



TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE (RPTS)

Tuesday, January 28, 2025

12:00 – 2:00 P.M.

COG Meeting Room #1

In-person/Hybrid

Chair: Stephen Miller, MDOT-MTA

AGENDA

- 12:00 P.M. 1. WELCOME**
- 12:05 P.M. 2. 2025 RPTS CHAIR OPENING ADDRESS**
Stephen Miller, RPTS Chair
- 12:15 P.M. 3. UNIVERSAL BASIC MOBILITY PILOT IN SOUTHWEST D.C.**
Zachary Baldwin, SWBID Director Mobility, Data, and Research
Mitch LaRosa, DCMID Director
- 12:35 P.M. 4. WASHINGTON SUBURBAN TRANSIT COMMISSION 2025 OVERVIEW**
Jonathan Rogers, WSTC MDOT Washington Area Transit Office Director
- 12:55 P.M. 5. 2024 INTERCITY TRAVEL STUDY – WEBMAP PRESENTATION**
Reinaldo Germano, Foursquare ITP Project Manager
Sophia Nelson, Foursquare ITP Transportation Planner
- 1:25 P.M. 6. FY25 TPB TRANSIT ASSET MANAGEMENT TARGETS – SECOND UPDATE**
Pierre Gaunard, TPB Transportation Planner
- 1:45 P.M. 7. OTHER BUSINESS**
Stephen Miller, RPTS Chair
- 2023/2024 State of Public Transportation Report Updates (*Pierre Gaunard*)
 - TLC Grant Application Period Open (*Victoria Caudullo and John Swanson*)
 - February Joint Subcommittee Lookahead (*Pierre Gaunard and Katherine Rainone*)

2:00 P.M. 8. ADJOURN

The next regular meeting of the RPTS is February 25, 2025 and is in-person/hybrid.

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Go to www.mwcog.org/accommodations or call (202) 962-3300 | (202) 962-3213 (TDD) for more info.



The Mobility Innovation District

January 28, 2025

Today's Agenda

1. The Mobility Innovation District Introduction
2. Universal Basic Mobility - History and Premises
3. UBM - Findings So Far



the MID



Purpose-Driven Innovation

Local Mobility Needs



Development out
pacing infrastructure



Advancing Road
User Safety



Empowering existing
residents



Service worker mobility
challenges

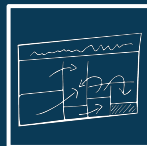
Purpose Driven Innovation



Existing policy and regulation
alignment w/ innovation



Developing need-based
solutions

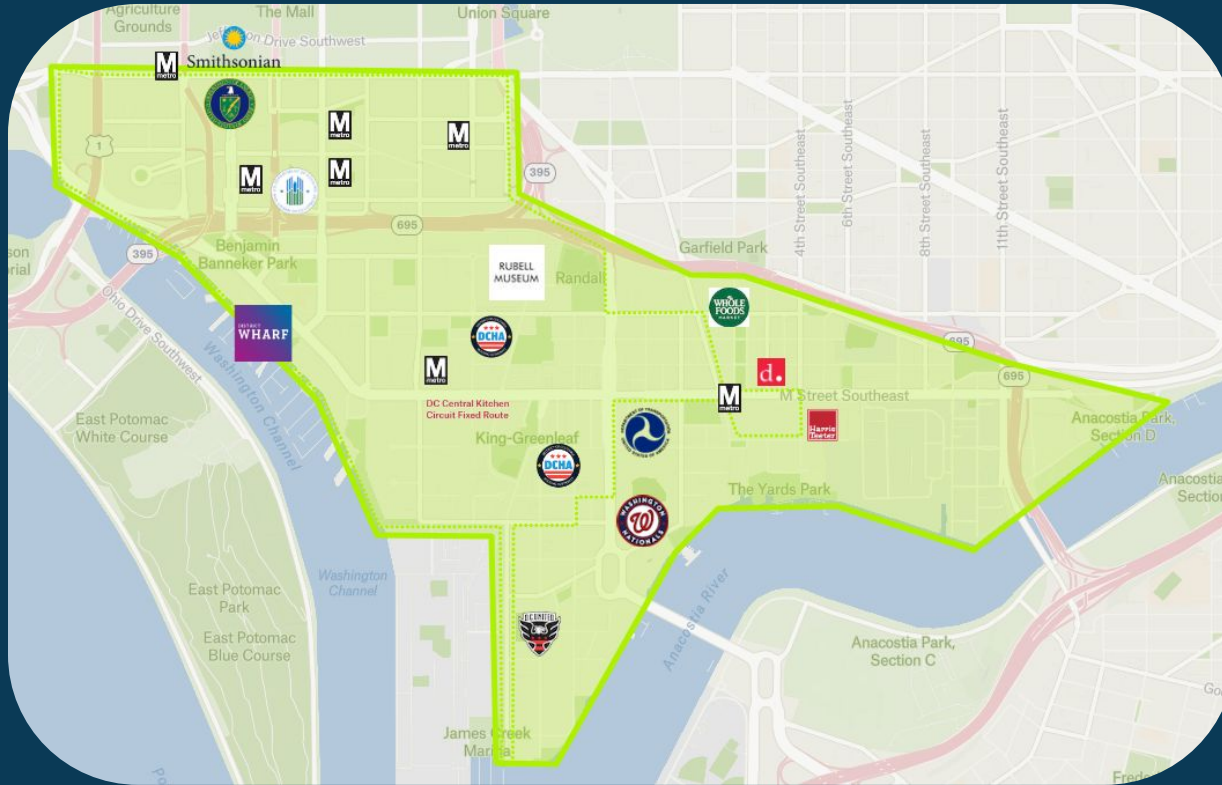


Need to test business and
partnership models



Advance Public-Private
Partnerships

Southwest + Capitol Riverfront Neighborhoods



A Destination within a Destination

- 9.6 Million Annual Visitors
- Smithsonian, District Wharf, Nationals Stadium, Audi Field

Front Door to the Federal Government

- Home to over a dozen federal agency HQs, including USDOT, DOE, HUD

Fast Growing and Diverse

- Population has doubled in the past 5 years (+12,000 new units)
- 60,000+ daily commuters
- Densest concentration of public housing in DC

DC MID - UBM Introduction

- What is Universal Basic Mobility?
- Background
 - ◆ Partnership with the Office of the Deputy Mayor for Planning and Economic Development
 - ◆ Removing Informational and Cost Barriers to Transportation Access
 - ◆ Specific focus on access to employment and job opportunities
- Research Question:
 - ◆ Does removing cost and informational barriers to transportation improve access to job opportunities?

DC MID - UBM First RFP

- DC MID launched RFP in early 2023 and reviewed proposals through end of Q1 and early Q2
- No Vendor was selected for the project
- Initial RFP received a half dozen proposals, the most inexpensive of which was triple the available budget
 - ◆ Payment Integration was prohibitively expensive (i.e., integrated technology platform)
 - ◆ Mission misalignment between technology platform and qualitatively positive outcomes
 - ◆ Inability to leverage existing payment integration systems (e.g., SmarTrip)

DC UBM Pilot - Spin

- In Summer 2024, Spin approached the DC MID to launch a Universal Basic Mobility pilot program
- Benefits to Include
 - ◆ Unlimited Spin Scooter credits in DC
 - ◆ Unlimited refills on WMATA SmarTrip
 - ◆ \$100/month in Zipcar Credit
 - ◆ Unlimited usage of SWBID E-Cargo Bikes
- Participants recruited from Spin Access and SWBID Ebike Library
- Program kicked off on a rolling basis in the beginning of October 2024



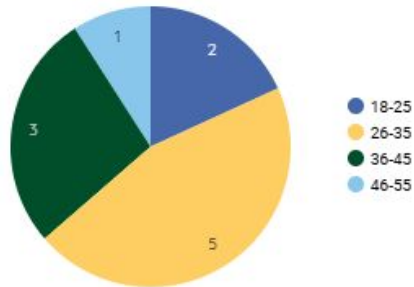
DC UBM - Key Research Question

Does Removing the Cost Barrier Increase Usage of Public Transportation (Bus and Rail)
and/or Shared Micromobility?

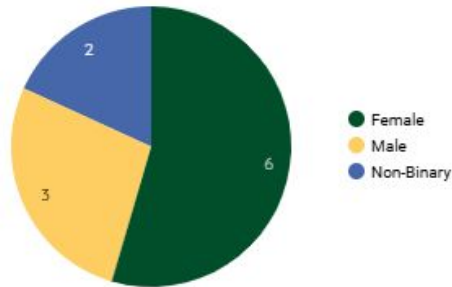
DC UBM - Participants

- 15 Total Participants, 11 of whom participated in the follow-up survey
- Participants represent diverse age range and gender spectrum
- Equal representation of white and black participants

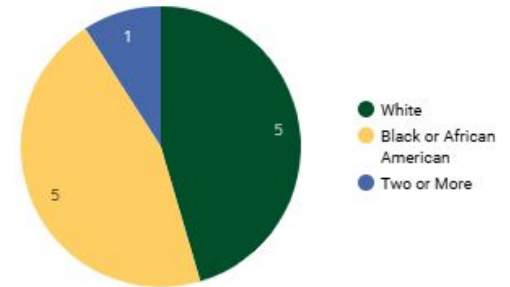
Participants By Age



Participants By Gender



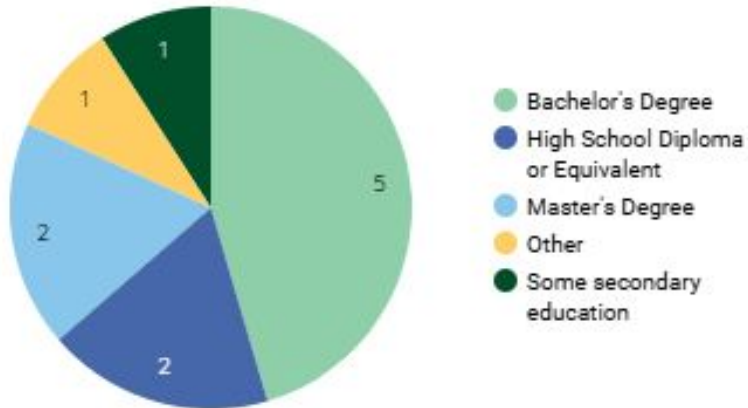
Participants by Race



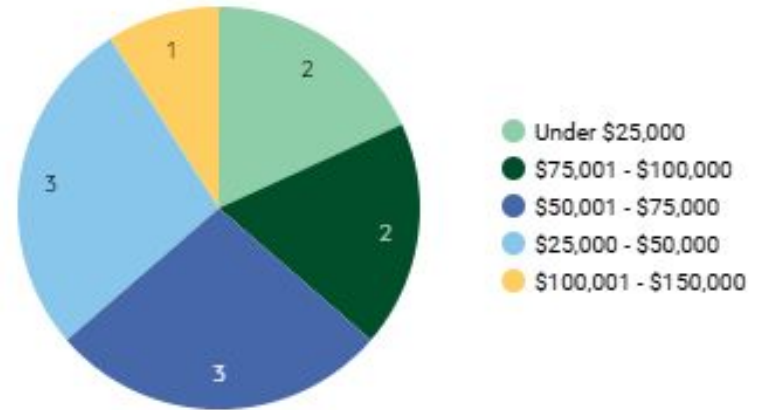
DC UBM - Participants

→ Diverse educational background (Other = Did Not Complete High School) and Income

Participants By Education

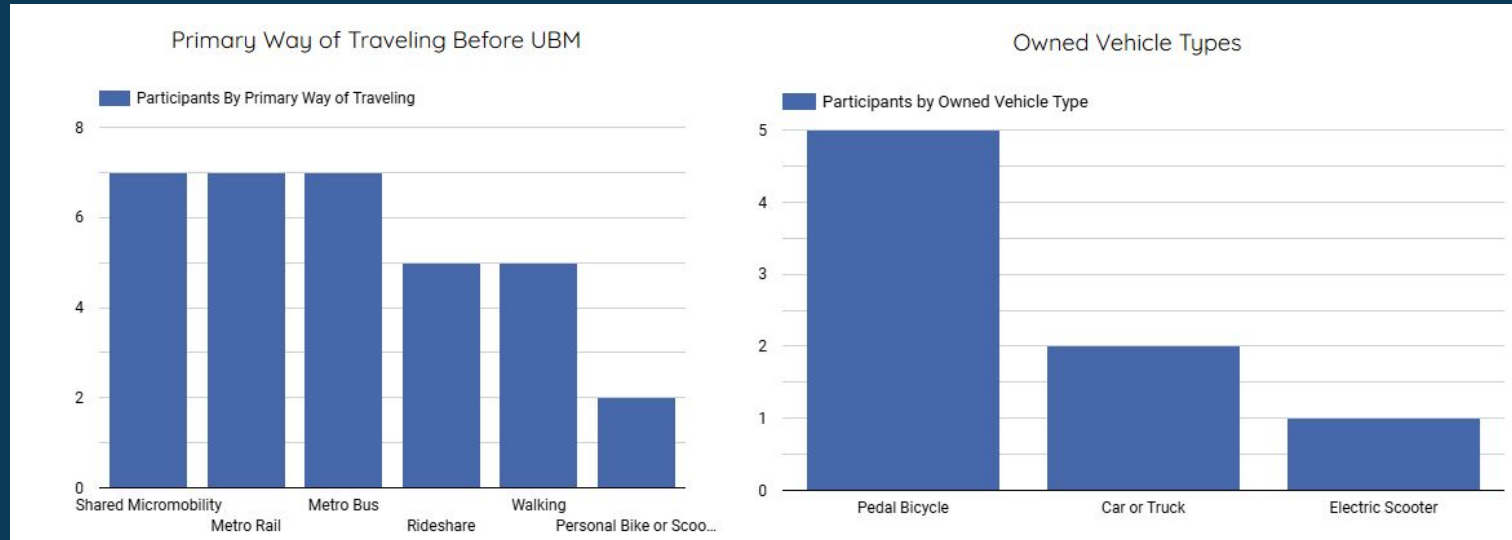


Participants by Income



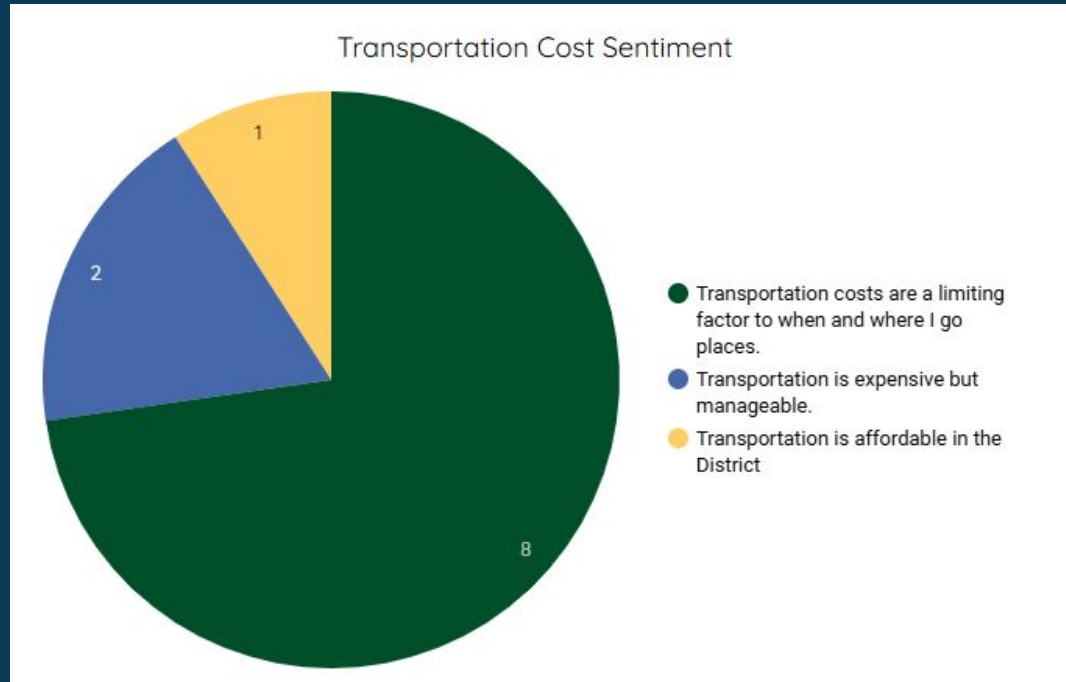
DC UBM - Travel and Vehicles

- No Participants Used Their Own Car “Primarily”
- About half of participants do not own any personal vehicle



DC UBM - Transportation Cost Sentiment

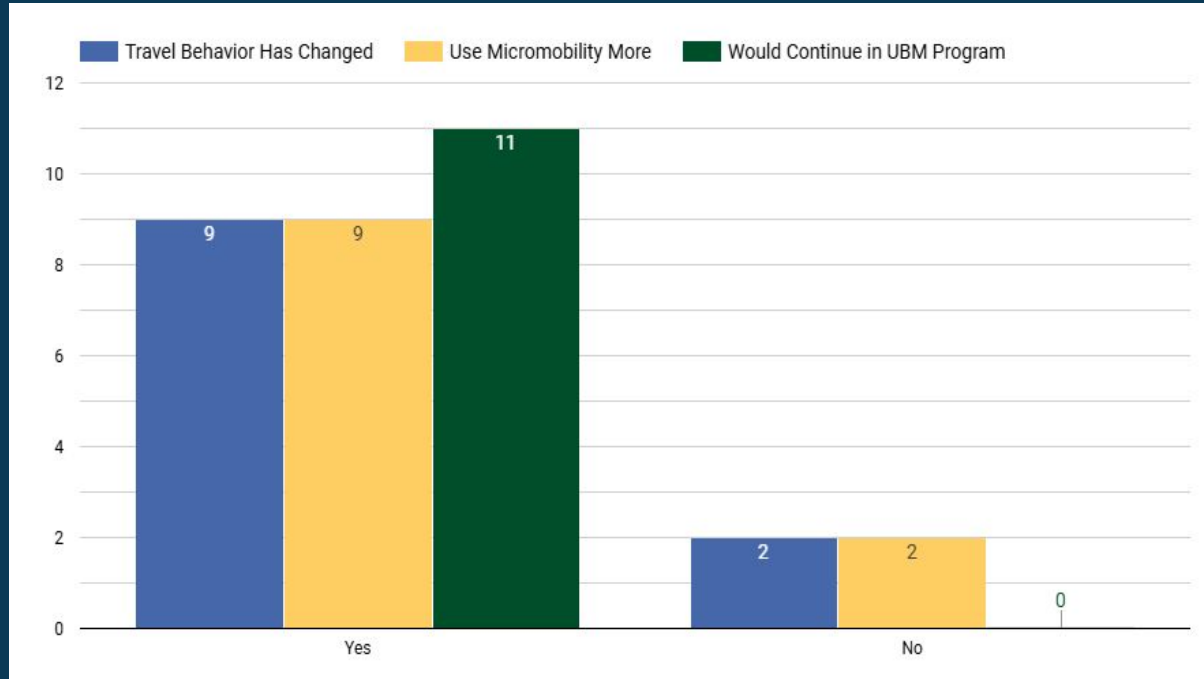
→ 10 out of 11 participants described Transportation in DC as “Expensive” or “Limiting”



Outcomes

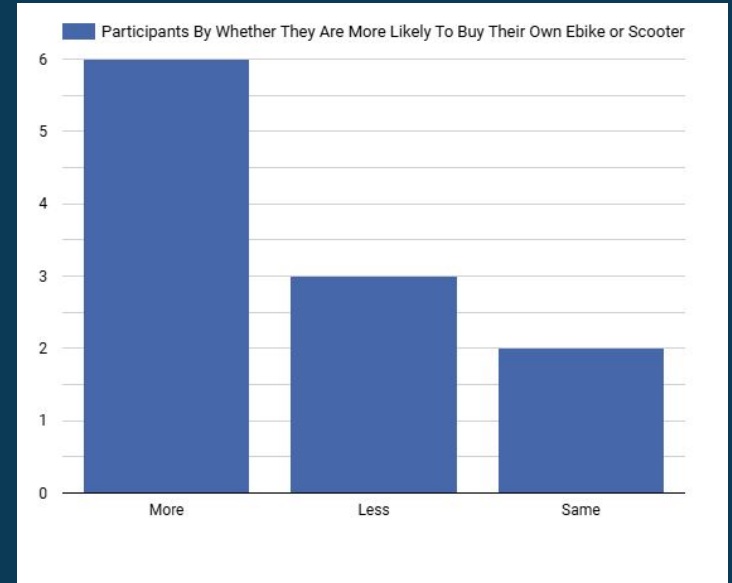
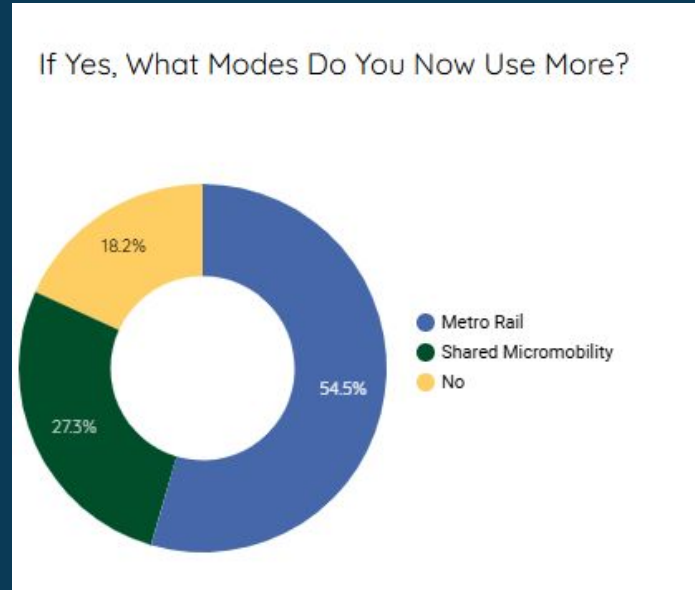
DC UBM - Outcomes

→ 9 Indicated a Change in Travel Behavior, 9 Used Micromobility More, 11 would re-enroll



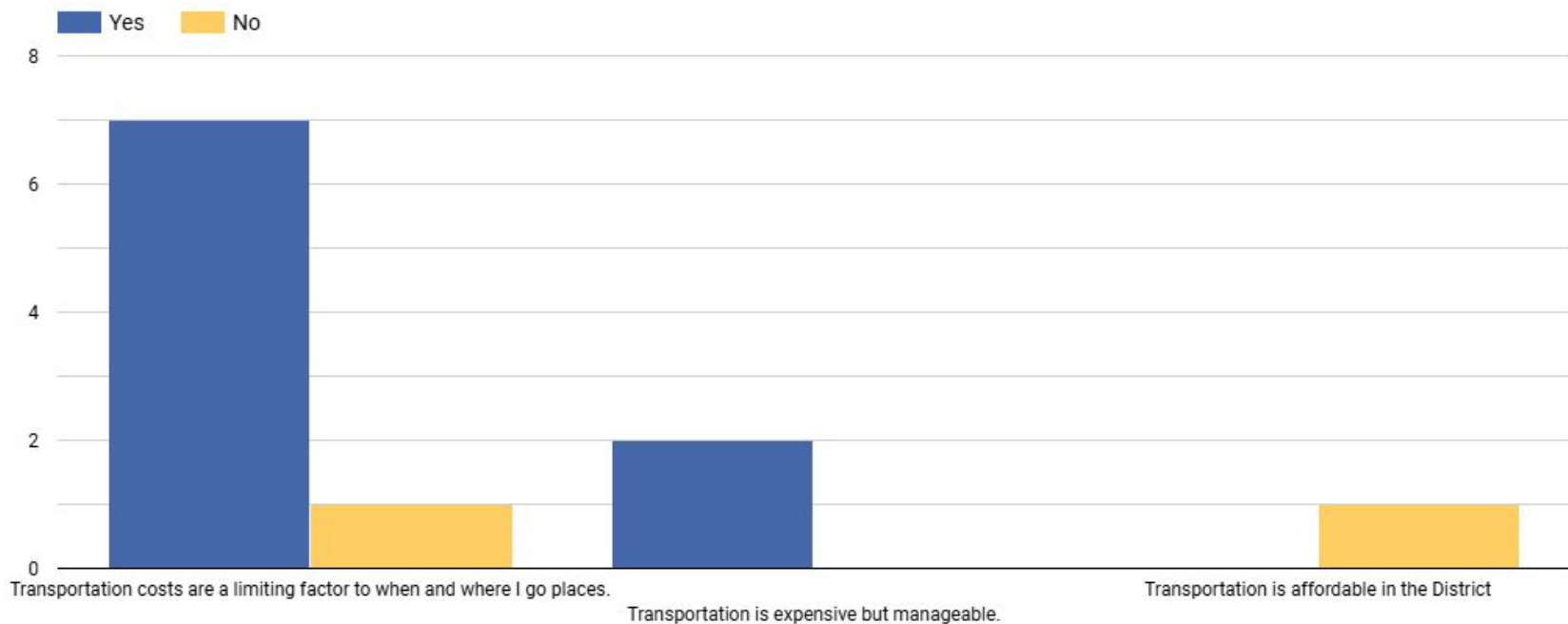
DC UBM - Outcomes

- 6 Indicated They Use Metro Rail More
- 6 Indicated They Are More Likely To Buy Their Own Ebike or Scooter



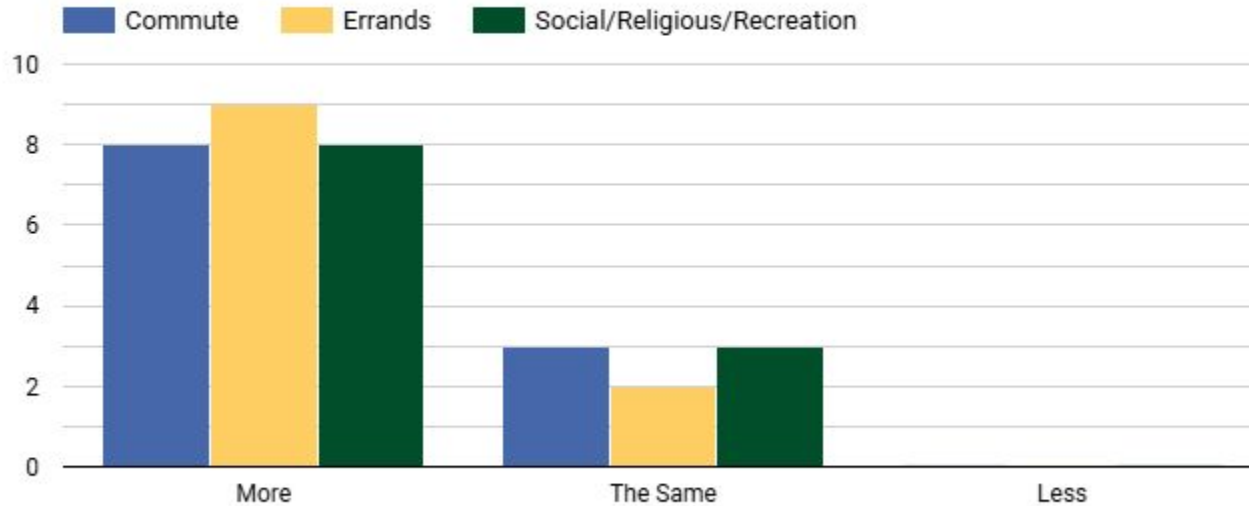
DC UBM - Outcomes

Has Your Primary Way of Traveling Changed Based on Transportation Cost Sentiment



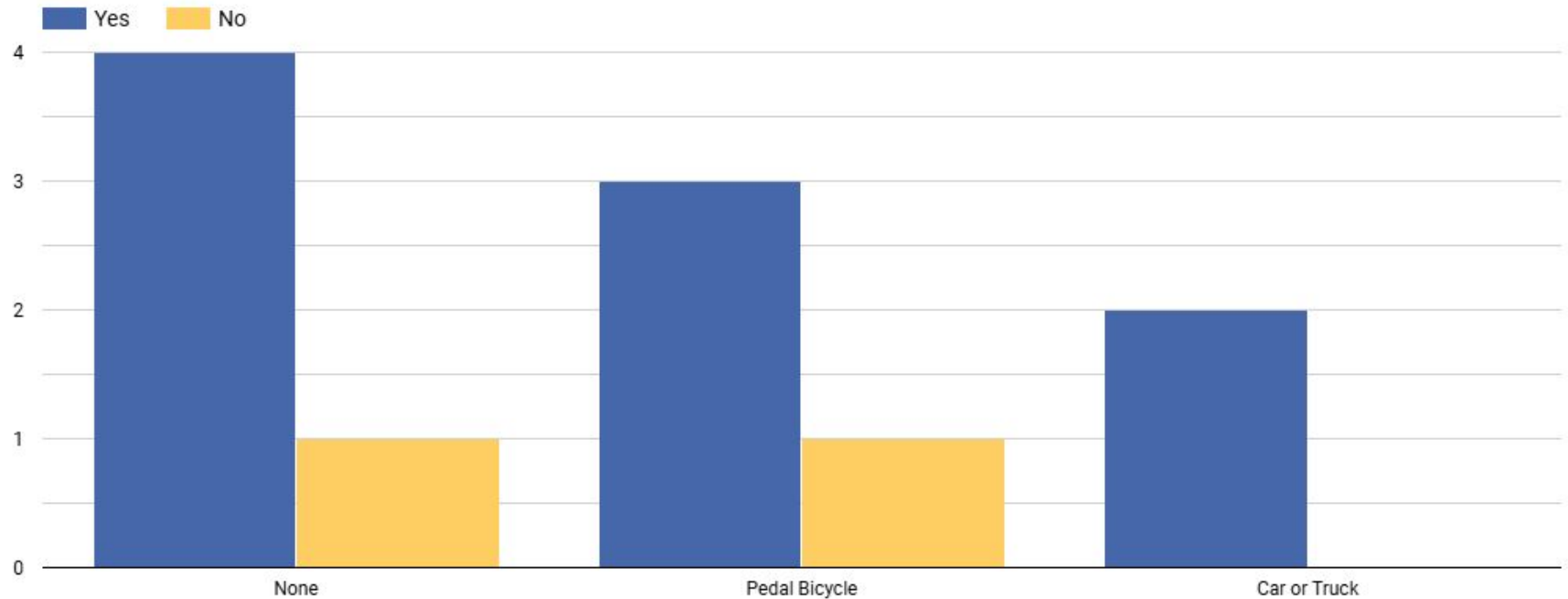
DC UBM - Outcomes

Do You Use Public Transit or Micromobility More For the Following?



DC UBM - Outcomes

Has Your Primary Way of Traveling Changed Based on Owned Vehicles



DC UBM - Final Remarks

- Does Removing the Cost Barrier Increase Usage of Public Transportation (Bus and Rail) and/or Shared Micromobility?
 - ◆ **Yes, Removing Cost as a Barrier had an impact on the behavior of most participants**
- Without a large budget, programming needs clear limitations and ways to re-fund charges
- Participants feel comfortable and safe using shared micromobility vehicles and cost is a significant, if not main, obstacle to use

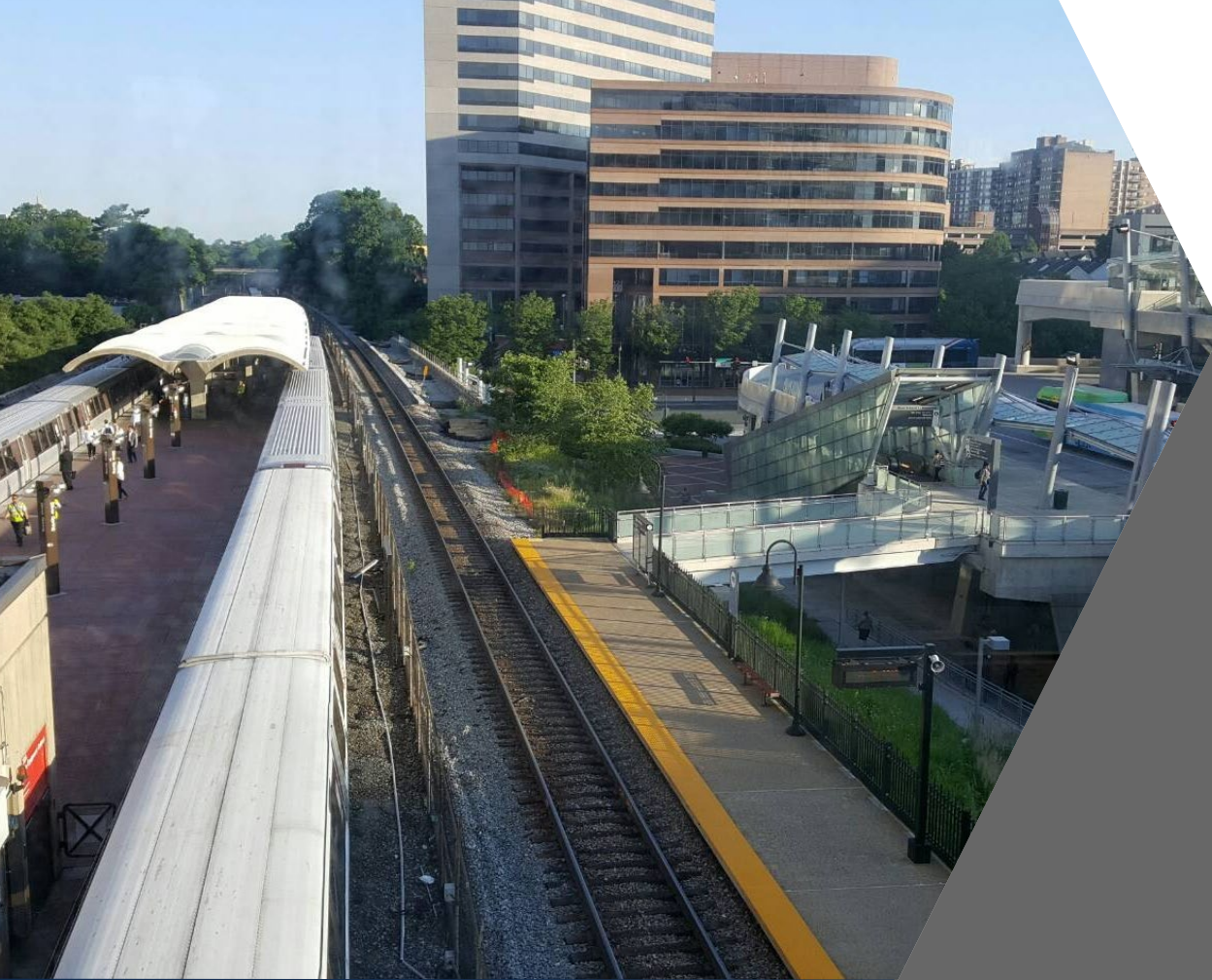
DC UBM - Final Thoughts

→ Discussion Question: What else can we learn from this cohort?

→ Contact

◆ Zachary Baldwin zbaldwin@swbid.org

◆ Mitch LaRosa mlarosa@dcmid.io



Washington Suburban Transit Commission

Our Charge

Liaison between the State of Maryland, Prince George's County, Montgomery County, and the Washington Metropolitan Area Transit Authority (WMATA) for public transit, rail, bus, and paratransit planning and policy issues.



Background

- Established in 1965
- Administers the Washington Suburban Transit District
- Has powers to:
 - Plan
 - Develop
 - Oversee
- Historically, provided payment directly from Maryland to WMATA
- Coordinate amongst and between counties



Commissioners



Thomas Graham
WSTC Chair



Raymond J. Briscuso, Jr.
Commissioner – Governor Appointee



Tom Hucker
WSTC Vice Chair



Donald G. Drummer*
Commissioner – Governor Appointee



Michael Goldman
WSTC Secretary/Treasurer



Eric Olson
Commissioner



Paul J. Wiedefeld*
Commissioner Ex Officio



Washington Suburban Transit Commission

Ongoing Work and Projects

WMATA Funding Grant

- WMATA funding provided by MDOT via grant agreement
- WSTC authorizes MDOT to provide funding to WMATA



Maryland's Liaison to WMATA

- WMATA Board Meetings
- Joint Coordinating Committee
- Annual Operating Budget and Capital Investment Program
- Compliance and Reporting



WMATA Policy Coordination

- DMVMoves
- Better Bus Network Redesign – Year One
- Metro Lift
- Subsidy Formulas



Transit Data Analysis

- Transit data analysis to drive transit policy
- In-house
 - Regional transit trends
 - Bus fare evasion
 - MDOT/WMATA KPIs
- WSTC Study Fund
 - WSTC as “think tank”



MetroAccess Study

- How do we manage long-term cost curve while still providing quality service
- Landscape and Cost Drive Analysis
- Peer review of alternative programs
- Strategy road map



Bus Priority

- Statewide goal to support bus
- Georgia Ave. (MD 97) Bus Lanes
 - Collaboration between MDOT, MCDOT, and WMATA
- Role:
 - Performance evaluation
 - Public engagement
 - Business engagement
 - Drive decision-making on future of the pilot



Transit Oriented Development

- Maryland contributes \$1M annually to support WMATA's joint development work
- Confirm work plan aligns with state's priorities
- Facilitates coordination with MDOT modes to support development



Other Activities

- Briefings for WMATA Directors and WSTC Commissioners.
- Coordination with counties
- Tracking of Washington Metrorail Safety Commission (WMSC) audits and WMATA corrective actions





Thank you!

Jonathan Rogers

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National Capital Region | Transportation Planning Board

Intercity Bus and Rail Travel Study Web Map

TPB Regional Public Transportation Subcommittee

January 28, 2025



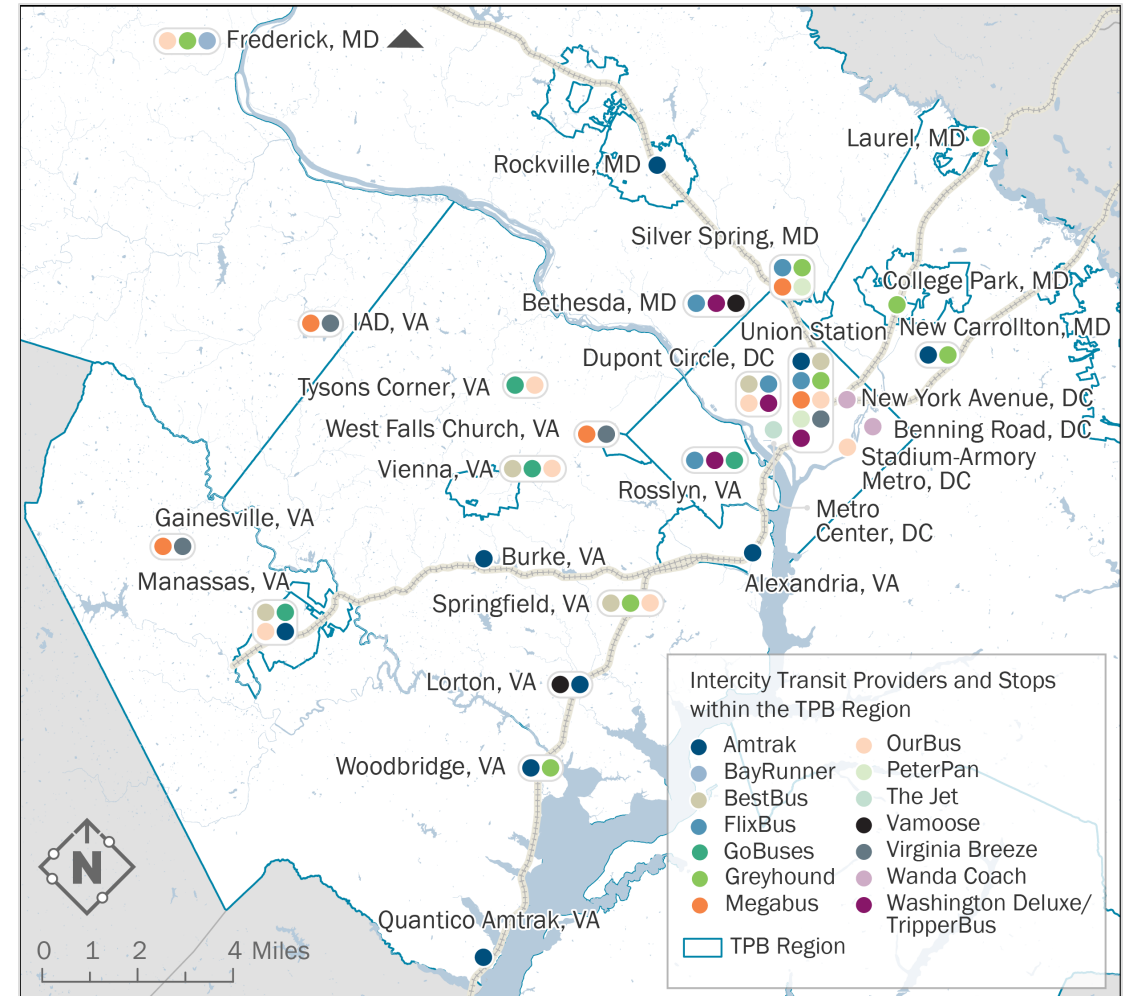
Prepared by:

Foursquare
ITP



Overview

- The Study
- Our Approach to the Inventory
- The Web Map



The Study

- This study **expands on the previous work** done by TPB in 2016 and 2023 to gain a more **comprehensive** and **up-to-date assessment of intercity travel services** and patterns.
- We combined **desk research, analysis of big data sources,** and **intercept survey.**
- We compiled a **comprehensive inventory of** intercity (and select commuter) **services** and advanced in understanding riders' sociodemographic information.
- The web map summarizes much of that information.

Our Approach to the Service Inventory

Data Collection

- **Sources:** Desk research, provider engagement, and publicly available GTFS data.
- **Scope:** Intercity and commuter rail and bus.
- **Formats:** GTFS feeds (a standard for transit schedule data) and provider websites were the primary sources.

Analysis Method

- **GTFS Data:** Summarized schedules for stops within the TPB region using R codes.
- **Manual Collection:** For providers without GTFS feeds, data was gathered from websites between April 15–21, 2024.

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Service Data Collection Challenges

- Trip planners are not timetables
- Reconciling stops between providers
- Identifying all stops on a non-GTFS trip
- GTFS don't all cover the same period
 - Large feeds to cover and analyze

➤ Amtrak: 300+ service_ids

☒ ONE WAY ☐ ROUND TRIP ☐ MULTIPASS

Sign In | Create an Account | Find Boarding Pass

Departing ...

Going to...

Depart Dates
05/28/2024

Passenger(s)
1 Passenger

SEARCH →

Schedule PPB 8621
10:00 AM
PABT | New York
New York (P.A.B.T.)
40-42 Street & 625 8th Avenue
New York, NY 10018

Schedule PPB 8621
2:30 PM
DC | Washington
Washington
50 Massachusetts Ave NE
Washington, DC 20002

\$36.00

BOOK NOW →

HIDE DETAILS ^

4h 30m

0 transfers

Details

PABT | New York
New York (P.A.B.T.)
40-42 Street & 625 8th Avenue
New York, NY 10018
Depart: 10:00 AM

Baltimore, MD
Arrive: 1:20 PM Depart: 1:30 PM

DC | Washington
Washington
50 Massachusetts Ave NE
Washington, DC 20002
Arrive: 2:30 PM

PPB 8621

Itinerary - Please note that all times displayed are in local time

Overcoming Challenges

All providers

- Select a common period
- Sample week – week of manual collection
- Limit analysis to specific period, acknowledge limitations frequently

GTFS providers only

- Limit to common time period
- Filter GTFS to study area to simplify data
 - Stops in region > stop_times in region > trips in region > calendar

Limitations for each data set

All providers

- Only one specific date range
- Service for providers may change
- Limited stop observability
- Providers w/o GTFS tend to be smaller, fewer trips

GTFS providers only

- Feeds go into 2025 in some cases, but may not actually reflect future service
- Providers upload new feeds over time

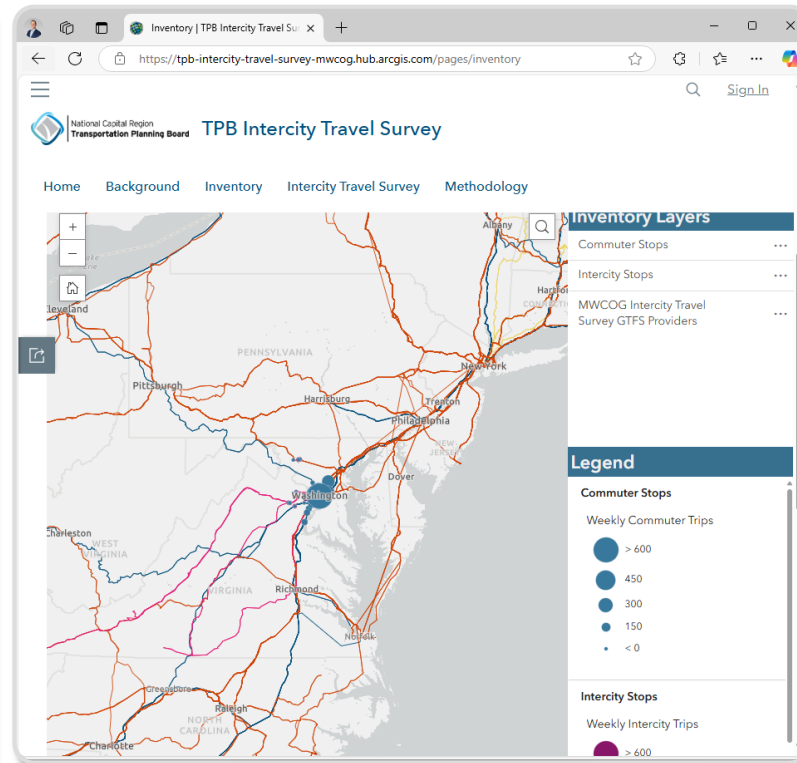
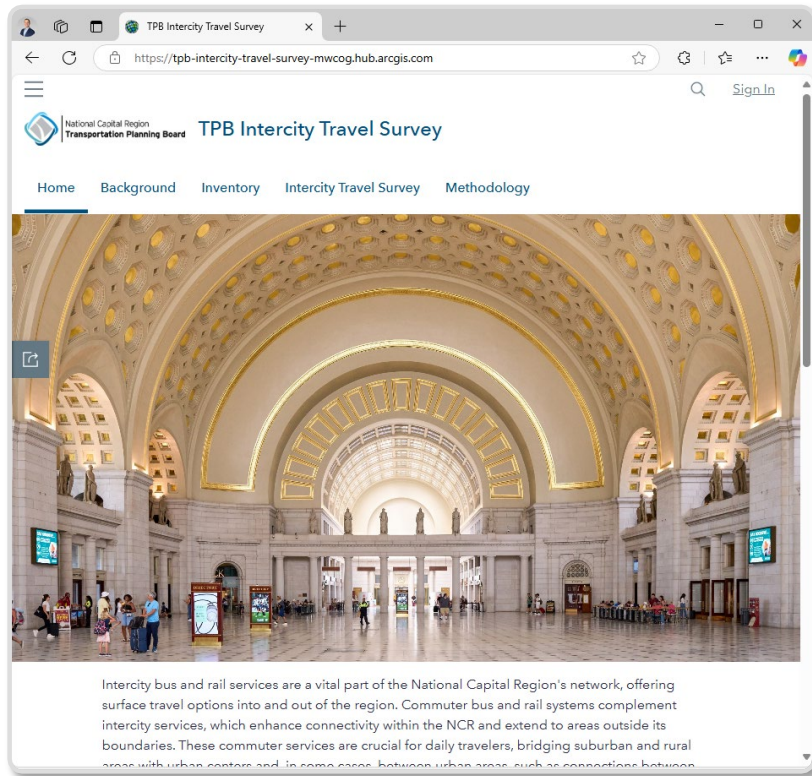
Using the Data

- Summary table of trip with origin-destination, by provider
 - Some O/D very detailed like street address -> collapse to city
- Times for trip on each day of week
 - Not always M-F/Sa/Su, like local or commuter transit; these calendar.txt are complex!

MWCOG Stop ID	Stop/Station Within MWCOG	Provider	Direction	Route_Origin	Route_Destination	Monday Trip
14	Gainesville Park and Ride	VirginiaBreeze	0	Danville Transit System Hub	DC Union Station	12:45
43	Dulles Airport	VirginiaBreeze	0	Danville Transit System Hub	DC Union Station	13:15
39	DC Union Station	VirginiaBreeze	0	Danville Transit System Hub	DC Union Station	14:00
39	DC Union Station	VirginiaBreeze	1	DC Union Station	Danville Transit System Hub	10:05
43	Dulles Airport	VirginiaBreeze	1	DC Union Station	Danville Transit System Hub	10:50
14	Gainesville Park and Ride	VirginiaBreeze	1	DC Union Station	Danville Transit System Hub	11:20
43	Dulles Airport	VirginiaBreeze	0	Alumni Mall at Squires Student Center	DC Union Station	13:05

The Web Map

Intercity Travel Survey | TPB Intercity Travel Survey





Thank you!

Learn more at **FoursquareITP.com**



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Transportation Planner

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Photo: MARC staff at Riverside Heavy Maintenance Facility (Pierre Gaunard/COG)

FY25 REGIONAL TRANSIT ASSET MANAGEMENT TARGETS – DRAFT

Performance Based Planning and Programming (PBPP)

Pierre Gaunard
TPB Transportation Planner

Transportation Planning Board
January 28, 2025
(updated January 29, 2025)





Agenda

- Transit Asset Management (TAM) Target-Setting Requirements
- TAM Performance Measures
- Agency TAM Targets – Summary Table
- FY25 Regional TAM Targets
- Next Steps

Photo: Fairfax Connector bus being serviced at West Ox garage (Pierre Gaunard/COG)



Transit Asset Management (TAM) Target Setting Requirements – Transit Providers

- Providers of public transportation are required to annually establish Transit Asset Management (TAM) performance targets
 - **Applies to any provider receiving Federal Transit Administration (FTA) funds, recipients and sub-recipients**
- Providers must set targets within four months of the end of the previous fiscal year
 - FY 2025 targets were due by October 31, 2024 for providers on a July–June fiscal year (i.e., every provider except DDOT)
- **Targets, prior year’s performance, and asset inventories are reported annually by transit agencies to the FTA’s National Transit Database (NTD)**



Applicability to Regional Providers

Tier I (>100 revenue vehicles or rail)

1. WMATA: Metrorail, Metrobus, MetroAccess
2. DDOT: Streetcar, Circulator (pre-CY2025)
3. Fairfax: Connector
4. Montgomery County: Ride On
5. Prince George's: TheBus
6. PRTC: OmniRide
7. Virginia Railway Express

Tier II (<100 revenue vehicles)

1. Alexandria DASH
2. Arlington ART
3. Charles VanGo
4. Frederick TransIT
5. Loudoun County Transit
6. City of Fairfax CUE
7. and other small non-profit or paratransit providers

- Tier I providers set performance targets, implement an agency TAM Plan, and report performance and targets annually
- Tier II providers may participate in a Group Plan or opt out and fulfill requirements on their own.



Transit Asset Management (TAM) Target Setting Requirements – MPOs

- MPOs (i.e., TPB) do not submit performance targets to the FTA; nevertheless, **regional targets must be included in each long-range transportation plan and TIP**
 - Will be included in this year's Visualize 2050 and the FY 2026-2029 TIP
 - **No requirement to set annual targets otherwise or revise existing targets**
- FTA recommendation for MPOs is to set a single regional target for each performance measure asset class
 - Regional target calculations involve adding up the asset totals and accounting for each agency's respective targets



TAM Performance Measures

	Performance Measure	Asset Classes
Rolling stock (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB)	Standard bus, articulated bus, vans, automobiles, locomotives, rail vehicles
Equipment - (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB	Cranes, prime movers, vehicle lifts, tow trucks
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	The percentage of track segments, signal, and systems with performance restrictions	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/ Facilities (Condition)	The percentage of facilities, within an asset class, rated below 3 on the TERM scale	Stations, depots, administration, parking garages, terminals



Transit Asset Management Targets

Agency and Regional



Summary of FY25 Agency TAM Targets

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/Facility Condition
WMATA	0% Rail, 9% Bus	71% ^b	3.50%	1%
Mont. Co.	18% Bus, 100% Cutaway	50% ^c	n/a	0%
Ffx. CUE	0%	0%	n/a	0%
MTA	14.7% MARC, n/a for CB	70% ^d	0%	9.90%
VRE	0%	0% ^c	n/a	0%
Maryland Tier 2 (MTA)	11% ^a	53% ^c	n/a	0% ^f
Virginia Tier 2 (DRPT)	15% ^a	30% ^c	n/a	10% ^f

- **Re: Target Totals:**
 - High % totals are a concern.
 - Low or zero % targets are ideal.

Key:

a: buses (not including articulated, cutaway, or OTR);
b: autos;
c: trucks;
d: steel wheel vehicles;
e passenger,
f: maintenance/administrative facilities



FY25 Regional TAM Targets (1)

Revenue Vehicles Performance Measure Asset Class	Regional Assets Total	Regional Target of revenue vehicles that have met or exceeded ULB
AB- Articulated bus	97	0.2%
AO- Auto	227	0.0%
BR- Over-the-road bus	270	9.6%
BU- Bus	2593	10.3%
CU- Cutaway bus	134	25.7%
HR- Heavy rail passenger car	1206	6.0%
LR- Light rail vehicle	6	0.0%
MV- Minivan	286	1.7%
RL- Commuter rail locomotive	68	0.0%
RP- Commuter rail passenger coach	286	9.6%
SV- Sport utility vehicle	4	0.0%
Van	558	31.2%
Revenue Vehicle Totals	5735	

Based on information from NTD Forms A-15, A-30, A-35, and/or A-90; NTD 2023 Agency Profiles; MTA (2024) and DRPT (2022, updated 2024) TAM Group Plans, and the DRPT Open Data Portal



FY25 Regional TAM Targets (2)

Service Vehicles Performance Measure Asset Class	Regional Assets Total	Regional Target of service vehicles that have met or exceeded ULB
Automobiles	183	54.2%
Trucks and other Rubber Tire Vehicles	1372	31.5%
Steel Wheel Vehicles	84	42.0%
<i>Service Vehicle Totals</i>	<i>1639</i>	
Track Segments, Signals, and Systems Performance Measure Asset Class	Regional Assets Total (miles)	Regional Target of tracks that have performance restrictions
CR - Commuter Rail	20.62	0.0%
HR - Heavy Rail	262.5	3.5%
SR - Streetcar Rail	5.6	5.0%
<i>Track Segments Totals</i>	<i>288.72</i>	

Based on information from NTD Forms A-15, A-30, A-35, and/or A-90; NTD 2023 Agency Profiles; MTA (2024) and DRPT (2022, updated 2024) TAM Group Plans, and the DRPT Open Data Portal



FY25 Regional TAM Targets (3)

<i>Admin., Maintenance, and Passenger Facilities</i> Performance Measure Asset Class	Regional Assets Total	Regional Target of facilities that are below TERM Grade 3 condition
Passenger Facilities	129	0.8%
Passenger Parking Facilities	105	0.7%
Maintenance Facilities	117	1.0%
Administrative Facilities	73	1.1%
<i>Facility Totals</i>	424	

Based on information from NTD Forms A-15, A-30, A-35, and/or A-90; NTD 2023 Agency Profiles; MTA (2024) and DRPT (2022, updated 2024) TAM Group Plans, and the DRPT Open Data Portal





Next Steps

- Present final set of targets to Tech
- Receive any comments through February 7
- Board approval in February 2025
- Include in Visualize 2050 and the FY 2026-2029 TIP

Photo: Entrance to the new Arlington Transit Operations and Maintenance Facility (Pierre Gaunaud/COG)



Pierre Gaunaud

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National Capital Region
Transportation Planning Board