

ACCESS FOR ALL ADVISORY COMMITTEE REPORT

The Access for All Advisory Committee (AFA) met virtually on Monday, February 2, 2026. The committee members received an update from the WMATA Access Advisory Committee and DMVMoves, received a briefing on the Enhanced Mobility Grant Program funded projects, and held a member forum. The committee also welcomed new co-chairs, Era Pandya and Leo Pineda.

REPORT FROM THE WMATA ACCESSIBILITY ADVISORY COMMITTEE (AAC) LIAISON

Amanda Lau, TPB staff, gave the report on behalf of Deborah Fisher. Highlights included a safety update regarding a smoke event that resulted in an emergency offloading. A customer using a mobility device had difficulty exiting the train. WMATA identified areas to improve in their procedures, including retraining and additional guidance on customer service re-routing. Also a proposal was adopted to streamline MetroAccess eligibility recertification for riders with permanent disabilities, extending the recertification interval from three to five years. Additional details may be found in the report on the meeting webpage.

DMVMOVES

Pierre Gaunaurd, TPB Staff, gave a summary of DMVMoves, a regional transit initiative meant to address multiple transit funding and service concerns. Mr. Gaunaurd shared updates on the status of the initiative and information on the TPB's future involvement in implementation. He said there are two main efforts underway: securing core financial investments for transit that would provide for secure funding and implementing key initiatives to coordinate and streamline service delivery. The initiative identifies the need for improved coordination among 14 transit operators in the region. Proposed funding includes \$460 million annually for Metro's capital needs, growing 3% yearly. Regarding service delivery, there is a focus on enhancing bus priority networks and integrating service guidelines across agencies for better customer experience.

What specific metrics were used to ensure these initial seven BRT routes are serving Equity Emphasis Areas?

WMATA and the local jurisdictions independently use a variety of metrics to determine what routes should be prioritized for their own bus rapid transit plans. Some of those locally prioritized routes appear in the DMVMoves bus priority network corridor list; however, these seven rose to the top because they are areas that already have a high ridership. It doesn't mean they are the only ones. They just pass a level of ridership that makes them more viable.

The plan mentions implementing new regional customer-focused service guidelines. Is that including universal standards for ADA compliance for bus stop designs?

There are varying types of guidelines that have been discussed through the DMVMoves initiative, including a regional set of common service guidelines and, separately, bus stop design guidelines. The service guidelines range based on levels of service offered by the operator and the typography of their service area. There is no regional set of bus stop design guidelines yet, but in the corresponding working group, the need and importance of making more stops ADA compliant was discussed. Regarding what amenities stops may be recommended to include, that is still under consideration from a regional perspective. Some bus routes operate in less dense or rural areas, so typically, if a route has fewer than 15 passengers a day, you may not see a bench at the stop for example. A service has to maximize efficiency of their investments, but extra funding for transit may also help advance more ADA-compliant stops.

ENHANCED MOBILITY GRANT PROGRAM-FUNDED PROJECTS

Cherice Sansbury, TPB Transportation Operations Programs Director, briefed the committee on the projects funded under the FTA's section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. The Enhanced Mobility Grant Program selected 25 projects for funding, totaling \$10.7 million. Vehicle acquisition projects received the majority of funding, supporting transportation for persons with disabilities. Several projects focus on mobility management and travel training to assist older adults and individuals with disabilities. Six applications were not funded due to insufficient coordination or marginal impact on underserved populations. These applicants may ask for advice on their applications to improve them for the next round. Ms. Sansbury shared some highlights of awards that were made this year, including recipients on the AFA. Members thanked Ms. Sansbury for her work.

AFA LEADERSHIP RECOMMENDATION

Laura Bachle, TPB staff, reviewed the proposal for co-chairs to lead the committee; one from the member organizations and one from the ex-officio members. Era Pandya, Montgomery County Public Schools, and Leo Pineda, Regional Transportation Planner (VDOT), have volunteered to assume the co-chair positions. They will officiate future meetings and represent the AFA to the TPB.

AFA FORUM

Committee members received a presentation from one of the newer members, Zitao Weng, with the Korean Community Service Center (KCSC). Mr. Weng shared information about their work serving Asian communities, including their work on active transportation through a 5-year grant provided by the CDC called Racial and Ethnic Approaches to Community Health (REACH). Their work includes community design for physical activity. They have demonstration pilots underway. It is one of many programs KCSC is implementing.

Member Attendees

Elena Alergant, NV Rides

Doreen Brown, ARC of Prince George's County

Solomon Haile, COMTO, DC Chapter

Terri Lamb, DATA

Kevin O'Brien, WABA

Shannon Minnick, Independence Now

Era Pandya, Montgomery County Public Schools

Zitao Weng, Korean Community Service Center of Great Washington

Keziah Wohlers, The ARC of Northern Virginia

Ex-Officio Attendees

Glenn Millis, WMATA

Leo Pineda, VDOT

TPB Staff

Laura Bachle

Rachel Beyerle

Amanda Lau

Pierre Gaunaurd

Cherice Sansbury

Tom Harrington