
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

July 15, 2026
In-Person Meeting at NCPC

MEMBERS AND ALTERNATES IN-PERSON

Dan Malouff – Arlington County
Mark Phillips – WMATA
Sandra Marks – DDOT
Neil Harris – City of Gaithersburg
Corey Pitts – Montgomery County
Matt Frumin – District of Columbia
Susan Cunningham – Arlington County
Bill Cuttler – VDOT

MEMBERS AND ALTERNATES ONLINE

Amy Wesolek – City of Takoma Park
Ashley Hutson – City of Manassas
Marilyn Balcombe – Montgomery County
Christina Henderson – District of Columbia
Ralph Patterson II – Charles County
David Snyder – City of Falls Church
Deborah Carpenter – Frederick County
Garrett McGuire – Virginia State Delegate
Eric Olson – Prince George's County
Geoffrey Anderson – MDOT
Heather Edelman – District of Columbia
Janine Ashe – FHWA
Kari Snyder – MDOT
Kristen Weaver – City of Greenbelt
Marc Korman – Maryland State Delegate
Mark Rawlings – DDOT
Meagan Landis – Prince William County
Ryan Washington – MWAA
Jennifer Boysko – Virginia State Senator
Sonia Vásquez Luna – City of Manassas
Tom Peterson – City of Fairfax
Walter Alcorn – Fairfax County
Zack Kershner – City of Frederick
Victor Weissberg – Prince George's County Executive

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Cristina Finch
Lyn Erickson
Amand Lau
Laura Bachle
Ian Newman
Fabiha Rahman
Marc Moser
Rachel Beyerle

Janie Nham
Deborah Etheridge
Delanna Thomas
Robert d’Abadie
Dusan Vuksan
Charlene Howard
Pierre Gaunaurd
Eric Randall
Jamie Bufkin
Ceriann Price
Thomas Harrington
Mike Farrell
Tim Canan
Pierre Gaunaurd
Jessica Storck
Sergio Ritacco
Tim Davis – CAC Chair
Bill Orleans – member of the public

1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY

Chair Neil Harris opened the meeting welcoming members and sharing virtual meetings procedures and that the meeting is live streamed on YouTube.

Lyn Erickson called the roll call. She said the TPB has a quorum. She said that no members of the public signed up for public comment.

2. APPROVAL OF THE JUNE 17, 2026 MEETING MINUTES

Chair Harris moved approval of the June 17, 2026 minutes. The motion was seconded by Vice Chair Matt Frumin.

3. TECHNICAL COMMITTEE REPORT

TPB Technical Committee Chair Dan Malouff shared a summary of the July 1 meeting. He said the Technical Committee received a briefing on four items for the board, including (1) FY 2027 Maryland Transportation Alternatives Set Aside Program Project Approvals, (2) Performance Measures and Targets: On-Road VOC and NOX Emissions Reductions from CMAQ-Funded Project, (3) DMVMoves Service Guidelines, and (4) 2025 State of Public Transportation Report. He said that there were four items presented for information and discussion: (1) 2015 National Ambient Air Quality Standards for Ozone: Redesignation Request and Maintenance Plan, Briefing on On-Road Emissions Inventories, (2) Project Infotrak User Guide & TIP/STIP Workflow, (3) National Capital Region Bicycle and Pedestrian Plan Update, and (4) AlexMoves: Bi-Annual Resident Transportation Survey.

4. COMMUNITY ADVISORY COMMITTEE

TPB Community Advisory Committee Chair Tim Davis shared a summary of the July 9 meeting. He said that the committee received a very thorough briefing on the National Capital Region Bike and Pedestrian Plan from Mike Farrell. He said that after the presentation, the committee began a question-and-answer discussion. He said that some of the notable questions were: Does the plan address safety for the many users on the trails with respect to enforcement? He said that the plan will address that, and on the park-maintained trails, there are park police, trail rangers, and volunteers. He said that the plan will also

encourage the use of trail markings, wayfinding, and signage. He stated that regarding funding for trails, on the capital side, one of the best ways to get trails installed is through the new development process. He said that COG has technical assistance like land-use connections and TAP. He said that he asked whether there is a general statement in the plan about land use and how compact land use is better for pedestrians and bicyclists. He said that the answer is that there are TPB-adopted policies as part of the Vision plan, but this plan can look at writing something about compact development patterns supporting bicycling and walking.

He said that Pierre Gaunard briefed the committee on DMVMoves working groups currently implementing the initiatives detailed in the action plan for regional transit integration, and due to the lengthy discussion from the bicycle and pedestrian plan, the committee was not able to receive the full information at that time. He said that the committee will revisit the DMVMoves update in September. He said that in the committee's Act Locally Round Robin, members continued to act in several transportation initiatives around the region, including the redesign of H Street, community action on the WMATA Better Bus implementation, and writing transportation articles for local newspapers.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said that the TPB Steering Committee met on July 1 and had taken a couple of actions, primarily responding to a request from Montgomery County to amend the TPB's TIP with three projects. He said that the first amendment added a net of about \$7 million in federal, STBG, and local funds for the Montgomery County's Dennis Avenue Bridge Replacement project. He said in the second amendment, it added about \$5.8 million in Federal Bridge Investment program and local funds for its Garrett Park Road Bridge project. He said that the third amendment added about \$5 million in federal, STBG, and local funds for a new bridge project on Greentree Road.

Kanti Srikanth said that on page 15 is a copy of the TPB's letter of support for Prince William County's application seeking federal INFRA grant funds for its Old Bridge Road and Garden Boulevard intersection improvements. He said that a memo from Robert d'Abadie provided information about the new motor vehicle emissions budgets. He said that these are the emission limits that are established by the EPA that the TPB has to conform with when it adopts its long-range plan. He said that members will recall from a past briefing that the region had attained the federal air quality standards for the 2015 ozone, primarily VOC and NOx, having previously been in non-attainment. He said that now that we have attained the standards, the federal requirement is that the region has to submit a maintenance plan showing how the region will maintain its attainment of the standards for the next 10 years and one of the items in this plan is the maximum amount of VOC and NOx emissions that this region will have, motor vehicle emissions budget, over the next 10 years from its automobiles. He said that the memo contains the proposed amounts of VOC and NOx emissions that the TPB has developed working with the state DOTs and with the state environmental agencies.

Kanti Srikanth said that a special meeting of the Metropolitan Washington Air Quality Committee will be held on July 22, where the Committee will be asked to review the draft maintenance plan, including the motor vehicle emissions budgets, and approve it to be released for public comments and a public hearing. He said that after committee approval, it will be submitted for US EPA approval. He then said that on page 19, is a brief update of some of the recent transportation-related legislation in Virginia, Maryland, and DC that went into effect July 1.

Kanti Srikanth said that the last item in the packet is a copy of the TPB's Commuter Connections Employer Awards brochure. He said that the awards recognized employers and transportation agency

programs for their contribution to promoting travel by carpool, vanpool, transit, walk and bike. He thanked Vice Chair Canek Aguirre and City of Gaithersburg Deputy Manager Tom Lonergan-Seeger for announcing and presenting the awards.

Kanti Srikanth recognized David Snyder for chairing the Metropolitan Washington Air Quality Committee and welcomed any additions he had.

David Snyder said that this is a very important initiative that comes as a result of really great work on the part of the region to bring us into attainment. He said that being in attainment now means needing to maintain it. He said that he looks forward to providing a plan, getting public input, and moving forward. He said that the only reason why we are here is because we paid attention to reducing emissions as well as developing and expanding our region.

6. CHAIRMAN'S REMARKS

Chair Harris thanked Vice Chair Frumin for leading the meeting last month. He said that he was able to listen in from the car to some good discussions, especially about VDOT's Southside 495 Express Lanes Project, and he said he is sure that the board will hear more about that in future meetings. He said that the next meeting in September will be back in the COG building after its renovation. He said that there will be a formal event on September 9, a ribbon cutting of the new space before the next COG board meeting. He said that members of the TPB are invited to the event and to keep the date and time on calendars.

7. FY 2027 MARYLAND TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM PROJECT APPROVALS

Jamie Bufkin said that the Transportation Alternatives Set-Aside program (TAP) is a federal formula program that provides funding projects that are considered to be alternatives to traditional highway construction projects. She said that large MPOs such as the TPB are sub-allocated funds and are given responsibility for selecting projects in their region. She said that during this year's cycle, MDOT did not consider the TPB region's unfunded applications in their allocation for statewide funding, which is different compared to prior years. She said that if the TPB decided not to go with a project, MDOT would then not choose to consider those projects to fund their own funding.

Jamie Bufkin said that the final recommendations were based on conversations and overall consensus. She said that this year six applications were received totaling \$4.5 million in requested funds; however, the budget was \$2 million, making the process competitive. She said that two of the projects were large construction projects accounting for roughly 85% of the requested funds, and the remaining four projects were smaller and non-infrastructure projects.

Jamie Bufkin said that the panel is recommending that all \$2 million be used to fund one project—the Heritage Triangle Trail phase 1 around Dr. Bird Road and Norwood Road shared use path in Montgomery County. She said that Montgomery County will provide a 20% match of \$615,000, and then MDOT has agreed to fund the remaining \$460,000 through statewide allocation because this project's requests surpass the \$2 million. She said that the panel ultimately decided to either a) fund the largest project only, b) the panel could have funded the other large construction project along with most of the other small projects, but that would leave some money on the table, or c) fund all of the smaller projects and leave even more money on the table. She said that this project was selected, but the remaining five projects did meet the selection criteria to varying degrees.

Jamie Bufkin said that this project was selected as it was the only one that proved to be ready for implementation, 100% designs complete, in addition to the merits of the project itself. She stated that the funding will be used to construct two segments of 10-foot-wide shared use path totaling about 3,800 feet, and this will complete a separated bike path that exists now on Maryland 108 to Ednor Road. She said that it also includes intersection improvements, ADA upgrades, and the trail is part of a larger heritage trail network, which is planned to connect four heritage tourism destinations. She said that the project will provide safer bike/ped access to three schools and will allow nearby residents to safely access businesses along the larger trail system. She stated that TPB staff recommend that the board vote to adopt Resolution R1-2027 to provide funding for the construction of this trail segment.

Chair Harris made a motion to adopt Resolution R1-2027. Vice Chair Frumin seconded the motion.

The board voted unanimously to adopt Resolution R1-2027 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for suburban Maryland for FY 2027.

8. APPROVAL OF PERFORMANCE MEASURES AND TARGETS: VOC AND NOX TARGETS

Robert d'Abadie said that his presentation is a continuation of last month's on the performance measures for the targets for on-road VOC and NOx emission reductions from CMAQ-funded projects. He stated that the performance metric is one of many that fall under the federally mandated Performance-Based Planning and Programming effort that began in 2018. He said that the MPO must adopt targets for the upcoming 2026 to 2029 performance period in order to comply with these federal planning requirements.

Robert d'Abadie said that he will go over the federal requirements for the emission targets, will look briefly at the goals of the TPB and where this fits in with them, and will go through what the proposed targets are. He stated that looking at the overall requirements for this metric, it's a data-driven set of two- and four-year cumulative targets that the TPB sets every four years. He said that what the target is specifically is the sum of the two- and four-year emission reductions of volatile organic compounds, or VOCs, and nitrous oxides, or NOx, from CMAQ-funded projects as recorded in the CMAQ public access system.

Robert d'Abadie said that for projects receiving CMAQ funding for multiple years, the annual emissions benefit is only recorded in the first year of the project. He stated that all subsequent years are left blank. He said that for small projects, they can be recorded as qualitative and therefore would not contribute to the two- and four-year targets. He shared a slide showing both past performance and the future targets being proposed. He stated that past performance values dated from the CMAQ Public Access System were downloaded for the years 2022 through 2025 and verified with the states. He said that the region exceeded our targets, and we significantly exceeded our four-year targets due to Maryland and DC adding new projects after the original targets were set. He said that the projects were the travel demand management projects, specifically Commuter Connections and goDCgo. He said that while a typical CMAQ project might have the benefit of one to three or even less kilograms-per-day, the TDM projects mentioned here have reductions of between 40 and 200 kilograms per day. He said that because of this, the addition of these TDM projects are what allowed the TPB to exceed its four-year targets.

Robert d'Abadie said that the two- and four-year targets for the upcoming 2026 to 2029 performance period are identical to the draft ones that were presented last month. He said that the MPO targets are the sum of the individual state targets as supplied to us by the DOTs. He said that using 2022-2025 performance, TPB staff applied those as the targets for the rest of the performance period. He said that the four-year targets are a little less than the performance in the past period due to an adjustment that Maryland made to one of their projects for Commuter Connections. He said that they added a 31%

reduction in what they thought their emission reductions would be compared to the last performance period. He said that this was to account for changes in the performance of the program and also to take into account the fact that as cars get cleaner in the future, one trip off the road as a result of Commuter Connections is going to be slightly less going forward into the future.

Robert d'Abadie that staff recommends the adoption of Resolution R2-2027.

Chair Harris made a motion to adopt Resolution R2-2027 to approve the VOC and NOx targets for two- and four-year periods. Vice Chair Frumin seconded the motion.

The board voted unanimously to Adopt Resolution R2-2027 to approve VOC and NOx targets.

9. DMVMOVES SERVICE GUIDELINES

Chair Harris said that in January, the TPB adopted a resolution accepting the request from the DMVMoves task force to serve as the lead coordinator for all involved transit agencies to work on a plan to implement the recommendations for a regionally integrated bus service system. He said that TPB staff will brief the board on two of the recommendations and will be asked to act on one of the items at the September meeting.

Eric Randall said that the DMVMoves regional transit initiative took place over 2024 and 2025, leading to the approval of the DMVMoves plan in November by the COG and Metro boards. He said that the second half of the plan was the detailed action plan for regional transit integration. He said that one of those actions is that the TPB is to adopt regional service guidelines, creating consistent expectations for customers across jurisdictions. He said that he is here to talk about regional bus guidelines.

Eric Randall said that the goal is to create a framework for connecting transit routes consistently for customers so that a traveler or customer in Loudoun County experiences the same level of transit service as a customer in, say, Prince George's County. He said that the regional guidelines are designed to set the expectations that everybody in our region should get an equitable level of transit service, though there will also be local needs, and we need the flexibility for those. He said that guidelines also provide a framework against which transit can be evaluated.

Eric Randall said that developing the guidelines has been the work of a working group of regional transit providers that both met last year in the DMVMoves effort that was approved and has been meeting biweekly since March. He said that the working group first looked at land use and how transportation has to suit the land use context. He said that the group looked at the sort of transit service provided and divided it into core, coverage, peak, and other. He said that core bus service is bus service running all day long in heavily used corridors. He said that coverage is the bus service that reaches out to make sure, especially in more spread-out areas, that we're providing transit service to people who need it across the region. He said that peak hour goes back to the work commute, and other is the bus service that doesn't quite fit in any of those three buckets, but the group wanted to look at it as well. He said that the group came up with two criteria: span or hours per day.

Eric Randall said that the first metric is based on activity centers tiers. He said that with more density, there is more service. He stated that further out there are more single-family homes that need bus service as well. He said that for activity three, you may have far-flung areas with bus service that's more coverage-oriented and only runs every hour and may not run on the weekends. He referred to a slide showing four types of bus routes: core routes, coverage routes, peak routes, and other routes.

Eric Randall said that this sets a framework that we can use to categorize all the bus routes in the region. He said that the guidelines set expectations so that customers can expect a certain level of transit service based on land use, density, where they're going, and their surrounding land use environment. He said that transit agency staff will use this information to design or structure service, making sure that when bus services connect between agencies or at certain transfer points, service is provided consistently against the guidelines.

Eric Randall said that staff will be bringing back the guidelines chart on September 16 for approval in a resolution. He stated that if we measure if we're meeting the guidelines, it helps us all manage the transit service we're providing. He said that a goal is to have the resolution include the use statement for the guidelines to set the appropriate context in which the guidelines would be used. He said that local transit agencies across the region, as part of DMVMoves, will be asked to adopt these guidelines. He stated that they could adopt them formally, they could include them in one of the transit strategic plans or transit development plans that transit agencies produce every several years. He said that agencies could even issue internal guidance. He stated that the TPB resolution will also hopefully serve as a template for local agencies to follow, which is why it will be important for TPB adoption.

Jordan Holt said that the Metro board has adopted updated service guidelines for Metrobus that incorporate the regional guidelines that the working group established and that were included in the action plan. She said that the board endorsed the DMVMoves action plan in November, and then in June, they adopted these updated guidelines. She said that Metro has adopted the updated service classifications, adding one called major core with service that runs at 12-minute or better frequencies. She said that Metro redefined tiers to align with the methodology that the working group recommended.

Jordan Holt said that Metro has a multi-year service plan published as part of the proposed budget every fall and is basing the update to the bus plan using these guidelines. She said that this helps prioritize where resources can be reinvested. She said that Metro has a commitment to transparency and will be reporting how well the routes adhere to the guidelines. She said that working group members focused on guidelines, then in March 2025 they reconvened to focus on regional performance measures. She said that the group is trying to identify a common set of performance measures they can track, share data, and report on regionally to improve transparency and transit decision-making. She said that the performance measures will feed into the TPB annual State of Public Transportation Report.

Jordan Holt said that the measures have been identified and then conversations are continuing around specific definitions for them, the data sources, and how the information will be shared. She said that one of the first things done was to clarify who the audience for the measures is, and three core audiences were identified: transit agency leadership, the broader public, and elected officials. She said that the group is looking to leverage industry best practice and existing data standards, which means looking to the national transit database to leverage Transit Cooperative Research Program reports, including the recently released transit capacity and quality of service manual.

Jordan Holt said that there will be written recommendations this fall that outline for each measure how we're going to measure, what the data source is, when we're going to provide it, and how we're going to provide the context. She said that the group recommends looking at trends over time because that can really speak to the impact of the investments we're making as a region into our network. She said that context is important in understanding some of the differences when we look between modes as well as differences between agencies or between corridors.

Jordan Holt said that an example she uses is that Metro has its own police force, so that has a big impact on operating costs. She said that when Metro tries to compare operating costs to other agencies around

the U.S., the world, or region, that's important context to understand in terms of that performance measure. She said that relative values may be different across agencies, modes, corridors, and routes, and each agency does have some uniqueness around the way that it is funded and designed to operate, so understanding that context as we are kind of reporting out these performance measures is often where the value lies. She said that next steps are on the service guideline side in order to continue adoption at the agency level. She said that Metro has formal board adoption of guidelines, but that's not the case across all agencies. She said that one of the performance guidelines is adherence to frequency guidelines, so that will be incorporated in the annual state of public transportation report. She said that the performance measures work of the working group will wrap up in the fall and the group will finalize recommendations around performance measures, methodologies, and definitions.

Eric Randall said that it's going to be a continuous process over the next several years to refine and enhance these guidelines and implement these performance measures. He said that this is only one of six areas in the regional integration plan, and that there are five other efforts advancing at various speeds. He said that staff will put together an annual progress report with the goal of bringing the report to the TPB in November. He said the report and the next presentation will cover some performance measures.

Eric Randall said that besides the annual progress report, another area is the seven-corridor bus priority network approved as part of the DMVMoves plan. He said work will continue on the network over the next several months, and staff will bring a bus priority network plan for review in November on what it would take to implement that plan over the next eight years.

Vice Chair Frumin asked for clarification about whether this would measure how each of the systems around the region was doing as a separate entity, and then there is a different project of how they stitch together to serve the region as a whole? He said that maybe that's the bus priority network, but is that also about having a bunch of great local systems and ensuring that they work together to serve the region as best as possible?

Eric Randall said that the pandemic and local priorities have affected how transit agency staff cooperate and coordinate between the different providers. He said that with the pandemic and changes in staffing, a lot of regional coordination withered away. He said that now with the regional integration action plan and DMVMoves, this is how we're working together across all six areas. He said the bus priority network is not necessarily tied to any individual agency or one operator—it's meant to be for every operator that uses those corridors.

Kanti Srikanth said that that the point of the service guidelines is to make transit a seamless and consistent experience so that it could become one of the preferred modes of travel for whatever purposes. He said that the service guidelines will help 13 different operators design their own service to meet the needs of their community but provide across the region a consistent expectation. He stated that there are multiple sets of recommendations that the six groups are working on implementing to try to get to a seamless experience. He said that when these different bus services are operating if they're on roads that are core routes, and if they are meeting the guidelines that they operate every 15 minutes, then there are increased opportunities for them to coordinate service hours so that you are not dropped off at the border of your jurisdiction, and then you have to wait 15 minutes. He said those [examples] are how you can realize the end goal of the seamless experience that would allow all our residents to consider making transit a preferred mode of choice.

Mark Phillips said that the presenters reviewed the service guidelines, but Jordan also talked about some of the performance measures, and a lot of those performance measures are agency-specific and will be

reported that way. He said that there's also a small set of network performance measures that will talk about how it all works as a full transit network—things like access to jobs, the percent or amount of population that has access to high-capacity transit, and frequent transit. He said those will help the region understand how all these different providers are working as a network.

Matt Frumin commented that for this piece, this is very impressive, but the economy of scale, the coordination so you don't get off a bus at the end of a jurisdiction, how is it that we can stitch this together so that we're getting more bang out of our dollars and then are in a position to provide even thicker service than we do today? He said that this seems like an enormous opportunity to do that, and it sounds like it's being pursued in lots of different ways.

Kristen Weaver asked who was in the working group and were the representatives from other regional agencies. She asked whether the outreach happened already or is it going to happen. She said that she just wants to make sure that all the individual entities between all the surrounding counties are on board with some of these ideas.

Eric Randall said that there's been representation from every operator in the region—not necessarily at every single meeting, but over time, they are all aware of it. He said that guidelines are discussed in context of other meetings so that it's not just the service guidelines working group, but there's an overall coordination group of transit planners who help coordinate everything across the region or the major state-led agencies. He said that DRPT and MTA are involved from Virginia and Maryland respectively, so there are multiple ways that we are reaching out and making sure everybody's involved.

Walter Alcorn said that this does lay the groundwork for better regional coordination and having guidelines that go across transit agencies is going to be helpful. He said that he thinks it's a step towards a more cohesive and integrated system. He said that having the standards is important but also keeping track of where people are actually going and then marrying those over time, and this is a step towards that.

Sandra Marks said that one of the requests is that the transit providers adopt these guidelines as part of their operations. She asked if there's a request of jurisdictions that don't have transit service to reference. She said that DDOT is about kick off its long-range plan update, and it's a good time, but I'm not really sure what that looks like. She said that everybody else should do this, and DDOT supports it but is curious if there's been discussion about the other jurisdictions that may not have transit.

Eric Randall said that focus of these guidelines has been on operations and agencies actually providing them, but he thinks that if DDOT were to certainly consider these in their long-range transit planning in their work together with Metro, that'd be certainly something to do.

Mark Phillips thanked members of the board and TPB staff for taking the lead in advancing coordination and making sure that we're actually implementing the action plan. He said that Metro, as evidenced by its board's adoption of the service guidelines, stands ready to partner with all of our transit partners, and lead and support were necessary.

10. 2025 STATE OF PUBLIC TRANSPORTATION REPORT

Pierre Gaunard said that the State of Public Transportation Report serves multiple functions. He said that it's a means of incorporating public transportation interests into the metropolitan planning process. He said that second, it stands as a reference of the characteristics, operations, and activities of all the transit agencies based out of the National Capital Region, and third, it's a means of promoting TPB goals

by featuring local activities that are fostering affordable and convenient mobility operations as well as livable and prosperous communities. He said that beginning in 2025, the report will now serve a fourth function, which is to broadly document the performance of both agencies and the regional networks' service as described by the previous presentation.

Pierre Gaunaurd said that in future versions, the new content will evolve to reflect the performance metrics that are going to be approved through the DMVMoves initiative, thereby accomplishing one of TPB's new reporting obligations stemming from this board's DMVMoves resolution in January.

Pierre Gaunaurd presented an outline of the six sections of the report with the first three parts including analysis and summaries; snapshots of each transit agency's overview statistics, activities, and performance metrics; public transit services that don't fall into part-two profiles including paratransit or specialty services as well as unfinished projects like the Purple Line. He said that part four is for updates of the activities by partner regional organizations, part five includes more in-depth coverage of planning studies, operations, accomplishments, and challenges by agencies that may or may not have been referenced in part two, and part six summarizes the TPB's own work in the subject year related to public transportation.

Pierre Gaunaurd presented a snapshot of what transit modes and services are available throughout the region. He said the biggest takeaway from the list and map is that no matter where you are in the region, local transit service can connect you to the broader public transportation network. He said that the plans and operations of other agencies up and downstream can have an impact on one's own customers and their individual decisions to use transit locally. He said that it is important to plan transit services with eyes focused both locally and regionally.

Pierre Gaunaurd said that the qualitative data in the report, such as information about the agency's activities in 2025, relates to the calendar year, and quantitative data is mostly sourced from the National Transit Database (NTD). He said that when the State of Public Transportation Report is prepared in the first half of a calendar year, TPB staff only have access to NTD to data from the previous fiscal year. He said that for the 2025 report that means that much of the quantitative data is for FY 2024.

Pierre Gaunaurd said that Metrorail carried the most passenger trips of any specific service, and the vast majority of passenger trips were serviced by Metrobus or other local operators. He said that Metro is carrying three-quarters of the region's local bus trips, but the vast majority were served by only three of the local agencies: Montgomery County Ride On, Fairfax Connector, and Alexandria DASH. He said that there was a radical drop in ridership in FY 2021 due to the impacts of COVID-19. He said that there was a significant rebound in ridership between that low point and FY 2024; however, the overall recovery trend line began to plateau a little bit between FY 2023 and FY 2024. He said that there is also 2025 data that shows a greater jump in ridership due to more return-to-office mandates. He said that local bus ridership is showing an aggregate share close to pre-pandemic years already in FY 2024, but the agency-to-agency experience was difficult with some operators experiencing significant growth in their ridership, in part due to fare-free policies and network redesigns, and other agencies which are still trudging, trying to get that ridership back to their service.

Pierre Gaunaurd said that Metrobus serves 73% of bus customers in the region and accordingly operates the most routes and buses and serves the most stops of any single agency. He said that local operators in Maryland and Virginia also offer significant service coverage across routes that are meant to ensure broad resident access to public transportation. He said that each agency's service is designed differently based on its community's needs, and many bus stops are shared between two or more operators, and they're double counted here. He said that Metro quotes 7,559 stops; however, of those, 2,588 are

shared with other operators across the region. He said at the other end of the spectrum is VanGO in Charles County, which only shares two of its 359 stops.

Pierre Gaunaud said that the report helps feature how local jurisdictions are acting on TPB goals. He presented aggregate shares of zero- and low-emission buses and transit fleets across the region and regional total shares of stops with shelters and stops by multiple operators. He said that fleet statistics reflect on how far we've come making buses more environmentally friendly for residents, and the bus stop numbers demonstrate how localities are making our communities more livable and connected. He said that almost every jurisdiction has a bus stop program that, on an annual basis, is investing in the maintenance and expansion of bus stop amenities; however, the money can get stuck just on maintenance, and not necessarily expansion, so you don't see the number growing.

Pierre Gaunaud said that he would move on to part two of the report, focused on agency-specific content. He provided an example of the redesigned two-page profile spread that includes both broad calendar year operational data and activity highlights as well as an expanded performance analysis section integrating three times as many metrics as the TPB had last year. He said that this is an example of the performance metrics getting reported in the State of Public Transportation Report. He said at an agency level, the metrics will be included in each agency's profile, and then at the network level, any reported metrics would be reported in part one for the network summary.

Pierre Gaunaud said that new metrics that are going to be included are total vehicle revenue miles, total passenger miles traveled, passengers per vehicle revenue mile, total vehicle revenue hours, operating costs per vehicle revenue hour, and passengers per vehicle revenue hour. He said the reason that these are specifically being incorporated is because they are commonly used and cited transit performance metrics the agencies already publish on their own or provide to the NTD for publication in that venue. He said that additional context will be provided in the text boxes next to each of the charts to inform readers on the significance of the data.

Pierre Gaunaud said that the agency revenue chart shows where the revenue received by every transit agency based in the National Capital Region comes from, and the numbers are a sum of revenue funding used for operations and capital expenses. He said that directly generated revenue like ad and fare revenue make up a small share, not even reaching 20% for any of the agencies in FY 2024. He said that local and state funding make up the vast majority of revenue sources almost across the board, and some agencies have benefitted significantly from federal funding. He said that Frederick County, Charles County, and Prince George's County receive a lot of federal passthrough funding through the MDOT MTA as well as discretionary grant funding for capital expenses, such as the low or no emission grants and other grants for new facilities.

Pierre Gaunaud said that the report will include more details about this data, including how the revenue's distributed between operations and capital needs, as well as what the regional averages are for each category of revenue type. He said that for the agency profiles, highlights include that in 2025, Arlington County was the first agency jurisdiction in the region to deploy cloud-based transit signal priority. He said that Frederick County has seen growth in ridership post pandemic in part due to being fare free and network redesigns. He said that Loudoun County began fare-free service on celebrating its 50th anniversary, and VanGO completed planning and design for its new transit facility. He said that Fairfax CUE has begun an update of their transit development plan, Loudoun County began its microtransit pilot last summer in the Leesburg area. He said that MTA published the MARC growth and transformation plan, NVTC is working on its Envision Route 7 BRT program, and VRE also approved its long-range system plan 2050.

Pierre Gaunaurd stated that TPB's activities included approval of the region's new metropolitan transportation plan, Visualize 2050, as well as the Transportation Improvement Program, all the work with DMVMoves, approval of new transit asset management targets and transit safety targets, and then finally the Regional Transportation Subcommittee, which met eight times last year and had a lot of presentations featuring work from the various member agencies, as well as we had an international presentation from Transport for London.

Pierre Gaunaurd said that remaining work to do is to do a complete redrafting of the report and then distribute it back to the subcommittee members for their feedback. He said that the goal is to publish this report and have it on the COG website. He said that throughout the fall, the TPB will work on a consolidated, more streamlined way of collecting data so that going forward, we can have as timely information as possible with as little a burden as possible for our member staffs.

Bill Cuttler said that Fairfax County and Virginia DOT are making tremendous progress on transforming the Richmond Highway Corridor seven miles long between Huntington and Fort Belvoir. He said that they are into land acquisition and are getting closer to utility relocation, and that's going to be a transformational project for that corridor even though we're still many years away from buses rolling through the BRT system. He asked about an asset that's been developed over the last several years in Virginia—the express lanes on interstate highways. He said that VDOT is not a transit agency but has a significant interest in the success of transit, and the 97 miles of express lane network allows for buses to use that without being tolled, and we're seeing more and more buses with new routes being developed with greater reliability and faster travel times. He asked if the regional transit report will include or maybe in the future iteration can include something to evaluate that. He said that it is not only transit agencies, but also school buses. He said that the Fairfax County public school bus fleet, which is the largest in the U.S., is now using those express lanes.

Pierre Gaunaurd said that he thinks it can be incorporated in the future. He said that one idea floating around is a visualization that has been done elsewhere that shows the regional totals of all the different assets in transportation, and you'd see how many benches in the region, how many shelters, how many express lanes. He said that's still a work in progress because it's a significant data haul that not everyone is ready to provide right away.

Pierre Gaunaurd said that in terms of data analysis, that is something where the TPB has previously included chapters in the report that are feature chapters like focusing on a specific topic of interest such as post-pandemic recovery, transit resilience, or infrastructure, for instance, could be one chapter that we focus on next year or use as a future chapter. He said that there are a lot of different ways to do that, and he thinks it would be great. He said that the more context in the report, the more useful it is.

Susan Cunningham asked whether school buses are reflected in DMVMoves and is that something we might work towards because it does impact air quality in particular. She said that a number of members are grappling with how to get to a place where those can be shared assets, not just running on shared pavement, but shared in deeper ways. She asked how that can fit?

Kanti Srikanth said that the TPB Regional Public Transportation Subcommittee has been solely focused on the public transportation part of it. He said that the TPB has looked at school buses in the context of air quality planning. He said that years ago there was a specific emissions control program where the state DOTs funded installing particulate matter filters on school buses, so we have done some work in trying to get a sense of how many are there and how many vehicle miles they travel. He said that in terms of school bus operations on the roadway network and its relationship to congestion or general mobility is something the TPB has not done, but we'll give it some thought. He said that in the CMP, the TPB has

talked about high school students driving to school as an element of peak period congestion, so there are some aspects that are related to the broader roadway traffic operations and safety.

Susan Cunningham said that it might be interesting to consider for a research project or something—even for one small look.

Pierre Gaunard said that that's a topic not necessarily at the K-12 level but the college transportation level that the TPB staff have kind of thrown around sometimes, whether or not to incorporate those services more into either RPTS or future in the report because many of those college transit services operate as regular transit services. He said that the University of Maryland received one of the same grants for their electric buses that all the local agencies compete for as well. He said that they're operating the same type of buses, so that is something more to consider.

Vice Chair Frumin said that the express lanes comment is a great idea to try to get a sense of what impact that kind of change in infrastructure has because then it can help guide what we do in the future. He said, the extent to which there could be shown a tangible increase in usage resulting from a dedicated bus lane would help the conversation. He stated that he understands why the TPB gave all the warnings upfront about this is FY 2024 data, but he's curious if we were at 300,000 trips in FY 2024, and we had peaked at 400,000 trips in FY 2025. He asked if staff has a sense of what the data will show and whether we are closing that gap.

Pierre Gaunard said yes, significantly. He stated with Metrorail, we'll see the numbers climb significantly because of return-to-office mandates. He said that for bus, agencies that already have had that very strong trend line upward, like DASH, Frederick County, or Metrobus will continue to have strong growth in ridership. He said that there have been some bumps in the road; for example, with Metrobus, after redesign there has been a small downtick in ridership due in part to how the redesign impacted which routes would be Metro buses, which would get shifted to other agencies, and therefore it doesn't fall under Metrobus's numbers. He said that, generally, the trend line is still going up.

Vice Chair Frumin said that it looked to him that the combined fleets of the Maryland and Virginia locals were bigger than the Metrobus fleets. He said that they represent 27% of the trips and asked if it is smaller buses or whether they are less full than the Metrobuses. He asked for what explains a similar number of buses and a third of the number of trips.

Kanti Srikanth said that earlier in the meeting, Eric Randall and Jordan Holt talked about service guidelines and recognizing different types of service. He said that one is connecting communities and lower frequency. He said that inherent in that is lower demand but a dependency on transit. He said that a large service operator such as Metro tends to focus more on heavier routes, so some of the local connectivity and local services fall on local jurisdictions. He said that there were some FTA requirements on fleet ratios that agencies have to maintain. He stated that if you're really operating 10 buses, you can't really have only 11, but you may need 16 to meet that ratio. He said that is one of the things that drives smaller systems to have a bigger number of buses., and some of those things play into why the fleet size is comparable, whereas ridership is low.

11. ADJOURN

Chair Harris stated that the next meeting is scheduled for Wednesday, September 16, 2026. There being no other business, the meeting was adjourned at 1:49 P.M.