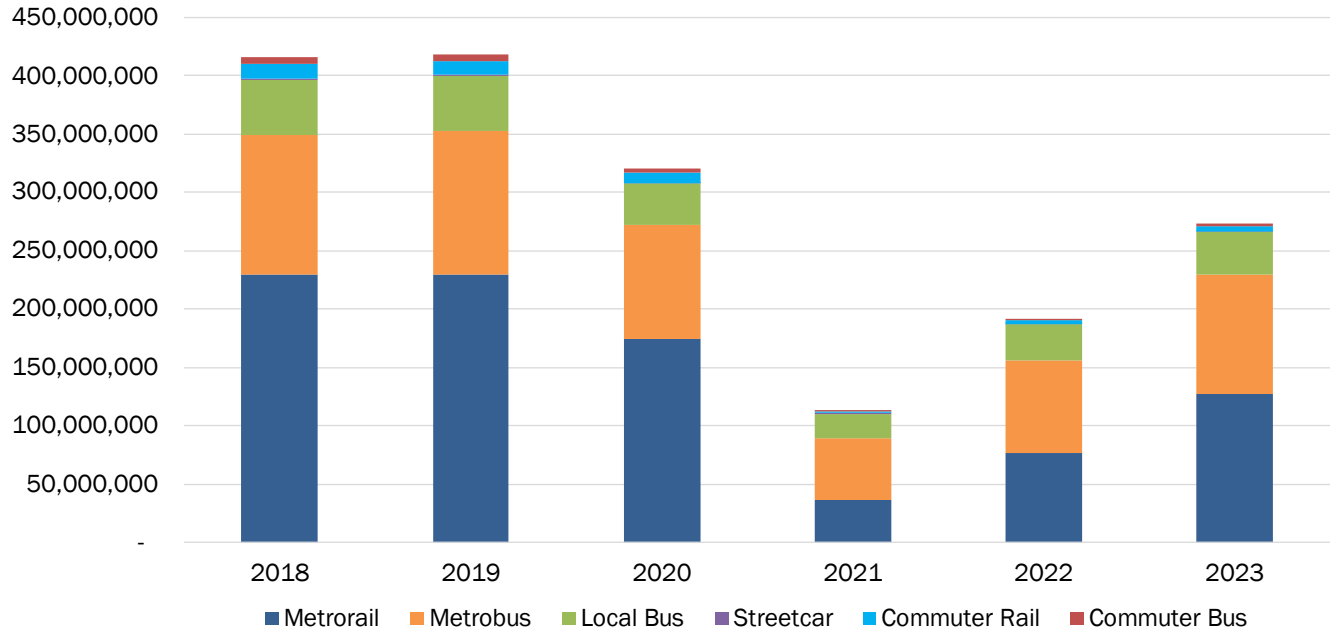
SUMMARY

Public transportation is a vital component to improving livability, environmental and economic quality of life for the region. Benefits include providing access to jobs, goods, and services for millions of residents, allowing more vibrant and meaningful social interaction during daily travel, serving as an alternative to single-occupancy vehicles, reducing congestion, and offsetting greenhouse gas emissions. Within the TPB region, riders continued to return to public transportation after the blanket disruption caused by the COVID-19 pandemic. As the habits and routines of customers continued to change, many agencies adjusted their services to focus resources strategically and address shifts in demand. An example is the renewed focus on improving on-time performance and service frequency as more people returned to the office on weekdays and used the system during off-peak times.

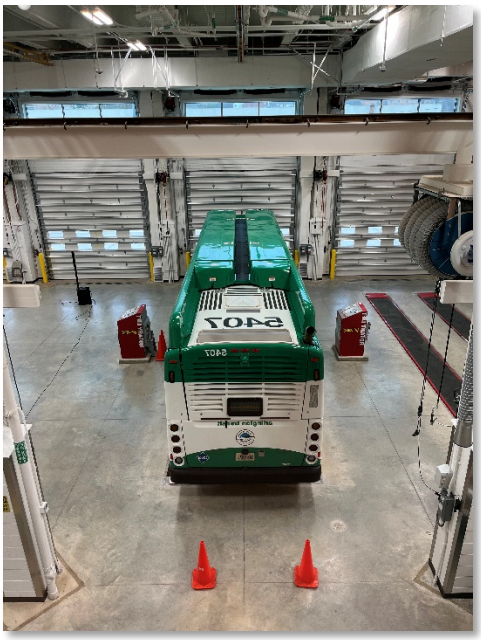
In 2024, approximately 11 percent of commuters used public transportation within the Washington-Arlington-Alexandria Metropolitan Statistical Area (which includes areas outside of the TPB region), a jump from about 9 percent the prior year.[1] Of those using public transportation, 32 percent of commuters rode bus transit to get to work, whereas approximately 63 percent took Metrorail, and the balance used other rail, streetcar, or ferry services according to Census Bureau estimates.[2] However, FY 2023 data reported in the National Transit Database (NTD) showed that 51 percent of unlinked passenger trips in the NCR are by local bus and Metrobus, making bus the primary form of public transportation, regardless of trip purpose.[3] In total, the NTD reported that in FY 2023 there were almost 273 million unlinked passenger trips on public transportation across the region, an 81million trip increase from FY 2022, but still approximately 15 percent less than in (partially pre-pandemic) FY 2020.[4] Figure 1 shows the total unlinked passenger trips across transit modes in the NCR for years FY 2018 through FY 2023. This chart reflects the significant impact to ridership caused by pandemic-related factors from FY 2020 onward.

Four primary modes of public transportation operate in the region: rail, bus, microtransit, and paratransit. At the end of CY 2024, there were 14 agencies providing public transportation that were based in the NCR and running service independent of another operator. Some like the District Department of Transportation (DDOT), Loudoun County Transit (LCT), the Maryland Transit Administration (MTA), the Potomac and Rappahannock Transportation Commission (OmniRide), and the Washington Metropolitan Area Transit Authority (WMATA) operated multiple modes of service. Throughout the year, these 14 agencies and/or jurisdictions were responsible for 12 local and regional bus, 4 microtransit, 3 commuter bus, and 2 commuter rail services, in addition to multiple paratransit services, and heavy rail and streetcar systems. Figure 2 features the fixed-route service lines of the NCR's bus, heavy rail, and commuter rail operators displayed over a map of the region. The following provides more information on each respective mode of public transportation in the NCR's transit network.

Figure 1: Unlinked Passenger Trips Across Transit Modes in the NCR (FY 2018-2023)

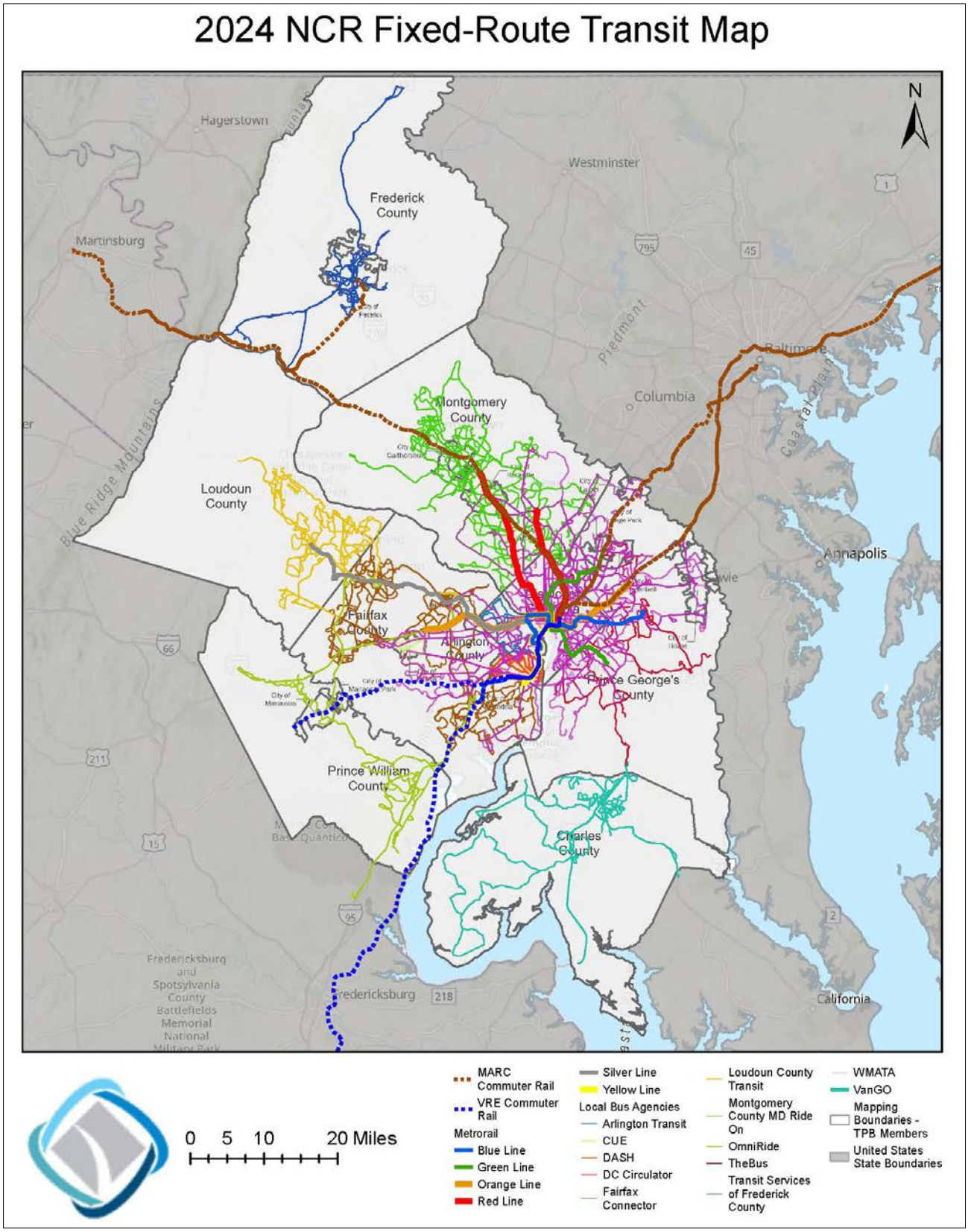


A Metrorail customer descends an escalator toward a waiting Orange Line train at the Dunn Loring-Merrifield station, VA. (Pierre Gaunaurd/TPB)



An ART bus is parked inside the service's new Operations and Maintenance Facility in Green Valley.

Figure 2: Major Public Transportation Providers in the TPB Region (CY 2024)



Rail

Rail offers high-capacity, high-quality transit along major corridors. The NCR's largest public transportation provider, WMATA, operates the Metrorail heavy rail service. Metrorail is historically the backbone of the region's transit system and stretches into all three states of the NCR. Its ridership and general outlook continue to rebound after pandemic-related changes in travel behavior, but it has yet to reach pre-pandemic annual ridership totals. The region's rail network will expand further when the MTA's Purple Line light-rail line connecting Montgomery and Prince George's counties is completed (expected 2027).

There are also two commuter rail services extending access to the region's core. MTA operates the Maryland Area Rail Commuter (MARC) rail service in Maryland and in Virginia, the Virginia Railway Express (VRE) is a service of the Potomac and Rappahannock Transportation Commission (PRTC) and the Northern Virginia Transportation Commission (NVTC). Although both providers operate almost entirely within their respective states, each offers service in Washington, DC, meeting at Union Station. MTA and VRE both serve stations outside the NCR as well, offering convenient connections into the area from major population centers otherwise likely accessible for commuters only via a car.

In addition, there are two miles of streetcar service in Washington, DC, along one line that traverses the H Street and Benning Road, NE corridors.

Bus

Bus transit (local, regional, and commuter service) provides access across the NCR and carried 52 percent of all transit trips in FY 2023. This is a six percent reduction in mode share from FY 2022 due to an increase in Metrorail and commuter trips, not the result of fewer trips via bus. In fact, total unlinked passenger trips on fixed-route bus services rose approximately 25 percent year-over-year. At the end of 2024, eleven agencies operated local bus transit (DC Circulator ended operations on December 31, 2024) and three agencies operated longer-distance commuter buses forming a regional network that continues to be the primary means of public transportation for most travelers, as well as connecting many passengers to Metrorail and commuter rail stations. Bus operators take advantage of bus rapid transit (BRT) and other bus priority strategies expanding within the region to improve service efficiency and frequency.

Microtransit

A modern form of demand response transit, microtransit (also known as On-Demand Transit or ODT) offers customers the opportunity to book a trip between flexible pick-up and drop-off points that are set based on the needs of multiple riders on a route. Typically, microtransit operates within designated service zones, utilizes small vehicles, and depends on customers using a mobile app to schedule and manage rides. What makes these services unique is the technological convenience of booking trips through an app, with ride options available within hours or minutes. This contrasts with how many Dial-A-Ride services have operated traditionally, requiring customers to schedule the trip at least 24 hours in advance via a phone reservation.

In CY 2024, the NCR featured four microtransit services: the District of Columbia's Neighborhood Connect, Montgomery County's Ride On Flex, Prince William County's OmniRide Connect, and Prince

George's County's Link. DC Neighborhood Connect ended its service in July 2024, leaving three active microtransit services within the NCR leading into 2025.

Paratransit

Paratransit supplements bus and rail fixed-route service by offering on-demand or shuttle services for customers with disabilities or qualifying individuals facing challenges accessing fixed-route service. MetroAccess is the largest paratransit operator and provides most service in DC and Maryland, while several Virginia jurisdictions operate their own local services. Paratransit providers must meet certain operating requirements under the Americans with Disabilities Act (ADA).

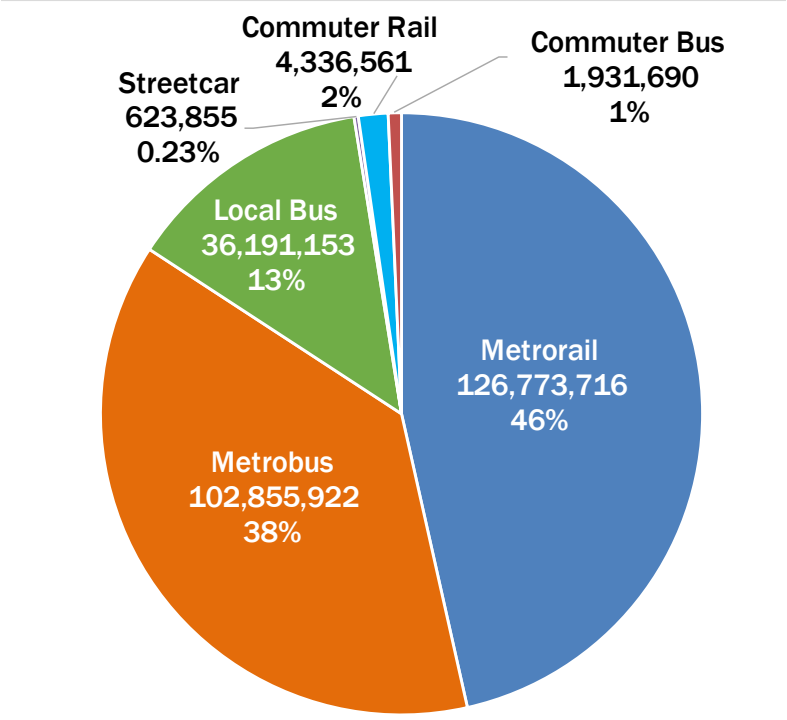
Other Modes and Providers of Public Transportation

Beyond the services operated by government agencies, other providers that operate within the NCR include: transit services based outside of the NCR area, private coach operators, taxicabs, university-transportation programs, private shuttle services, Transportation Network Companies (TNCs) such as Uber and Lyft, and more.

TRANSIT MODE SHARE OF NETWORK RIDERSHIP

Figure 3 provides a breakdown of the annual transit ridership by mode in the NCR Capital Region. In FY 2023, 84 percent of all public transportation rides in the region were delivered by WMATA and for the first time since FY 2019, there were more passenger trips on Metrorail than on Metrobus. This was led by a year over year 67 percent increase in Metrorail trips as more commuters returned to the system, tourism rebounded in the NCR, and residents rode rail for everyday needs. Local bus operators and the DC Streetcar made up just over 13 percent of the annual public transportation trips in the region, a 3-percent reduction in the modes' relative share of rides due to the significant increase in trips on Metrorail; nevertheless, total trips on all modes increased year-over-year. Commuter rail and commuter bus accounted for three percent of the annual public transit trips combined, a 1 percent mode share increase from FY2022.

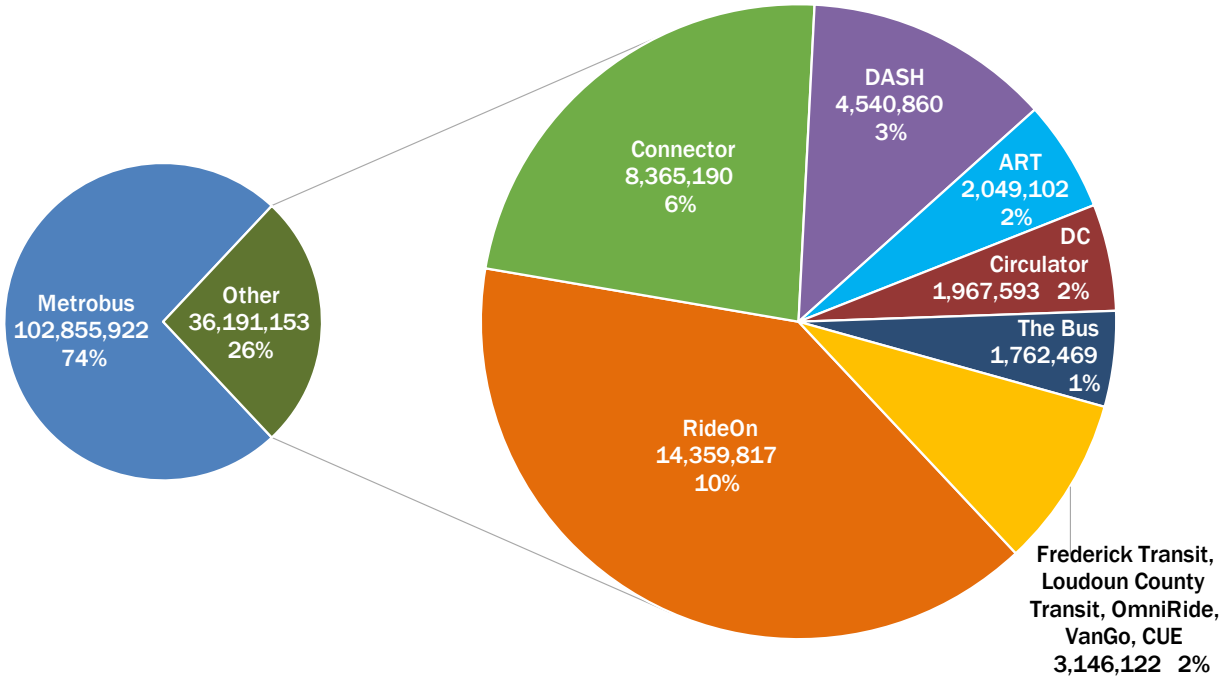
Figure 3: NCR Unlinked Annual Trips by Mode (Percentage), FY2023 NTD



As shown in Figure 3, Metrobus recorded almost 103 million trips across the region in FY 2023 and served the most trips of any bus operator. All local (non-Metrobus) bus operators in aggregate provided over 36 million unlinked passenger trips combined in FY 2023, almost 5 million more trips

than in FY 2022. Figure 4 illustrates the percentage share of ridership by operator for FY 2023. Montgomery County's Ride On ranked second in total bus trips in the region behind Metrobus, with over 14 million passenger trips in FY 2023 and a slightly higher ridership total than the previous year. Fairfax Connector remained the third largest bus operator in the region with more than eight million trips. These top three agencies account for 90 percent of local bus trips in the NCR, a 2-percent drop in share of overall bus ridership as several smaller agencies experienced significant increases in riders. The remaining ten local bus service operators providing over 13 million trips, an approximate 30 percent rise in passenger trips from FY2022.

Figure 4: NCR Local Agency Bus Trips by Agency (Percentage), FY2023 NTD



PART 2 – PUBLIC TRANSPORTATION AGENCY PROFILES

The following section contains individual profile sheets for each agency in the region that operates fixed-route bus, commuter bus, and commuter rail service. These profile sheets include an overview of the agency, accomplishments in CY 2024, system characteristics such as fleet and facility data, and provider data including operating costs, fare revenue, and ridership.

OmniRide Access and Connect demand response vehicles parked at the operator's Manassas operations facility. (Pierre Gaunaurd/COG)

Key

In the System Snapshot section of each Operator Profile, the abbreviations in the Service category mean the following:

CB - Commuter Bus
CR - Commuter Rail
DR - Demand Response (Microtransit and/or Paratransit)
HR - Heavy Rail (Metrorail)
MB - Fixed-Route Local Bus
SR - Streetcar

Agency Profiles

DISTRICT OF COLUMBIA

District Department of Transportation (DDOT) - DC Circulator

https://dccirculator.com/

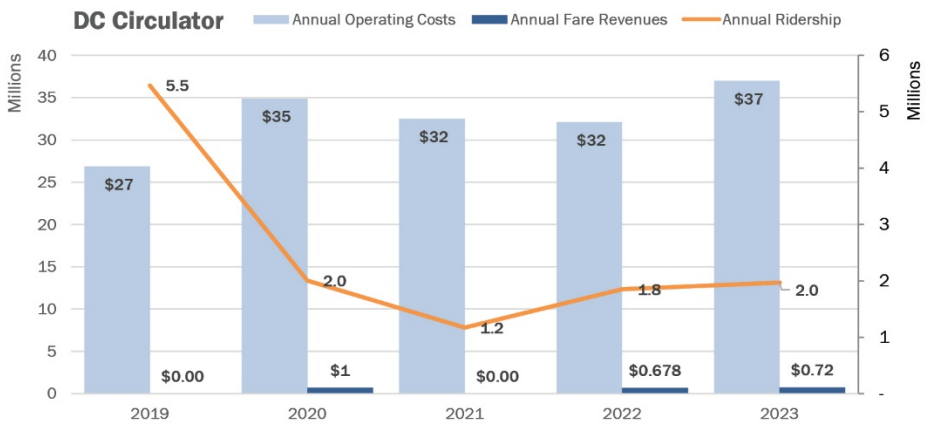
Overview

The DC Circulator, operated by DDOT, began operating in 2005 as a local transit service intended to complement the existing Metrobus and Metrorail operations serving the Washington, DC metropolitan area. In conjunction with regional partners, DDOT's goal was to promote economic activity by facilitating visitor access to neighborhoods in Washington, DC and to improve mobility for downtown workers during the workday. DC Circulator ceased operations in December 2024.

System Snapshot

- Service: MB
- Fleet: 73
- Stops: 133
- Routes: 6
- Depots: 3

Provider Data



Source: National Transit Database FY19-23

DC Circulator bus stopped to pick up passengers. (Pierre Gaunaurd/COG)

District Department of Transportation (DDOT) - DC Streetcar

https://dcstreetcar.com/

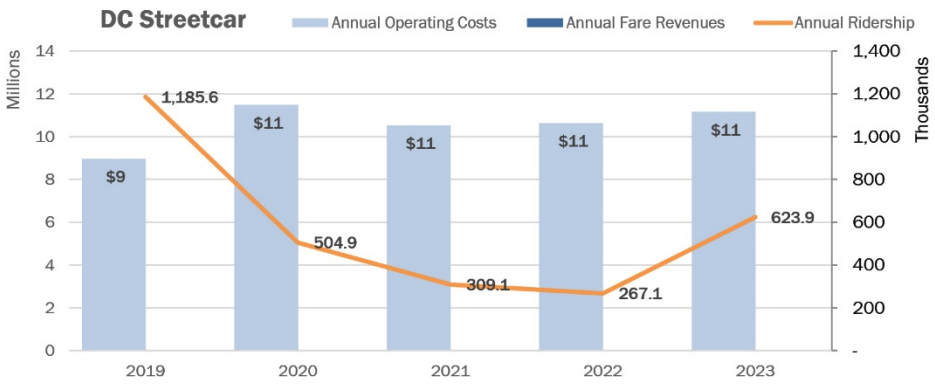
System Snapshot

Service	SR
Fleet	6
Stops	15
Routes	1
Depots	1

Overview

The DC Streetcar is a surface streetcar network in Washington, DC It currently consists of a single 2.2-mile line running in mixed traffic along H Street and Benning Road in the city's Northeast quadrant. It operates as a free service with the goals of linking neighborhoods with a modern, convenient, and attractive transportation alternative, reducing parking demand, traffic congestion, and air pollution, plus encouraging economic development and affordable housing options along streetcar corridors.

Provider Data



Source: National Transit Database FY19-23

DC Streetcar moving along H Street, NE in Washington, DC. (DDOT/DC Streetcar)

Agency Profiles

MARYLAND

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

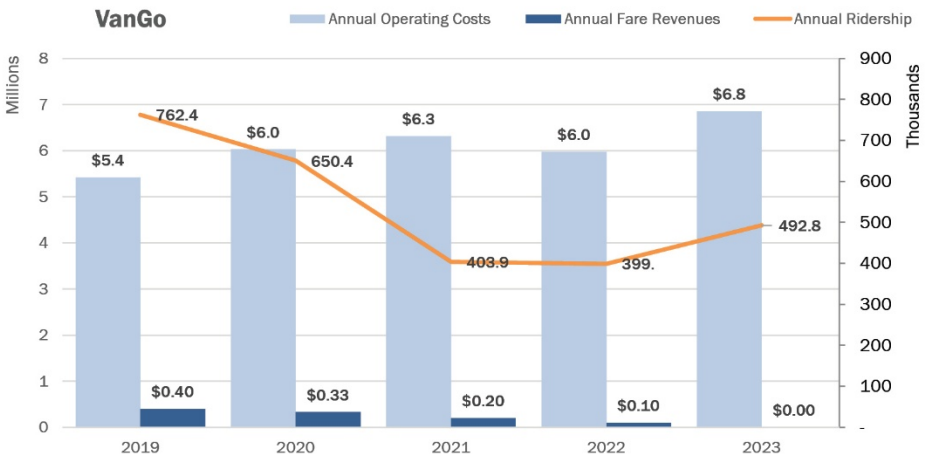
- Service: MB, DR
- Fleet: 44
- Stops: 200
- Routes: 13
- Depots: 1

Recent Activities and Accomplishments

Awarded a five year contract with a vendor to perform ongoing bus stop improvements.

Started a new route, in coordination with the College of Southern Maryland linking its Hughesville and La Plata campuses

Provider Data



Source: National Transit Database FY19-23

VanGO buses parked at the agency's depot. (Pierre Gaunaurd/COG)

Transit Services of Frederick County

https://www.frederickcountymd.gov/105/Transit-Services

Overview

Transit Services of Frederick County is an award-winning public transit organization, reducing auto emissions and traffic congestion while improving the quality of life for residents of Frederick County. Connector buses operate in the City of Frederick and the urbanized areas of Frederick County. Six routes can deviate within ¾ mile of the route for passengers who are unable to board the bus at a regular stop. Shuttles serve our more rural communities, as well as commuters. Paratransit provides service countywide, supplemented by a Taxi Access Program (TAP). Finally, Transit provides commuter education/assistance, and implements TDM strategies.

Recent Activities and Accomplishments

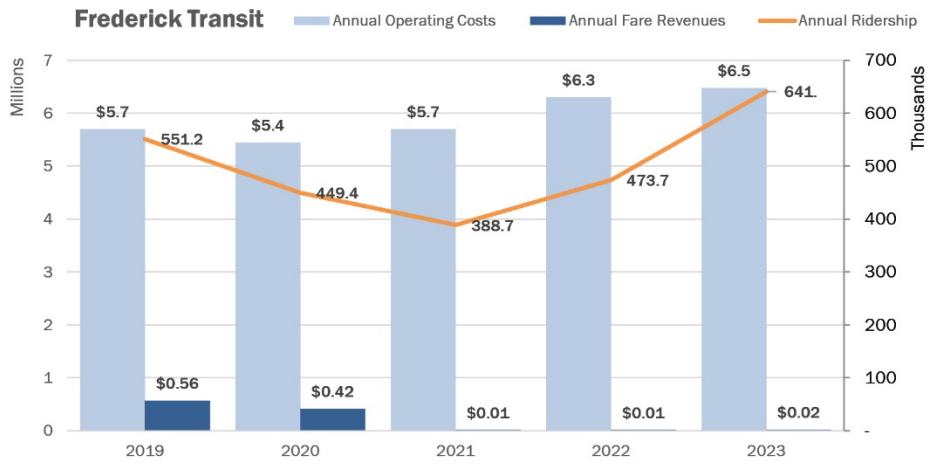
Continued to grow ridership, surpassing levels from the beginning of the pandemic, and reaching over 840,000 rides in CY 2024.

Expanded ride opportunities significantly by adding service on the four midday routes (20, 40, 50, 51) and Saturday North Frederick Shuttle.

Rolled out AVA and AVL and undertook a network redesign of many of the routes.

Won CTAA and TAM's System of the Year Awards in 2024.

Provider Data



Source: National Transit Database FY19-23

System Snapshot

- Service: MB, DR
- Fleet: 57
- Stops: 385
- Routes: 17
- Depots: 1

Row of Frederick County transit buses parked at the Frederick city transit center. (Pierre Gaunautd/COG)

Montgomery County Transit - Ride On

https://www.montgomerycountymd.gov/DOT-Transit/

System Snapshot

Service	MB, DR
Fleet	383
Stops	4,941
Routes	79
Depots	3

Overview

The Montgomery County Division of Transit Services plans, schedules, and manages the County's Ride On bus system. The Ride On system is designed to complement the transit services of other providers in the region. The County also manages Xtra: a popular limited stop service, Flex: the first on-demand service in the region, FLASH: a bus rapid transit-like service, and related transit infrastructure including almost 500 bus shelters, over 4,800 bus stops, 700 benches and multiple Park & Ride lots.

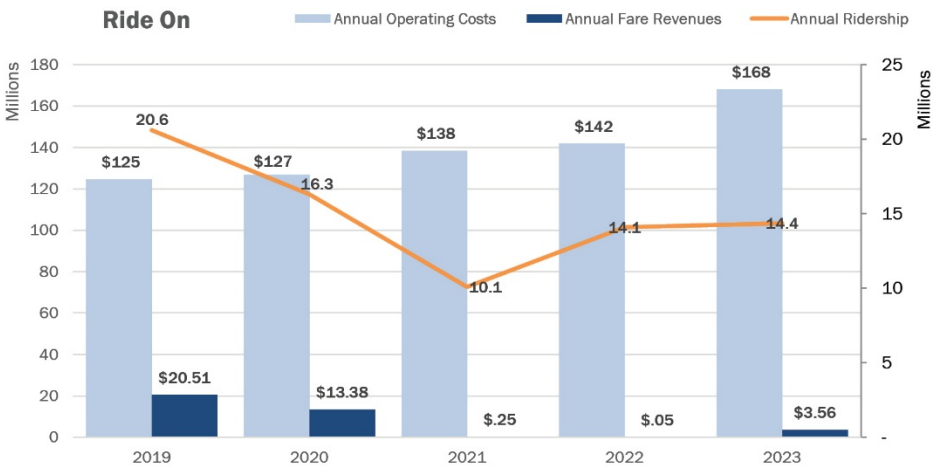
Recent Activities and Accomplishments

Published Montgomery County's Zero Emission Bus (ZEB) Transition Plan in April 2024 with the aim of facilitating the turnover of Ride On's fleet from carbon emitting to non-emitting, clean energy vehicles by the county's zero emissions deadline of 2035.

Launched phase 1 of the Great Seneca Transit Network in September 2024 with two routes in the Rockville/Shady Grove areas that expanded coverage and delivered improvements like bus shelters and bike/ped infrastructure.

Completed a TPB Transportation-Land Use Connections grant to assess potential expansion scenarios for Ride On's Flex microtransit service post-Covid pandemic.

Provider Data



Source: National Transit Database FY19-23

Ride On buses parked. (Montgomery County DOT/Ride On)

Prince George's County Transit - TheBus

https://www.princegeorgescountymd.gov/1120/Countys-TheBus

Overview

Prince George's County operates TheBus, a fixed route bus system for the county with 24 routes. A microtransit service called "Link" now operates in one geographic zone as of 2022. The Bus also offers "Call-A-Bus" (curb-to-curb service) and "Call-A-Cab" (discounts cab service when public transit is unavailable) for seniors and persons with disabilities through a small network of scheduled routes and participating cab companies. The services are overseen by the Department of Public Works and Transportation.

Recent Activities and Accomplishments

Launched the county's first electric microtransit vehicles in March 2024 through a customer engagement event with Call-A-Bus patrons.

Began a pilot program to upgrade diesel buses' fuel systems to use 100% biodiesel (B100) fuel, which is said to cut carbon emissions by at least 75% per gallon compared to standard diesel, as an alternative means of adopting low-emission technology.

Conducted community outreach for and continued development of the system's five-year Transit Vision Plan with expected completion in 2025.

Provider Data

Source: National Transit Database FY19-23

System Snapshot

Service	MB, DR
Fleet	162
Stops	1,616
Routes	24
Depots	1

TheBus bus stopped curbside. (Prince George's County DPW&T/TheBus)

MDOT MTA - Commuter Bus

https://www.mta.maryland.gov/schedule?type=commuter-bus

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

System Snapshot

- Service: CB
- Fleet: 78^
- Stops: 390*
- Routes: 28*
- Depots: N/A

^85% of Vehicles Operated in Maximum Service (VOMS) attributed to TPB

* in TPB region

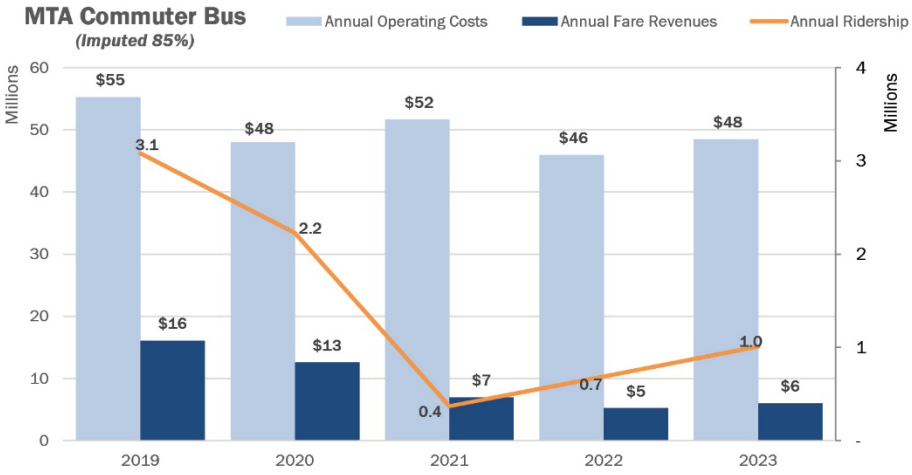
Overview

MDOT MTA Commuter Bus Service is a vital link that connects thousands of Maryland's suburban residents with jobs in Baltimore and Washington D.C. MDOT MTA Commuter Bus service is supplied by private contractors with oversight from MDOT MTA and operates weekdays during morning and evening rush hours and with select mid-day trips.

Recent Activities and Accomplishments

Maintained operations on all existing 36 commuter bus routes across the state of Maryland after potential cuts were considered during the FY25 annual budgeting process to address drops in revenue and ridership post-pandemic. However, service frequencies were reduced across the network, including within the TPB region.

Provider Data



Source: National Transit Database FY19-23

MTA commuter bus turning on a commercial street (MDOT MTA)

MDOT MTA - MARC Commuter Rail

https://www.mta.maryland.gov/schedule?type=marc-train

Overview

The Maryland Area Regional Commuter (MARC) rail system, serves Baltimore, Washington, D.C., and surrounding areas, as well as Martinsburg, WV. MARC Train operates across three routes including the Brunswick Line, Camden Line, and Penn Line. All routes originate or terminate at Washington Union Station.

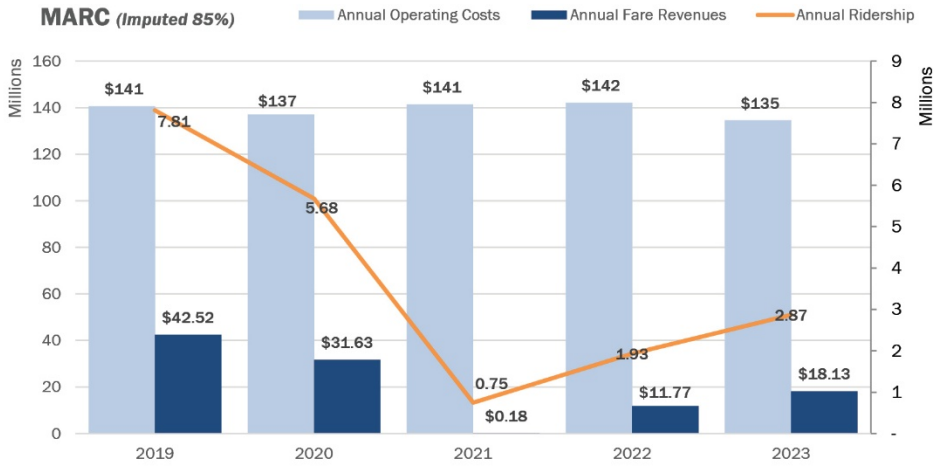
Recent Activities and Accomplishments

Relaunched a cross-honor agreement wqith VRE whereby passengers with specific passes may use that pass to transfer onto the other service's system at Union Station and continue their trip into the neighboring state with no extra cost. An earlier version of this program ended in 2015.

Continued community engagement and planning efforts for MARC's Growth and Transformation Plan, the rail system's new long range planning document and strategic vision. Expected completion is in 2025.

Published a report examining potential for transit-oriented development along the MARC Penn Line.

Provider Data



Source: National Transit Database FY19-23

System Snapshot

Service	CR
Fleet	186* 48**
Stops	24^
Routes	3
Railyards	7†

* railcars

** locomotives

^ in TPB region

† incl. D.C. Wedge yard

MARC train at the Riverside Heavy Maintenance Facility. (Pierre Gaunaurd/COG)

Agency Profiles

VIRGINIA

Alexandria Transit Company - DASH

https://www.dashbus.com/

Overview

The Alexandria Transit Company's DASH system provides safe, reliable, and convenient bus service within the City of Alexandria. DASH's eleven routes connect with regional transit services including Metrobus, Metrorail, Virginia Railway Express, and other local bus systems. DASH serves all of the Alexandria Metrorail Stations, as well as the Pentagon Metrorail station during morning and evening peak periods. DASH's name symbolizes a commitment to the citizens of Alexandria: Driving Alexandria Safely Home.

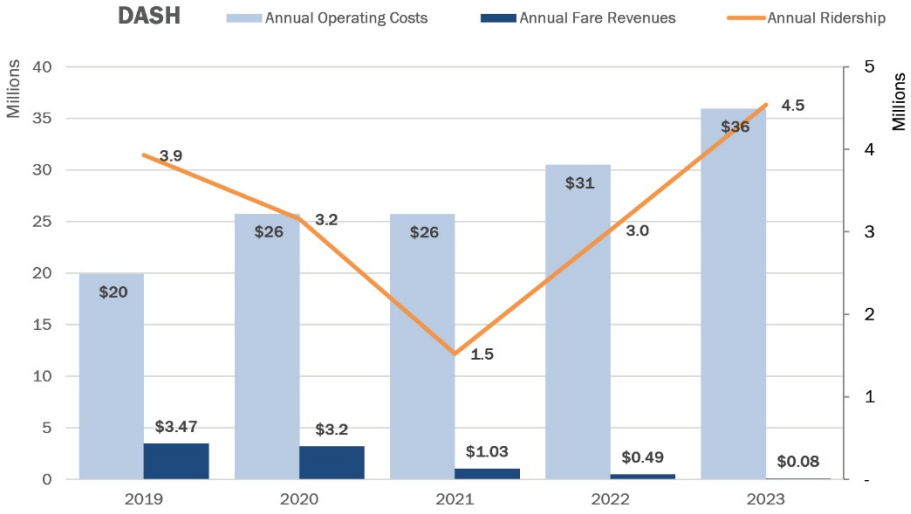
Recent Activities and Accomplishments

Set a new agency record for annual ridership with 5.3 million boardings in FY 2024 and received a 95% Customer Satisfaction Rating in an onboard survey.

Installed 10 new solar-powered real-time informaton displays along Lines 35 & 36A/B, funded by NVTC Commuter Choice.

Deployed successful pilot programs for automated wheelchair securement systems, onboard customer displays, blind-spot cameras, and solar-powered bus stop lighting.

Provider Data



Source: National Transit Database FY19-23

System Snapshot

Service	MB
Fleet	103
Stops	707
Routes	12
Depots	1

Zero-emission DASH buses in Alexandria, VA. (DASH)

Arlington Transit - ART

https://www.arlingtontransit.com

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.

Recent Activities and Accomplishments

Received 15 new 35 foot CNG buses from Gillig. These were meant to replace smaller, older buses and serve as operational comparables with battery-electirc buses expected to arrive in 2025.

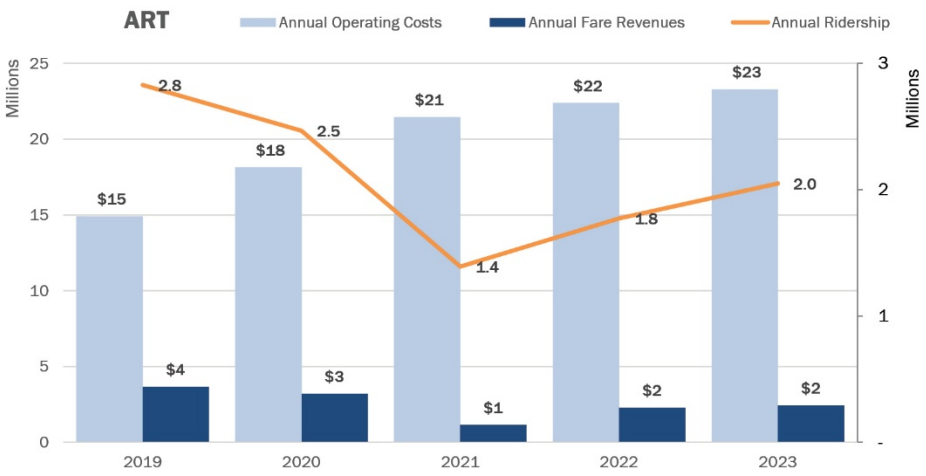
Completed construction of a new operations and maintenance facility in Arlington's Green Valley neighborhood in December 2024 that was built to help consolidate agency assets and facilitate fleet electrification.

Consolidated three routes into one new route (ART 56) with service between Old Glebe Road and the Rosslyn Metro station.

System Snapshot

Service	MB, DR
Fleet	107
Stops	578
Routes	14
Depots	3

Provider Data



Source: National Transit Database FY19-23

ART bus at the East Falls Church Metrorail bus loop. (Pierre Gaunaurd/COG)

City of Fairfax City-University Energysaver - CUE

https://www.fairfaxva.gov/government/public-works/transportation-division/cue-bus-system

Overview

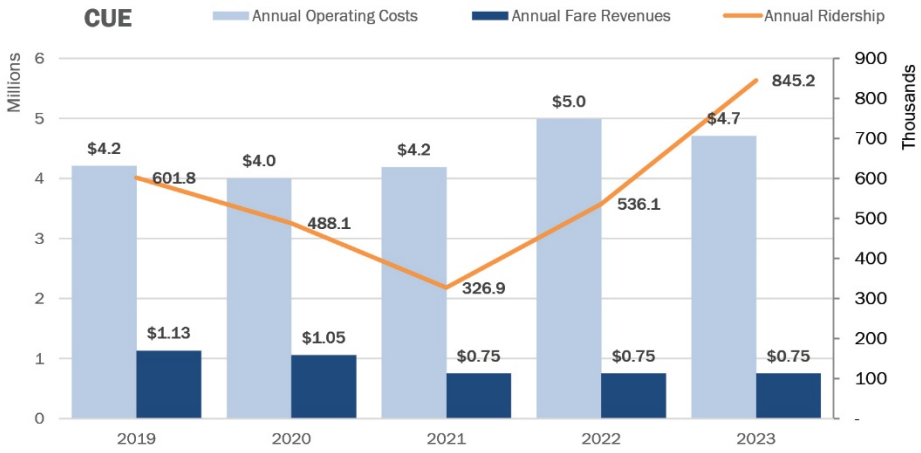
The City of Fairfax City-University Energysaver (CUE) bus system provides regularly scheduled, low-cost transportation services to George Mason University, shopping centers, and other locations within the City of Fairfax, as well as to the Vienna/ Fairfax-GMU Metrorail Station. All CUE buses are fully accessible to persons with disabilities.

Recent Activities and Accomplishments

Celebrated the CUE system's positive impact on the city and its business community at a March 2024 event alongside the Fairfax City Economic Development.

Continued retrofitting buses to feature the new CUE bus logo and wraps.

Provider Data



Source: National Transit Database FY19-23

System Snapshot

Service	MB
Fleet	12
Stops	202
Routes	4
Depots	1

Fairfax CUE bus moving down Nutley Street near Vienna, VA. (Pierre Gaunaurd/COG)

Fairfax Connector

https://www.fairfaxcounty.gov/connector/

System Snapshot

- Service: MB
- Fleet: 344
- Stops: 3,139
- Routes: 93
- Depots: 3

Overview

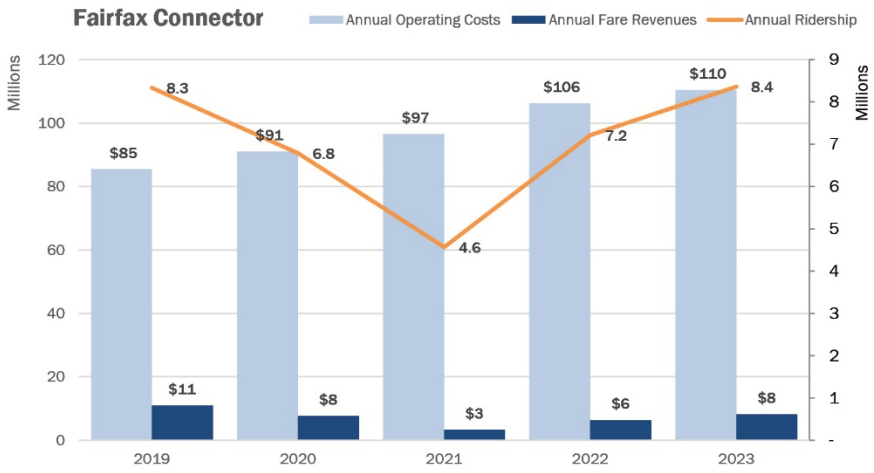
Fairfax Connector is the largest local bus system in Northern Virginia, transporting over 26,000 passengers on average each weekday across Fairfax County and into Washington, DC. Fairfax Connector aims to provide world class transportation service and promote greater mobility while improving the safety of its community and enhancing the quality of life for riders.

Recent Activities and Accomplishments

Implemented the Centreville – Chantilly – Vienna – Tysons (CCVT) route optimization study on June 22nd, 2024, with a goal to better align Fairfax Connector service with the transportation needs of residents and visitors along the I-66 and I-495 corridors.

Opened the Monument Drive Commuter Parking Garage & Transit Center, which serves as the primary transfer hub for the Connector's CCVT network.

Provider Data



Source: National Transit Database FY19-23

Fairfax Connector bus driving alongside the Dulles Toll Road. (Fairfax County DOT/Connector)

Loudoun County Transit

https://www.loudoun.gov/4121/Transit-Commuter-Services

Overview

Loudoun County offers four distinct transit services: Local Fixed Routes, Paratransit, Metro Connection, and Commuter Bus. The Local Fixed Routes provide all day transit service from Purcellville through Leesburg and eastern Loudoun County. Paratransit services provide ADA-accessible curb-to-curb bus service for eligible riders within ¾ of a mile of local fixed routes. Metro Connection provides rush hour bus service between Park and Ride Lots and Metrorail. The commuter bus service operates during the AM and PM peak periods providing transportation from Park and Ride lots to Rosslyn, Crystal City, the Pentagon, and DC.

Recent Activities and Accomplishments

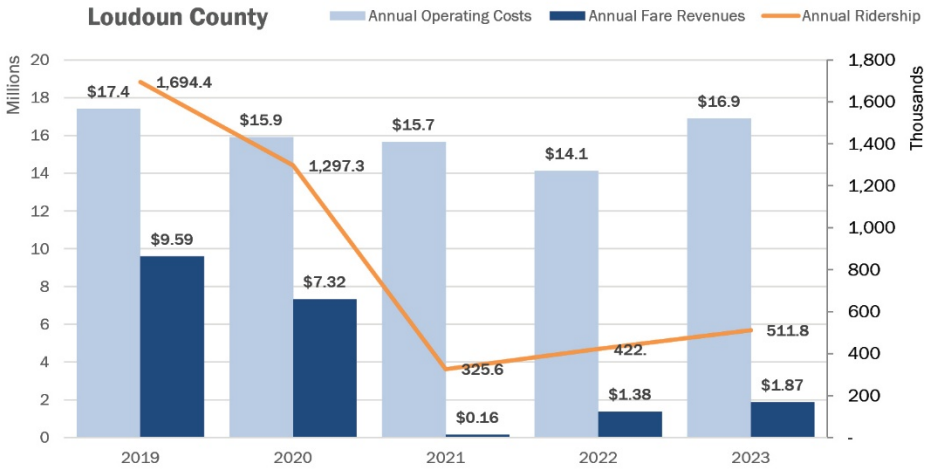
Approved transitioning local, fixed-route bus operations to fare free service in 2025.

Adjusted commuter bus service to align better with current demand, including closure of the Brambleton park and ride lot and reduction of commuter bus routes.

Adopted the agency's FY25-FY34 Transit Strategic Plan that lays out a vision for expansion and enhancement of its various service modes.

Continued work on a feasability study for a new microtransit service in Loudoun.

Provider Data



Source: National Transit Database FY19-23

System Snapshot

Service	MB, CB, DR
Fleet	116
Stops	499
Routes	47
Depots	1

Loudoun County Transit bus parked at the depot. (Pierre Gaunaurd/COG)

Potomac Rappahannock Transportation Commission - Omniride

https://omniride.com/

Overview

OmniRide is PRTC's commuter and local bus service. OmniRide offers safe, reliable, and flexible weekday service throughout Prince William County and along the I-95 and I-66 corridors to destinations including the Mark Center, Pentagon, Crystal City, Rosslyn/Ballston, Tysons Corner, and downtown Washington, DC. In addition to morning and evening commuter service, midday service is available on most routes.

System Snapshot

Service	MB, DR, CB
Fleet	164
Stops	625
Routes	26
Depots	2

Recent Activities and Accomplishments

Restructured the OmniRide eastern local bus network in June 2024.

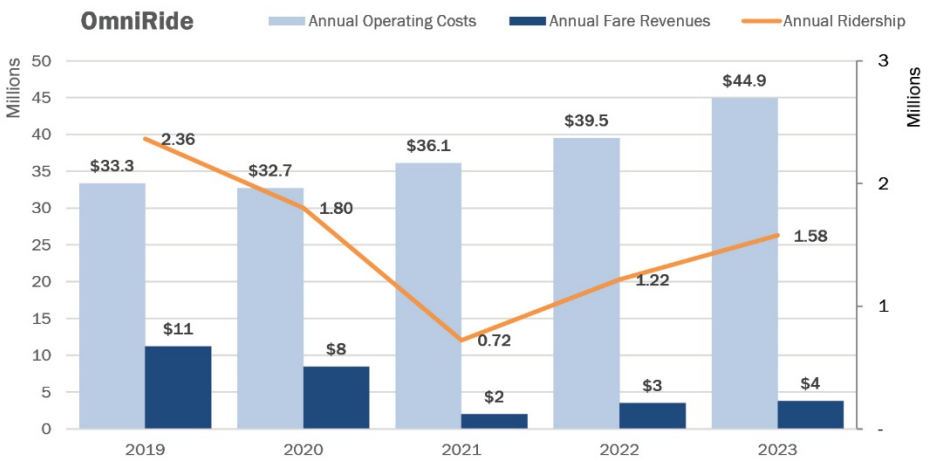
Introduced paratransit service to eastern Prince William County.

Extended commuter bus service to Front Royal and Warrenton and streamlined the existing commuter bus network to match ridership demand patterns.

Introduced three new battery electric vans to the paratansit/microtransit fleet.

Moved eastern local bus transfer hub from OmniRide administrative offices to brand new Neabsco Garage at Stonebridge Shopping Center.

Provider Data



Source: National Transit Database FY19-23

OmniRide Express commuter bus. (OmniRide)

Virginia Railway Express - VRE

https://www.vre.org/

Overview

The Virginia Railway Express (VRE) is a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission to provide safe, cost effective, accessible, reliable, convenient, and comfortable commuter-oriented passenger rail service. VRE provides commuter rail service from Fredericksburg, Spotsylvania County, and the Northern Virginia suburbs to Alexandria, Crystal City and downtown Washington, DC, along the I-66 and I-95 corridors.

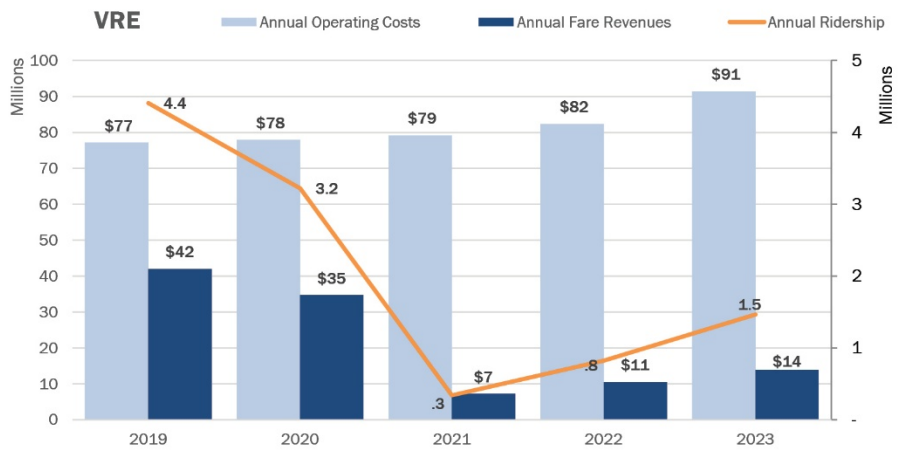
Recent Activities and Accomplishments

Completed the Quantico Station Improvements Project, providing a three-platform edge station with grade-separated access to all platforms and the Fredericksburg Station Rehabilitation Project.

Signed the Manassas Line Operations/Access and Funding Agreements between VRE and the Virginia Passenger Rail Authority (VPRA) to permit a permanent operating easement for VRE on the Manassas Line corridor, as well as the ability to construct a new mid-day storage facility at Seminary Yard in Alexandria, Virginia, and a new lead track between Broad Run and Manassas Stations.

Made substantial progress toward the final design of the Crystal City, Alexandria, and Franconia-Springfield Station Improvement projects.

Provider Data



Source: National Transit Database FY19-23

System Snapshot

Service	CR
Fleet	100* 20**
Stops	15^
Routes	2
Railyards	2

* railcars

** locomotives

^ in TPB region

VRE train moving through Northern Virginia outside of Washington, DC. (VRE)

Agency Profiles

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

WMATA - Metrobus

https://www.wmata.com/service/bus/

Overview

Metrobus is the sixth busiest bus agency in the United States, with an active fleet of approximately 1,500 buses. In December 2024, Metrobus provided an average of 360,000 trips each weekday in the District of Columbia, Maryland, and Virginia. Average weekend total ridership was over 400,000.

Recent Activities and Accomplishments

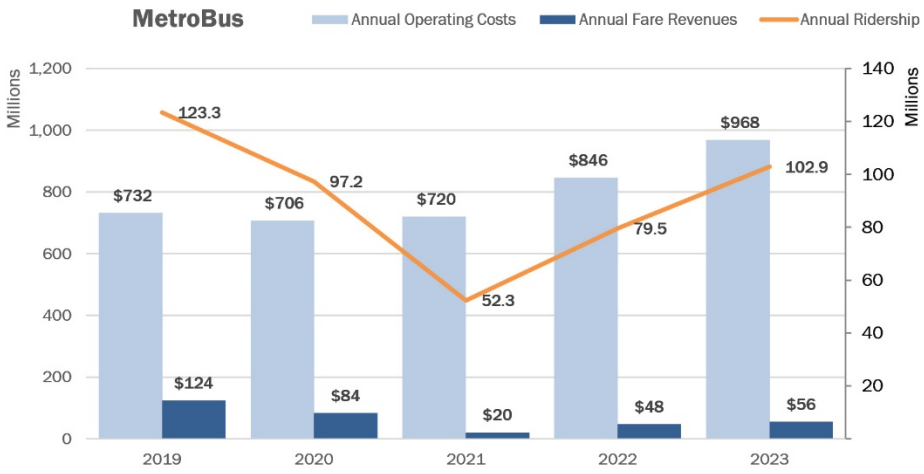
Co-launched DMVMoves, a regional initiative between the Metro and COG boards to work toward more sustainable funding for transit and development of a more seamless and integrated regional network with local and state transit agencies.

Completed the installation of new fareboxes and fare card readers on all Metrobuses, the latter of which is now separate from the farebox, helping make passenger boarding more efficient.

Metro's new Better Bus Network was approved by the WMATA Board in November, the bus system's first complete network redesign in its history, with rollout expected in June 2025.

Celebrated 45 months of year-over-year ridershp growth across all WMATA modes.

Provider Data



Source: National Transit Database FY19-23

System Snapshot

Service	MB
Fleet	1,505
Stops	9,256
Routes	186
Depots	9*

* active

Metrobus moving through Washington, DC. (Pierre Gaunaurd/COG)

WMATA - Metrorail

https://www.wmata.com/service/rail/

Overview

Metrorail provides safe, clean, reliable transit service for approximately four million people throughout the Washington, DC area. The system is one of the busiest in the United States, serving ninety-eight stations across Virginia, Maryland, and the District of Columbia. By December 2024, an average of 369,000 people rode the Metrorail service on weekdays. The Metrorail urban rail system is the third largest urban rail system in the country, serving an approximately 1,500 square mile area and including 130 miles of network.

Recent Activities and Accomplishments

Completed installation of taller, more secure faregates which together with greater fare enforcement has led to an 82% decrease in fare evasion.

Implemented Automatic Door Operations on all Metrorail lines in July 2024 and Automatic Train Operations (ATO) on the Red line in December 2024 with a plan to restore ATO to all other lines as part of an effort to improve service frequency.

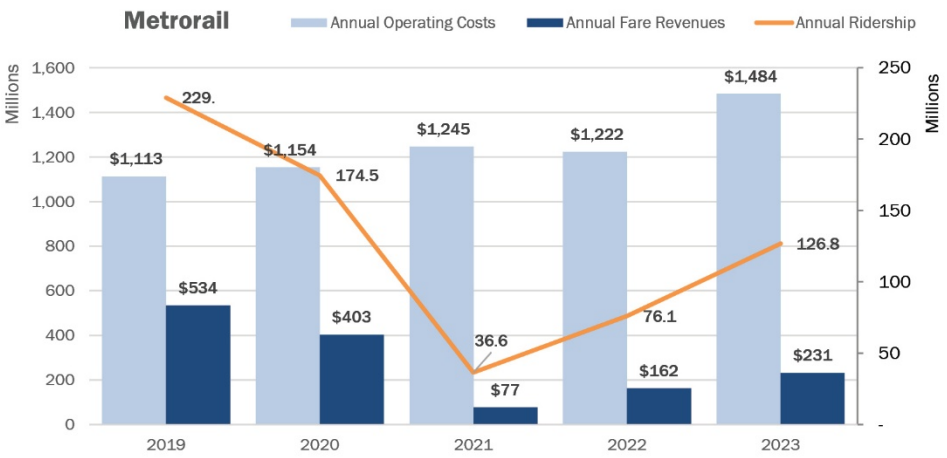
Retired Metrorail's 2000 series railcars, originally commissioned in 1983 and the oldest remaining set of railcars on the system.

Launched WMATA's Open Data Hub, a public data resource for information on all of Metro's transit modes.

System Snapshot

Service	HR
Fleet	1,278
Stops	98
Routes	6
Railyards	10

Provider Data



Source: National Transit Database FY19-23

Metrorail trains moving through the Metro Center station in Washington, DC. (Pierre Gaunaurd/COG)

PART 3 – OTHER PUBLIC TRANSIT SERVICES – OVERVIEW

This section provides a brief overview of other transit services in the region not included in the previous section. These include a selection of paratransit and commuter transit agencies that operate services within or immediately around the National Capital Region.

A MetroAccess paratransit van prepared for a customer at the Oakmont Rec Center in Fairfax, VA. (Pierre Gaunaurd/COG)

ANNE ARUNDEL COUNTY TRANSIT (AACT)

Anne Arundel County Office of Transportation (AACT) offers fare-free transit via fixed-route, microtransit, and paratransit service across the county and within the city of Annapolis (independent of Annapolis Transit). Through its contractor First Transit, AACT operates eight fixed bus routes.[5] AACT's most recent Transit Development Plan was adopted September 2024 and foresees future service expansion crossing into Prince George's County, MD, in coordination with other operators in the area such as RTA, WMATA, and MDOT MTA Commuter Bus.

DC DEPARTMENT OF FOR-HIRE VEHICLES

The DC Department of For-Hire Vehicles is responsible for regulation of the vehicle-for-hire sector within the District. It also operated the DC Neighborhood Connect microtransit service, which offered an on-demand, curb-to-curb, shared-ride public transportation option to customers moving within three available zones. Those zones transected five of the city's wards (1, 4, 5, 6, and 8). Customers could use the service's app to book a trip, but there was also a call-in option. DC Neighborhood Connect began as "DC Microtransit" in 2019 but pivoted its service during the pandemic, focusing instead on offering a safe and affordable travel option to healthcare workers and providing necessary goods under the public health emergency.

After returning to its original public transportation purpose, DC Neighborhood Connect was fare-free in 2022 and expanded its service area but reinstated fares ($3 dollars/per trip) beginning July 2023.[6] However, although certain performance metrics improved after the return of fares, ridership went down more than 50 percent shortly after. The service was ended in July 2024.

DOT

DOT is the City of Alexandria's paratransit service for residents and visitors who cannot use fixed-route bus or rail services due to their disability. DOT provides curb to curb (with door to door by request) service throughout the City of Alexandria as well as the City of Falls Church, Arlington, and Fairfax Counties, the City of Fairfax, and Washington, DC.[7]

EASTERN PANHANDLE TRANSIT AUTHORITY (EPTA)

EPTA is a public transportation agency based out of Martinsburg, WV, running fixed-route, demand response, and paratransit service. It serves various cities and areas within the eastern panhandle of West Virginia, including Martinsburg, Charles Town, and Harpers Ferry. EPTA's fleet operates along twelve fixed routes daily.[8] It also has two special routes that serve MARC riders with stops in Frederick County, MD, operates bus service for Shepherd University, and provides service support for the Harpers Ferry National Historical Park shuttles.[9]

FASTRAN

Fastran is a specialized transportation service for residents of Fairfax County and the Cities of Fairfax and Falls Church that offers lift-equipped, door-to-door service for people whose disability or special need prevents them from using public transportation to get to county-sponsored programs and services. In July 2024, management of Fastran was transferred from Fairfax County's Department of Neighborhood and Community Services to the county's Department of Transportation in an effort to streamline operations and responsibilities.[10]

All Fastran riders must be certified by a sponsoring Human Services agency, such as:

- Critical Medical Care: Transportation for Fairfax County residents who must undergo life sustaining treatments including dialysis, radiology, chemotherapy, brain injury therapy, physical therapy, and water therapy. Transportation service under this program is not guaranteed but is provided on a space available basis.

- Adult Day Health Care - Transportation to and from adult day health care centers.

- Community Services Board - Transportation to and from support services and worksites related to intellectual disability, mental health, and the Recovery Women's Center.

- Senior Centers - Transportation to and from Fairfax County Senior Centers. Service is arranged through centers only.

- Senior Residences - Transportation for twice-a-month grocery shopping trips and a trip to the mall every other month for residents of eighteen senior residence developments. Trips scheduled by sites; or,

- Therapeutic Recreation Services - Transportation to and from outings and structured recreational activities for individuals with intellectual or physical disabilities.

PRINCE GEORGE'S COUNTY CALL-A-BUS

Call-A-Bus is the paratransit service provided by Prince George's County, providing demand response, curb-to-curb bus service throughout the county available to all residents who are not served by, or cannot use, existing bus or rail services. However, priority is given to older adults and persons with disabilities. Persons with disabilities must provide their own escort, if needed. Service animals are allowed for riders with visual impairments. Reservations can be made up to seven days in advance. In addition to the County's Call-a-Bus service, seventeen local municipalities also provide their own Call-a-Bus service.

REGIONAL TRANSPORTATION AGENCY OF CENTRAL MARYLAND (RTA)

The RTA of Central Maryland is an organization made up of multiple jurisdictions to establish a more effective and efficient public transportation system across Central Maryland. RTA's operational area primarily lies outside of the TPB area but includes Anne Arundel County, Howard County, Northern

Prince George's County, and the City of Laurel. RTA has combined the management and administrative functions of all jurisdictions to reduce operating expenses and provide a better customer service experience for riders. The Central Maryland Transportation & Mobility Commission (CMTMC) provides oversight of the organization and is made up of two representatives from each jurisdiction. RTA offers fifteen total routes across its four jurisdictions. Five of these routes operate within the NCR in Laurel and Greenbelt, Prince George's County, MD.

STAR

Specialized Transit for Arlington Residents (STAR) is the paratransit component of Arlington Transit (ART) and provides shared ride paratransit service for Arlington County residents who have difficulties using public fixed-route transit service either due to age or disability.

VIRGINIA REGIONAL TRANSIT (VRT)

Virginia Regional Transit operates, manages, and plans fixed-route, demand-response, and commuter transportation services across fifteen different jurisdictions primarily outside the Metropolitan Washington region, but including: Loudoun County as well as the localities of Fauquier, Culpeper, Orange, Clarke, Warrenton, Augusta, and Charlottesville. In Loudoun County, VRT operates the Purcellville Connector fixed-route bus between Purcellville, VA and Leesburg, VA. It also offers a curb to curb On Demand/Paratransit service across much of Loudoun County, including rural areas.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) METROACCESS

MetroAccess is a shared ride, door-to-door transportation service for people with disabilities who are unable to use fixed-route public transit. Service is provided to locations that are located within ¾ mile of a Metrobus or Metrorail line, in accordance with federal requirements, in the following jurisdictions: Fairfax County, Arlington County, Prince George's, and Montgomery counties; the District of Columbia; and the cities of Fairfax, Falls Church, and Alexandria.

The Abilities-Ride program offers MetroAccess customers a more flexible option for travel within Maryland. Metro has partnered with local taxicab and transportation network companies to provide on-demand discounted taxi services.

PART 4 - REGIONAL PUBLIC TRANSPORTATION ORGANIZATIONS

This section details state- and regional-level organizations in Maryland and Virginia that conduct planning for public transportation in the National Capital Region, including an overview of and recent accomplishments for each organization.

In December 2024, the Northern Virginia Transportation Commission (NVTC) held its annual Legislative Forum at George Mason University in Arlington, VA. (Pierre Gaunaurd/COG)

MARYLAND DEPARTMENT OF TRANSPORTATION AND TRANSIT ADMINISTRATION (MTA)

Overview

The Maryland Transit Administration (MTA) is a division of the Maryland Department of Transportation (MDOT) and one of the largest multimodal transit systems in the United States. MTA operates local buses (CityLink and LocalLink) and both heavy (SubwayLink) and light rail (RailLink) in the Baltimore area. MTA's commuter bus and commuter rail (MARC) services operate across the state, including in the NCR. MTA also operates a comprehensive Paratransit system (MobilityLink) and Taxi Access system for the Baltimore area and directs funding and statewide assistance to Locally Operated Transit Systems (LOTS) in each of Maryland's twenty-three counties, Baltimore City, Annapolis, and Ocean City.

More information on the 2024 activities related to MTA's commuter bus and rail services within the NCR is available in Part V of this report.

Recent Accomplishments

PURPLE LINE UPDATE

The Purple Line is a 16-mile double-track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Bethesda to Silver Spring segment will include a parallel hiker/biker trail. The line will include direct connections to Metrorail in four locations, all three MARC Train lines, and Amtrak. The project includes track, stations, railcars, and two operations and maintenance facilities. The project is being delivered as a public-private partnership for the design, construction, financing, operation, and maintenance of the facility. Project funding allocation increased by $449 million to fund the full-scale construction of the project and the addition of FY availability payment. The Board approved an additional amendment to the completion date in the P3 Agreement in July 2023. As of November 2024, 18 of the 21 planned stations were under construction and almost 75 percent of the overall project was completed, including the Glenridge Operations and Maintenance Facility which was at 95 percent completion.[11] The service is expected to launch in Winter 2027.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (NVTA)

Overview

The Virginia General Assembly created the Northern Virginia Transportation Authority (NVTA) in 2002 with a mandate to prepare a long-range transportation plan for Northern Virginia and fund transportation capital improvement projects using the sustainable revenue stream (primarily, sales tax) established in 2013 (HB 2313). Seventy percent of the revenues are directly programmed by NVTA, and the remaining 30 percent are distributed to NVTA's nine-member jurisdictions which allocate these revenues to transportation projects of their choosing, including public transportation projects, in accordance with HB 2313. NVTA's efforts include:

- Updating TransAction, the long-range multi-modal transportation plan for Northern Virginia, a fiscally and geographically unconstrained plan that currently includes 424 regional projects with

an estimated capital cost of more than $75 billion. TransAction is updated on a five-year cycle and was last adopted in December 2022. The next update is anticipated to start in the beginning of 2026.

- Programming its Regional (70 percent) revenues through updates to NVTA's Six Year Program (SYP), which is updated on a two-year cycle. To this date, NVTA has programmed $3.8 billion in regional funds for multimodal projects across the region. The next SYP update is anticipated to be adopted in July 2026. So far, more than $1 billion has been dedicated to transit projects, $133 million in standalone bike/ped projects, and $36 million in transportation technology projects through SYP.

- Disbursing its Local Fund revenues (30 percent) to member localities. Up to this point, more than $1.1 Billion in Local Funds has been allocated to multimodal projects of which more than $411 million is for transit projects (capital and operating), $63 million in bike-ped projects, and $16 million in technology projects.

- In total, NVTA has invested more than $4.9 Billion in the region, including continued commitments to BRT solutions (Richmond Highway, Metroway, Duke Street Transitway, West End Transitway, Envision Route 7), rail and transit solutions (VRE Crystal City and other stations, power upgrades on Orange and Blue Metrorail lines, new rolling stock), transportation technology (e.g. Transit Signal Priority), and active transportation solutions (e.g. increasing shared-use paths and bike/pedestrian facilities).

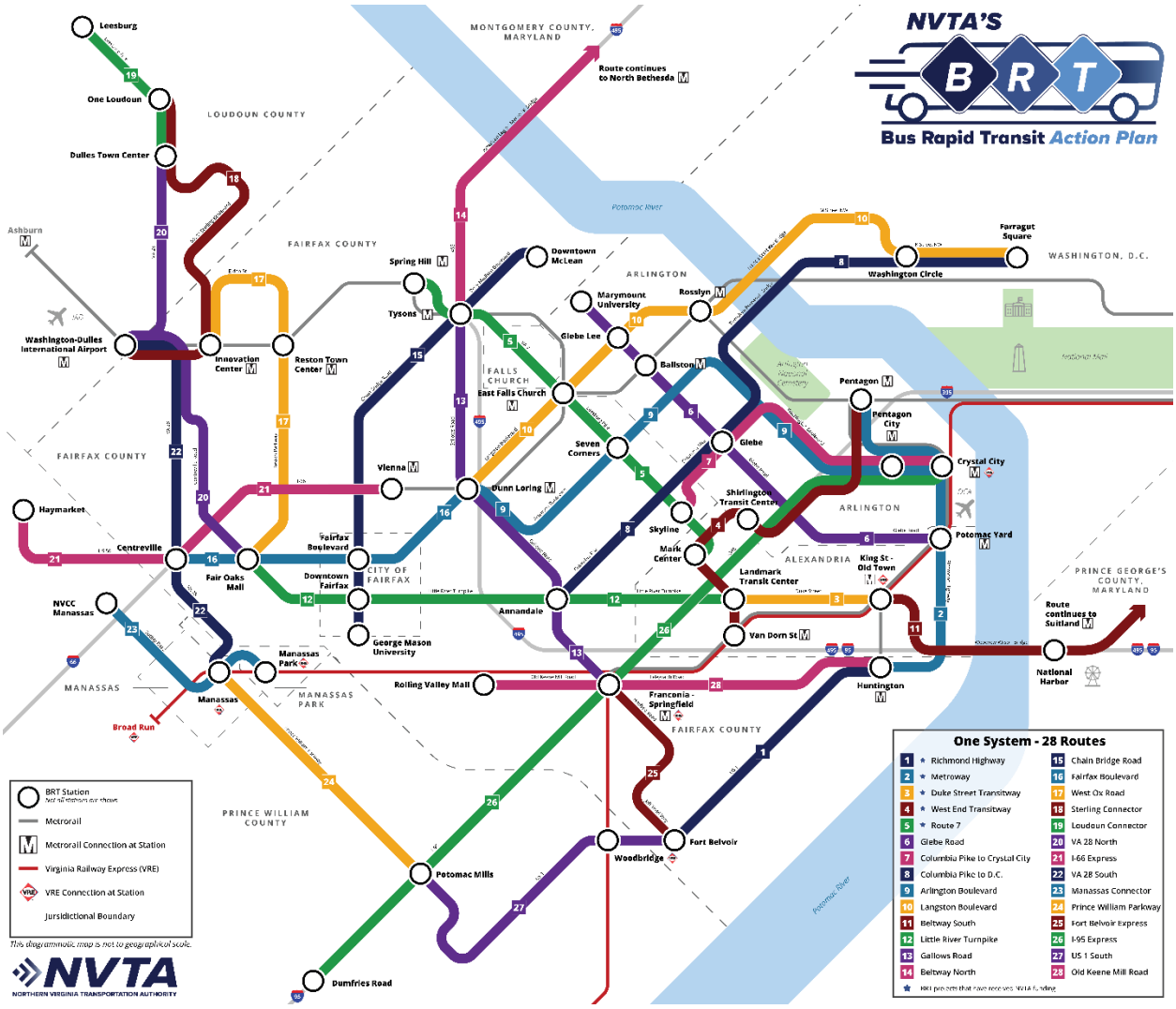
- An analysis of lane miles added by these investments shows that they will result in adding nearly 22 miles of dedicated transitway and nearly 190 miles of active transportation infrastructure in Northern Virginia.

Recent Accomplishments

DRAFT BRT ACTION PLAN

NVTA progressed on the Draft BRT Action Plan (previously, the Preliminary Deployment Plan for a Regional BRT system on Northern Virginia), which provides the vision/blueprint for a regional BRT system in Northern Virginia. Kicked off in October 2023, NVTA wrapped up Phase 1: Data Gathering and largely completed Phase 2: Analysis in 2024. Phase 1 work included a perception survey, focus groups, and an online survey with associated community engagement events and materials. Phase 2 work included: data-driven analyses on land use thresholds, ridership, potential alignments, bus priority measures (infrastructure and technology-based), coordinated and integrated operations across jurisdiction lines and transit agencies, mobility hubs, technology, funding, and governance. To coordinate with the larger Metro Washington DC region, the BRT Planning Working Group, including members from TPB, WMATA, Montgomery County, Prince Georges County and DDOT in addition to NoVA jurisdictions and agencies, continued to meet and discuss various aspects of the Plan. The Plan is anticipated to be adopted in July 2025.

Figure 5: Map of Proposed Routes in the NVTA's Bus Rapid Transit Action Plan



FY2024-2029 SIX YEAR PROGRAM

In July 2024, the Authority approved $696 million for 23 multimodal transportation projects across the region. These investments continued NVTA's commitment to BRT solutions, rail and transit solutions in the most congested corridors, transportation technology, and active transportation solutions such as bike/pedestrian facilities. These investments, together with previous investments, make the total investment more than $1 billion in transit/access to transit projects. This cycle of funding included the Route 7 BRT project in Fairfax County, Shirlington Bus Station expansion, The Landing at Prince William Transit Center, Triangle Mobility Hub, Alexandria Metroway enhancements, City of Falls Church Signal Prioritization project, and VRE Backlick Road Station Improvements.

In addition, NVTA jurisdictions have programmed close to $400 million from NVTA 30 percent funds on transit and access projects including WMATA/VRE/PRTC subsidies and transit operations/maintenance.

CMAQ/RSTP

Each year, NVTA makes recommendations to the Commonwealth Transportation Board (CTB) for allocation of federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Regional Surface Transportation Program (RSTP) revenues in Northern Virginia. In 2024, NVTA recommended, and CTB approved, more than $92 million CMAQ and RSTP funds for FY2031 projects such as Commuter Services, Metropolitan Area Transportation Operations Coordination (MATOC), Metrobus and PRTC bus replacements, BRT projects, signal optimization, sidewalk, trail, etc. throughout the region.

TECHNOLOGY INITIATIVES

NVTA's Transportation Technology Strategic Plan (TTSP) continues to contain a strategy on enhanced mobility through innovations and emerging technologies in transit. NVTA also continues to collaborate with the Commonwealth of Virginia as a co-sponsor of the Regional Multimodal Mobility Program (RM3P), which uses information and communications technologies to address Northern Virginia's mobility needs. The project's deliverables include two mobile phone apps which are currently available for public use: ParkZen, for real-time commuter parking information, and GoMyWayVA, which uses dynamic incentivization to alter individuals' travel behaviors. NVTA hosted the 9th Annual Northen Virginia Transportation Roundtable in October 2024 which highlighted AI and Dynamic Incentivization. NVTA also continues to hold the InNoVAtion Lunch & Learn series that brings in local and national experts to present on topics highly relevant to the region. Topics covered in 2024 included Arlington County's Performance Parking Pilot Project, Innovative Approaches to Local EV Charging, and Advancing Intersection Technologies. More information on technology initiatives can be found at https://thenovaauthority.org/transportation-planning/innovation/transportation-technology/.

STATE OF THE REGION'S TRANSPORTATION NETWORK

In 2024, NVTA held the inaugural State of the Region's Transportation Network (SoRT) event. During this event NVTA highlighted several regional transit initiatives and projects, provided an analysis of travel trends, and discussed the future direction of regional transportation. SoRT provides a basis for understanding regional transportation needs and the impact of transportation investments.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC)

Overview

NVTC advances a robust and reliable public transit network to support communities in Northern Virginia. As the voice of transit in Northern Virginia, NVTC brings the region together to plan, coordinate, and secure funding for transit systems that are financially sustainable and high performing. The agency serves as a regional forum for discussion and analysis of transit issues that are critically important to Northern Virginia's economy and quality of life.

NVTC's efforts include:

- Serving as a regional hub for coordination of transit services.
- Funding and providing oversight for Metro and appointing board members.
- Providing expertise on transit systems, ridership, and advanced fare collection.
- Jointly owning Virginia Railway Express.

- Providing leadership on legislative and policy issues.
- Managing state and regional funding for six bus systems.
- Administering the Commuter Choice program.
- Providing Northern Virginia focused transit research and technical expertise.

Recent Accomplishments

NVTC CELEBRATES 60 YEARS

To celebrate the 60th anniversary of NVTC, staff debuted the "Advancing Transit in Northern Virginia" documentary. The film tells NVTC's story, from the initial efforts to create NVTC and a rapid transit system for the Washington region, to the development of Metro, Virginia Railway Express and local bus systems, NVTC's role in bringing local jurisdictions together to make regional decisions, and the creation of the Commuter Choice program, to name a few highlights.

2024 TRANSIT INNOVATION SUMMIT

The Transit Innovation Summit, held June 14, 2024, welcomed more than 150 transit professionals and showcased the exciting work of NVTC and our many partners in Northern Virginia.

2024 REPORT ON THE PERFORMANCE AND CONDITION OF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

In December 2024, NVTC approved the annual Report on the Performance and Condition of the Washington Metropolitan Area Transit Authority (WMATA). The report is published and submitted to the governor and the Virginia General Assembly each year, as mandated by Virginia law. The report outlines recommendations directed at Metro and other entities. This year's recommendations include:

1. Continue to work with federal, state, regional and local funding partners to develop long term, sustainable, dedicated funding to meet Metro's capital and operating needs.
2. Preserve additional state aid (FY 2026) and operating cap re-baselining contained in the two-year state budget.
3. Establish a revised Virginia and Maryland legislative operating assistance growth cap.

The report also indicates how the recommendations fit into ongoing work by the region's DMVMoves effort and the General Assembly's Northern Virginia Growing Needs of Public Transit Joint Subcommittee to establish long-term sustainable, dedicated funding for public transit.

COMMUTER CHOICE

NVTC's Commuter Choice program uses toll money from the I-66 and I-395/95 corridors to support alternatives to people driving alone. In 2024, Commuter Choice crossed an inspiring milestone, supporting over seven million trips in the I-66 and I-395 corridors since the program kicked off. Additionally, funded projects provided an average of 7,500 daily passenger trips each weekday, a new record, resulting in 135 million fewer vehicle miles traveled, 1.3 million hours of travel time saved and a 71 percent reduction in greenhouse gas emissions, compared to single-occupancy vehicle trips. CCReport2024.pdf

ENVISION ROUTE 7

Envision Route 7 is a planned bus rapid transit (BRT) system connecting Tysons and Alexandria, by way of Falls Church and Seven Corners. NVTC works with Arlington and Fairfax Counties, the Cities of Alexandria and Falls Church, and Metro to plan and implement high-quality bus service in the long-term. NVTC will launch a detailed analysis of the planned BRT service between Seven Corners and Alexandria in 2025, building on the completed work for the northern segment of the BRT line and completing the corridor's mobility analysis.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (DRPT)

Overview

The mission of DRPT is to facilitate and improve the mobility of the citizens of Virginia and to promote the efficient transport of goods and people in a safe, reliable, and cost-effective manner. DRPT is a state agency that reports to the Secretary of Transportation. Its focus is on the movement of people and goods throughout the Commonwealth of Virginia, the primary areas of activity are rail, public transportation, and commuter services. DRPT works with local, regional, state, and federal governments, as well as private entities to provide support for projects and programs by:

- Assessing feasibility and environmental impacts of new and expanding services,
- Conducting statewide rail and public transportation studies,
- Planning and programming new services and capital improvement projects, and
- Providing leadership, advocacy, technical assistance, and funding.

WASHINGTON SUBURBAN TRANSPORTATION COMMISSION (WSTC)

Overview

Created in 1965, the Commission administers the Washington Suburban Transit District and has powers to plan, develop, and oversee, on a bi-county basis, a transportation system, including mass transit facilities, for Montgomery County and Prince George's County, Maryland. It coordinates mass transit programs with the two county governments, the Washington Metropolitan Area Transit Authority, and the Maryland Department of Transportation.

Within Montgomery and Prince George's counties, the Commission acts as the financial conduit for funding of mass transportation projects. It also is authorized to levy a property tax in each county to support mass transit services, and associated debt service and administrative costs.

The Commission consists of seven members appointed to three-year terms. Two are chosen by the Montgomery County Executive and two by the Prince George's County Executive. With Senate advice and consent, the Governor appoints one member from Montgomery County and one from Prince George's County. One member serves as ex officio. Annually, the position of chair alternates between Montgomery and Prince George's counties.

PART 5 –PUBLIC TRANSPORTATION STUDIES AND INITIATIVES – IN-DEPTH

This section features some of the major accomplishments and challenges faced by transit agencies in the region over the past year, including major studies completed or in progress. Some of the content may add detail to what was described briefly in an agency's profile in Part 2 of this report.

A DASH bus promotional poster at a Capital Bikeshare station in Alexandria, VA. (Pierre Gaunaurd/COG)

CITY OF ALEXANDRIA/DASH

DASH FY2025- FY2034 TRANSIT STRATEGIC PLAN
DASH completed its state-required Transit Strategic Plan (TSP) with the adoption of the FY25-FY34 Alexandria Transit Strategic Plan (ATSP) in June 2024.

FTA LOW & NO EMISSIONS PROGRAM AWARD
DASH received funding through the FTA Low & No Emissions Program for the purchase of 13 100 percent electric buses, charging equipment and facility upgrades.

ADDRESSING PERSONNEL SHORTAGES
In CY2024, DASH was able to reach full staffing for operators after several years of shortages.

TRANSIT SYSTEM TECH IMPROVEMENTS
DASH upgraded its real-time tracking platform for improved headway prediction accuracy and installed additional customer displays onboard DASH buses and at bus stops.

DDOT/DC CIRCULATOR

END OF DC CIRCULATOR OPERATION
DC Circulator began reducing service levels through the elimination of one (1) route in October 2024, increased headways to 20-minutes, and fully eliminated service on December 31, 2024.

FAIRFAX COUNTY/FAIRFAX CONNECTOR

CCVT ROUTE STUDY IMPLEMENTATION
The Centreville – Chantilly – Vienna – Tysons route optimization study was implemented on June 22, 2024, with a goal to better align Fairfax Connector service with residents and visitors' transportation needs along the I-66 and I-495 corridors. The service changes also aimed to leverage the infrastructure investments of the I-66 Express Lanes Project to enhance transit therein.

CONNECTOR AND TRANSDEV WORK TO DEVELOP AND RETAIN STAFF
Fairfax Connector and its operations contractor, Transdev, developed programs to enhance the recruitment and retention of operations staff. Transdev offers a longevity bonus for operators that deliver safe, efficient, and on-time transit services. On average, 90 percent of eligible Connector operators receive the longevity bonus payout each year; referral and hiring bonuses are also available.

Connector also has an innovative apprenticeship and technician training program. The structured one-year curriculum blends hands-on mentorship and classroom instruction, preparing apprentices for ASE certification. Upon successful completion, apprentices transition to C-level maintenance technicians, with a corresponding wage increase.

FREDERICK COUNTY/TRANSIT

2022 TRANSIT DEVELOPMENT PLAN (TDP) IMPLEMENTATION

Transit continues to move forward on a bus network redesign informed by the completion of the FY2022 TDP document, with the next TDP due to kick off in FY2027. Transit also intends to identify and pursue discretionary funding for bus shelters and capital bus procurements.

ADDRESSING PERSONNEL AND SUPPLY CONSTRAINTS

Hiring drivers continues to be a challenge for Transit Services. Transit continues to recruit new operators as others retire or depart. Wages are competitive regionally.

In addition, vehicle supply chain issues persist, resulting in two or more-year lead times for vehicle acquisition and delivery.

RIDERSHIP SURGES

Ridership has far surpassed pre-pandemic levels. Every route is operating as scheduled.

COUNTY GOVERNMENT PARTNERSHIPS

Working with partner agencies, Transit staff identified outstanding needs within the community, primarily in the County's more rural communities. Transit also provides information for other County Divisions on transit access to upcoming public health related efforts.

BUILDING THE BRAND THROUGH OUTREACH

Transit continued to assess and deploy staff in more effective public outreach during FY24, resulting in better knowledge of Transit services and programs. Resulting from this outreach, new bus stops and amenities were installed, and routes were re-timed for operational improvement.

PRTC/OMNIRIDE

OMNIRIDE REVENUE VEHICLE REPLACEMENT

OmniRide continued updating its fleet with the acceptance of new commuter and local transit bus vehicles. This allowed the agency to replace vehicles that are at the end of their useful life.

OMNIRIDE MONTHLY PASS UPDATE

OmniRide promoted a monthly pass available via its mobile app (developed with American Eagle) and usage continued to increase monthly. Customers could purchase passes using their SmartBenefits, debit or credit cards. The price of the monthly pass increased to $285 in July 2024, leaving space for those receiving the federal transit benefit to allocate the remainder to their Smartrip card to allow use on other regional transit providers.

ONGOING COMMUTER CHOICE PROGRAM AND COUNTY PLANNING EFFORTS

Funding was applied for to continue I-95/395 Commuter Choice services for 3 commuter routes and 2 local routes. Coordination also continued with Prince William County DOT on new development plans, including roadway corridor studies, new housing or mixed-use developments and other pertinent transportation studies in the OmniRide service area.

CY 2024 SERVICE CHANGES

In July 2024, consolidation of two commuter lots occurred along the I-66 corridor, shifting all commuter bus service to the University Commuter Lot, and leaving Balls Ford Lot to only be serviced by the Route 60-Manassas-Tysons Metro Express route. Due to stagnant ridership at the time, this

allowed OmniRide to streamline operations, reduce underutilized trips or routes and operate more efficiently and effectively to ultimately provide more consistent service.

OmniRide officially eliminated the Route 618 operating from Gainesville-University to the Reston/Herndon area, the Dale City-Mark Center service that had been suspended for several months and the South Route 1 OmniRide route. Alternate service for most of the eliminated and reduced services were available via other transit options.

The local bus network in eastern Prince William County was restructured in June 2024, streamlining routes, eliminating loops, creating new transfer hubs throughout the service area and moving the main transfer hub to a new County funded garage near the Stonebridge Shopping Center.

OMNIRIDE STAFF BUILDUP CONTINUED

Major focus on hiring new operators and maintenance staff by OmniRide's service provider at Keolis. In addition, new staff in the Finance and Planning departments were brought on board to enhance the agency's ability to continue to evolve the system and provider quality transportation.

VIRGINIA RAILWAY EXPRESS (VRE)

SYSTEM PLAN 2050 UPDATE

VRE completed an update to its System Plan 2050 in 2024, with adoption of the Plan scheduled for mid-2025.

NVTC COMMUTER CHOICE AWARD FOR THE LEELAND ROAD STATION

VRE applied to and was awarded funding for the I-95/395 NVTC Commuter Choice program for the Leeland Road Station Improvements Project, a project to lengthen the existing platform at Leeland Road Station to accommodate 8-car trains, the systemwide standard.

VRE SERVING CUSTOMERS DURING OPERATIONAL CHALLENGES

VRE has continued to face challenges in achieving its on-time performance goal of 90 percent due to continued congestion and weather-related delays. VRE launched a refreshed website and mobile application with new features that allow customers to view live train load information and receive push delay and disruption notifications.

EFFORTS TO BETTER UNDERSTAND RIDERSHIP TOTALS AND IMPROVE DATA COLLECTION

VRE continues to work to obtain certification of its onboard Automatic Passenger Counters (APCs) with the Federal Transit Administration for reporting monthly and annual performance data. As an interim measure, VRE conducted an onboard rider count survey at the end of 2024 to revise boarding and alighting formulas used in its alternative sampling methodology reporting to the National Transit Database.

ADOPTION OF NEW RISK-BASED HAZARD MANAGEMENT SYSTEM

In April, VRE implemented a new Risk-Based Hazard Management (RBHM) program. RBHM refers to the processes used to identify and analyze hazards in the rail environment, assess and rank their corresponding risks, and eliminate or mitigate the resulting risks.

PART 6 - TRANSPORTATION PLANNING BOARD ACTIVITIES

This section details the activities of the Transportation Planning Board, the federally designated metropolitan planning organization (MPO) for the National Capital Region. These include, but are not limited to, ongoing work within the Regional Public Transportation Subcommittee (RPTS), performance-based planning and programming (PBPP) responsibilities, and Visualize 2045 and 2050, the region's current and upcoming long-range transportation plans.

TPB staff visited several transit agencies around the NCR to learn more about their operations, future plans, and needs, including the VanGO operations and maintenance facility in Charles County, MD. (Pierre Gaunaurd/COG)

TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE (RPTS)

The subcommittee was formed by resolution of the National Capital Region Transportation Planning Board (TPB) on January 17, 2007, as the Regional Bus Subcommittee. Its mission was to provide a permanent process for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the long-range transportation plan. The subcommittee reports to the TPB Technical Committee of jurisdictional staff on issues and interests of the region's public transportation providers.

In response to MAP-21 and the requirement for increased representation of public transportation on metropolitan planning organizations (MPOs), the TPB passed a resolution in September 2014 declaring itself in compliance with MAP-21, but also calling for further dialogue and the reconstitution of the TPB's Regional Bus Subcommittee as the Regional Public Transportation Subcommittee (RPTS) to include all regional providers of public transportation. The mission, goals, and membership of the reconstituted subcommittee were approved by the TPB Technical Committee and an annual "State of Public Transportation" report was to be developed to communicate public transportation provider interests to the TPB.

Membership of the Regional Public Transportation Subcommittee includes representatives from all transit operators in the region as well as the departments of transportation and other regional transportation agencies. Private providers are encouraged to use the forum of the Subcommittee to highlight their strategic transportation needs with the TPB.

The Subcommittee coordinates with and engages the public transportation services in the region. Topics discussed at RPTS Meetings in 2024 include:

TPB Activities and Products:

- Visualize 2050 Long Range Plan
- TPB Transportation Resilience Improvement Plan
- National Capital Trail Network
- High-Capacity Transit Study Webmap Demonstration
- Transit Onboard Surveys Coordination
- TPB Transit Tour
- PBPP Transit Agency Safety Targets
- PBPP Transit Asset Management Targets
- Intercity Travel Study
- DMVMoves Update

WMATA Activities and Products:

- Better Bus Network Redesign
- Current Issues in Bus Stop Design
- MetroAccess Update

Other Regional Transit Provider and Local Government Activities:

- Prince George's County Transit Transformation Project
- DC NHB Bus Priority/Transit Hubs Update
- MCDOT's Bus Stop Design Program – Shared-use stops
- DDOT's Bus Stop Design Program – Shared-use stops
- Fixed-route Microtransit in DC's BIDs
- RideOn's Great Seneca Transit Network Update
- Fastran Update
- STAR Paratransit Update
- Alexandria DOT Paratransit Update
- Frederick Transit-Plus Update
- Call-A-Bus/The Link Update
- OmniRide Connect Update
- DASH's Onboard Autonomous Mobility Systems

Other Regional Plans and Activities:

- MARC's Growth and Transformation Plan Update
- VRE Manassas Line Plan
- Anne Arundel County Transit Update

National Organization and Transit Provider Activities:

- FTA New Transportation Safety Plan Requirements
- CTA Innovation Studio

All documents can be found at the RPTS events page via the link below:
https://www.mwcog.org/events/2024/?F_committee=165

PERFORMANCE BASED PLANNING AND PROGRAMMING

Transit Asset Management

Transit asset management (TAM) is federally defined as "a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets."[12] In accordance with federal requirements, providers of public transportation must adopt annual targets for the performance of their transit assets.

Regional TAM targets were developed for adoption by TPB initially in 2017, and subsequently in 2019 and 2022. The target-setting process for the latest TAM update began in late 2024 with TPB adoption expected in early 2025. The setting of TAM targets is one of the requirements of the performance-based planning and programming (PBPP) rulemakings enacted by the federal government in accordance with the MAP-21 and FAST Act surface transportation acts.

Annual TAM targets are adopted by the region's providers of public transportation. MPOs are not required to prepare annual TAM targets and are only obligated to prepare regional targets whenever

a Metropolitan Transportation Plan (MTP) or Transportation Improvement Plan (TIP) is updated. There is also no prohibition against maintaining existing regional TAM targets, although the FTA encourages that target setting be done in close coordination with state DOTS and local partners to ensure alignment.

To date, TPB staff, in consultation and coordination with the region's providers, have proposed a set of TAM targets for the region that summarize the reported targets of all agencies in table or matrix format. This summary table of TAM targets is then adopted by the TPB as the set of regional TAM targets. Per FTA guidance, the regional TAM targets are developed as a single regional target for each asset class. Regional targets are developed by calculating the total inventory in each asset class and the associated target based on the targets of each of the region's providers of public transportation.

Transit Safety Targets

In order to improve transit safety and security performance, select public transportation agencies are required to annually report targets for a series of related safety metrics. Unlike the TAM targets which apply generally to public transportation providers, transit safety targets (and potentially a public transportation safety plan) are only required from agencies that receive Section 5307 funding, per FTA guidance. MPO target-setting requirements are similar to those of public transportation providers for TAM targets. Regional transit safety targets are only required to be prepared for any MTP update and do not have to be set annually.

Since beginning its transit safety program, TPB has set annual transit safety targets. These targets are based on transit safety and security data collected directly from public transportation providers and from data previously reported by those agencies to the FTA and publicly available on the NTD. Target calculation formulas account for total incident targets in each assigned category, per transit mode, as well as the sum of vehicle revenue miles, using the totals set by each applicable provider.

SPECIAL PROJECTS

Joint COG-WMATA Board Regional Transit Initiative: DMV*Moves*

At a first-ever joint meeting of the COG and WMATA Boards of Directors in May 2024, members launched a regional transit initiative to examine the ongoing need for sustainable long-term funding to support public transportation across the NCR. The initiative was branded DMV*Moves* and would involve a new Task Force and set of Advisory Groups that would provide feedback and advice from community and government partners.

Preceding DMV*Moves*, COG published an Interim Report by the NCR's Chief Administrative Officers (CAO) Workgroup on WMATA's Cost Structure in December 2023. This workgroup studied WMATA's funding issues, reviewed various opportunities for covering its deficits, and examined the structural concerns that would need to be addressed to reach a more sustainable financial picture. This effort was organized, in part, due to significant revenue decreases as a result of reduced transit ridership during the Covid-19 pandemic, and inflationary cost increases. The Interim Report acknowledged that this was only one step and further collaboration between regional partners would be required in the immediate term to improve WMATA's fiscal health in the long-term. Beyond WMATA, many of the same financial challenges were shared by state and local transit agencies. DMV*Moves* arose as the

NCR's chosen process for determining a practical solution to the existential threats facing public transportation, as well as a means for finding ways that the region's 14 agencies could make navigating the broader transit network easier for customers and find cost savings.

The DMV*Moves* Task Force and Advisory Groups worked to address two topics. The first focused on the unmet fiscal needs of WMATA and the other regional and local operators. The second focal area was regional transit network integration and examined actions that would make the customer experience more seamless between operators and on the back end, develop more coordination between operators to increase shared use of resources, procurement, etc. For this latter area of the initiative, six working groups were created to host a more in-depth discussion among subject matter experts from participating agencies regarding resolution of identified issues. These technical working groups began in late 2024 with work carrying over into 2025. The Task Force was expected to provide a final report and plan with recommendations to the joint COG and WMATA boards in 2025.

High-Capacity Transit Local Accessibility Study

In 2023, the TPB began a deeper study of the geographies around existing high-capacity stations (HCT) stations to more clearly determine station accessibility to-and-from various points of interest and local transit connections. By helping TPB and jurisdictional staff and the public better understand the areas around HCT stations, this project supported the progress of multiple TPB priority strategies including expanding bus rapid transit and transitways, moving more people on Metrorail, and improving pedestrian and bike access to transit connections. This analysis used a Network Analysis tool (the R5 routing engine with OpenStreetMap and GTFS data) to more accurately navigate local street grids and available infrastructure and explore practical connectivity to HCTs. The resulting HCT Study Web Hub is a powerful tool with various sub-analyses and data points that can give land use and transportation planners a holistic view of what the current state and needs of HCT zones are. Consultants provided TPB member agencies a full demonstration of the webmap at an extended presentation at RPTS in February 2024 and a briefing to the TPB Technical Committee in March 2024.

Intercity Travel Study

In Spring 2023, TPB staff performed a desk study of the state of intercity travel in the NCR. It began with a review of the previous TPB analysis of intercity travel in 2016 and updated the preexisting inventory of operators in that sector. Using the open-source information for trips served by those operators, an analysis was performed of popular routes, the busiest travel days, the various types of amenities available to customers at stops, and more. At the end of 2023, a more in-depth follow-up to this project was launched that would also involve intercity travel customer surveys among other expanded methods.

Together with consultants, a more in-depth analysis of the intercity travel sector and trip patterns in the NCR was conducted over the course of 2024. An updated inventory of intercity trip totals and applicable travel operators was conducted, as well as outreach to operators, an intercept survey of passengers conducted at multiple stations to better understand customer demographics and motivations, and an origin-destination (O-D) trip volume study. This work corroborated the findings from the 2023 desk study, including that Union Station is the region's busiest stop and that the top origin-destination (O-D) pair is Washington, DC, and New York City. Through the intercept survey, it was found that there is a correlation between choice of intercity travel mode income and

ethnicity/race and that the majority of intercity rail and bus trips were mostly for personal rather than business travel.

TECHNICAL ASSISTANCE

Transportation-Land Use Connections (TLC)

The Transportation-Land Use Connections (TLC) program offers project-based technical assistance to member jurisdictions via consultants. TLC awards go to projects that promote mixed-use and walkable communities, and further a wider range of transportation options. The program grants selected projects award amounts that vary from up to $80,000 for planning projects and up to $100,000 for preliminary design and engineering work. These grants, paid directly to the consultants, help members complete early project work that can facilitate future grant applications and quicker project delivery.

With regard to transit-related projects, TLC grants were awarded in FY 2024 to Montgomery County for a Ride On Flex Microtransit Post-COVID Study and to Prince George's County for the development of a Bus Stop Safety and Accessibility Prioritization Tool. In FY 2025, proposals receiving funding included bike/ped projects that connected to transit hubs in College Park, MD, Fairfax County, VA, and Takoma Park, MD.

More information on TLC projects is available at: https://www.mwcog.org/transportation/planning-areas/land-use-coordination/tlc-program/

Transit Within Reach (TWR) Program

Transit Within Reach is another technical assistance program operated by TPB. It grants consultant assistance for preliminary to 30 percent engineering and design work on projects that help create better bike and pedestrian connections to local transit. Only TPB member jurisdictions may submit project proposals and the projects must have already undergone a planning process toward implementation. The amount of the award per project can vary per year and is paid directly to the consultants. The solicitation period for this program opens every two years through FY 2026. FY 2022 was the first grant cycle of the program. In FY 2024, $250,000 of funding was approved for three projects split across Washington, DC, Maryland, and Virginia. These grants help further development of road diet, shared-use path, and sidewalk safety projects.

More information on TWR projects is available at:
https://www.mwcog.org/transportation/programs/transit-within-reach-program-/

VISUALIZE 2045

Visualize 2045 is the federally mandated, long-range transportation plan ("Plan") for the National Capital Region. The Plan underwent its federally mandated quadrennial update, which was approved in June 2022. The Plan includes additional items like TPB's aspirational initiatives, new programs, and policies like added language in the air quality analysis resolution to increase the region's commitment to addressing climate change within the transportation sector.

The Visualize 2045 update is organized into nine chapters:

1. About the Plan: Provides an overview of the regional planning process and how the plan was developed.
2. Where Are We Today?: Describes the regional context of geography, demographics, population, jobs, cultural, social, and environmental conditions.
3. Visualizing Our Future Together: Describes the goals and priorities TPB uses to guide planning in the region.
4. What Factors Affect Our Future?: Examines factors that impact communities and the transportation network.
5. How Do We Engage the Public?: Summarizes the "Voices of the Region" public engagement used for the 2022 update
6. Strategies for a Brighter Future: Describes planning activities and strategies TPB is using to improve the transportation network for all users.
7. Funding the Transportation System: Provides an overview of transportation funding and financial planning in the region.
8. Planning for Performance: Describes the TPB performance planning activities and congestion management process that aim to reduce congestion and pollution.
9. What Happens Next?: Visualizes the future challenges the region faces to achieve the goals outlined in the plan and what actions are necessary to achieve the best future for the region.

VISUALIZE 2050

In June 2021, the TPB passed a resolution requiring an updated plan to be submitted for approval in 2024. This updated plan was set into motion ahead of the federally required quadrennial schedule (which would have meant a deadline of 2026) for two primary reasons. First, the aforementioned TPB Resolution R19-2021 specifically called for the plan to be updated sooner than 2026, with a target date of 2024.[13] Second, to maintain the required 20-year horizon past year 2025, the TPB would need to update the Plan to include a year 2050 planning horizon.[14]

Work on this updated Plan (known as Visualize 2050), began in late 2022. Throughout 2023, TPB staff outlined the schedule for development of the new metropolitan transportation plan (MTP), organized internal resources for content creation, and coordinated with local jurisdictions to collect project inputs as part of the plan's zero-based budgeting strategy (ZBB).

As part of that ZBB approach, jurisdictions and agencies were asked to resubmit all relevant projects for consideration in the new MTP and air quality conformity analysis (AQC), as well as any new projects, but exempting any "projects currently under construction or currently funded with federal, state, regional, local or private funds."[15] This helped give planning staff and the TPB a clearer understanding of not only the current projects under consideration across the region but also how these projects align with the TPB policy framework, priorities, and goals. Preliminary project inputs, including those deemed to be significant for regional air quality, were collected in 2023.

In 2024, the collection of project inputs continued and creation of the plan's content began in earnest. TPB staff from across all work programs participated in the ongoing research, drafting, review, or support process of creating the Visualize 2050 plan. There were also opportunities for preliminary public comment and updates on the plan's development provided to TPB members.

As of December 2024, Visualize 2050, the AQC, and the FY 2026-2029 TIP were scheduled for adoption by the TPB in December 2025. Although originally planned for approval at the end of 2024, TPB staff recommended more time be allotted to account for the complexity of some of the biggest projects in the plan.

Endnotes

[1] U.S. Census Bureau. American Community Survey, 2023 American Community Survey 1-Year Estimates, Table B08301; generated by Pierre Gaunaurd; using data.census.gov; <https://data.census.gov/table/> (03 June 2025). This data does not reflect totals for the urbanized area of Fauquier County, VA. U.S. Census Bureau. *See also*, American Community Survey, 2022 American Community Survey 1-Year Estimates, Table B08301; generated by Pierre Gaunaurd; using data.census.gov; <https://data.census.gov/table/> (10 October 2023). This data does not reflect totals for the urbanized area of Fauquier County, VA.

[2] U.S. Census Bureau. American Community Survey, 2023 American Community Survey 1-Year Estimates, Table B08301, ; generated by Pierre Gaunaurd; using data.census.gov;

< https://data.census.gov/table/ACSDT1Y2023.B08301?q=b08301&g=310XX00US47900> (03 June 2025).

[3] *See* unlinked passenger trip data from 2022 National Transit Database (NTD) Agency Profiles, available at https://www.transit.dot.gov/ntd/transit-agency-profiles.

[4] Total unlinked passenger trips were calculated using data from TPB region 2022 transit agency profiles on the NTD.

[5] "Routes and Schedules." Anne Arundel County Transit | Anne Arundel County Government. Accessed November 8, 2023. https://www.aacounty.org/transportation/transit.

[6] District of Columbia Department of For-Hire Vehicles. "DC Neighborhood Connect Fares to restart July1!" DFHV Monthly Newsletter, May 30, 2023. https://content.govdelivery.com/accounts/DCWASH/bulletins/35cb7b0; Davis, Charles, and Alanna McKeeman. "Microtransit in DC Study" National Capital Region Transportation Planning Board Regional Public Transportation Subcommittee, January 24, 2023. https://www.mwcog.org/file.aspx?&A=iwwQK9yFNHLvBiCM14wiVdpeEAuVWoKT%2bDl2YWGH4fM%3d; Vitka, Will. "DC Expands Neighborhood Connect Shuttle Service in Northeast and Northwest." WTOP News, May 12, 2022. https://wtop.com/dc/2022/05/dc-expands-neighborhood-connect-shuttle-service-in-northeast-and-northwest/.

[7] Albrecht, Owen. September 2024 presentation to the TPB Regional Public Transportation Subcommittee.

[8] "Routes and Schedules." Eastern Panhandle Transit Authority. Accessed November 8, 2023. https://www.eptawv.com/all-routes

[9] Ibid.

[10] Press Releases - Neighborhood and Community Services. "NCS to Transfer Fastran Operations to Fairfax County Department of Transportation." July 1, 2024. https://www.fairfaxcounty.gov/neighborhood-community-services/news/2024/0701a.

[11] https://dlslibrary.state.md.us/publications/JCR/2024/2024_89_2025(1).pdf?emci=a26e01b5-73da-ef11-88f8-0022482a9579&emdi=ea000000-0000-0000-0000-000000000001

[12] Transit Asset Management, Pub. L. Pub. L. 112–141, 49 U.S. (2012). https://www.law.cornell.edu/uscode/text/49/5326.

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