



# DMVMOVES – AN UPDATE

Initiative to create a unified vision and sustainable funding for the region’s transit systems

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# Outline

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- Summary recap
- Financial Needs Review
  - Metro System
  - Local (Non-Metro) Systems
- Bus services - Regional Coordination
- DMVMoves Next steps
- Potential TPB Contributions



[April Presentation Slide Deck](#)

# DMV Transit Services

- WMATA Metrorail
- WMATA Metrobus (regional bus network)
- 12 local bus systems
  - Two also operate commuter bus
- 3 commuter bus systems
- 2 commuter rail systems
- Purple Line light rail (under construction)
- Multiple paratransit providers
- Multiple planning and funding organizations



# DMVMoves Approach: Bus and Rail Systems

## Unmet Fiscal Needs (Metro & Local)

### Operating Needs

- Current Service levels
- Serve region's growth

### Capital Needs

- State of Good Repair
- Modernize / Expand

## Regional Integration (Metro & Local Systems)

### Seamless Customer Experience

- Consistent Fare Policies
- One Stop Shop Information

### Regional Coordination

- Shared Assets and Resources
- Procurement and Training

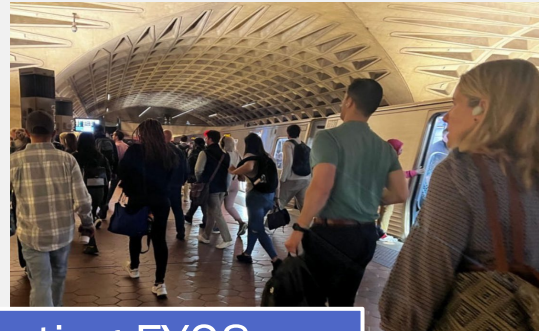
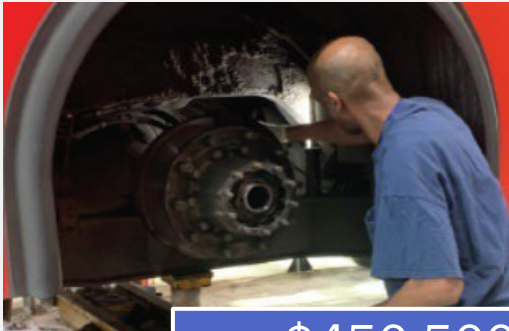




# DMVMoves Funding Concept for WMATA

## Reinvesting in and Modernizing WMATA

- Ensure existing system is safe, reliable, efficient, and effective
- Continue reinvestment to sustain and improve the performance and state of good repair of the system
- Reduce and manage state of good repair backlog
- Continue to optimize service = more efficient & cost-effective
- Rail automation and advanced signaling



\$450-500M starting FY28  
+ 3% per year

+

## Additional Frequent Bus & Bus Priority

- Deliver fast, frequent, reliable, safe service
- Invest in infrastructure to make service more cost-effective; operate same frequency with fewer buses and/or reinvest in increasing service
- More connections to economic opportunity
- Grow ridership



\$50-100M (scalable) starting  
FY28 + 3% per year



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# Modernizing WMATA: Rail Automation Strategy

Metro would take a regional, system-level approach with implementation for automation occurring in phases across the rail network. Incremental benefits will be realized with each segment completed.

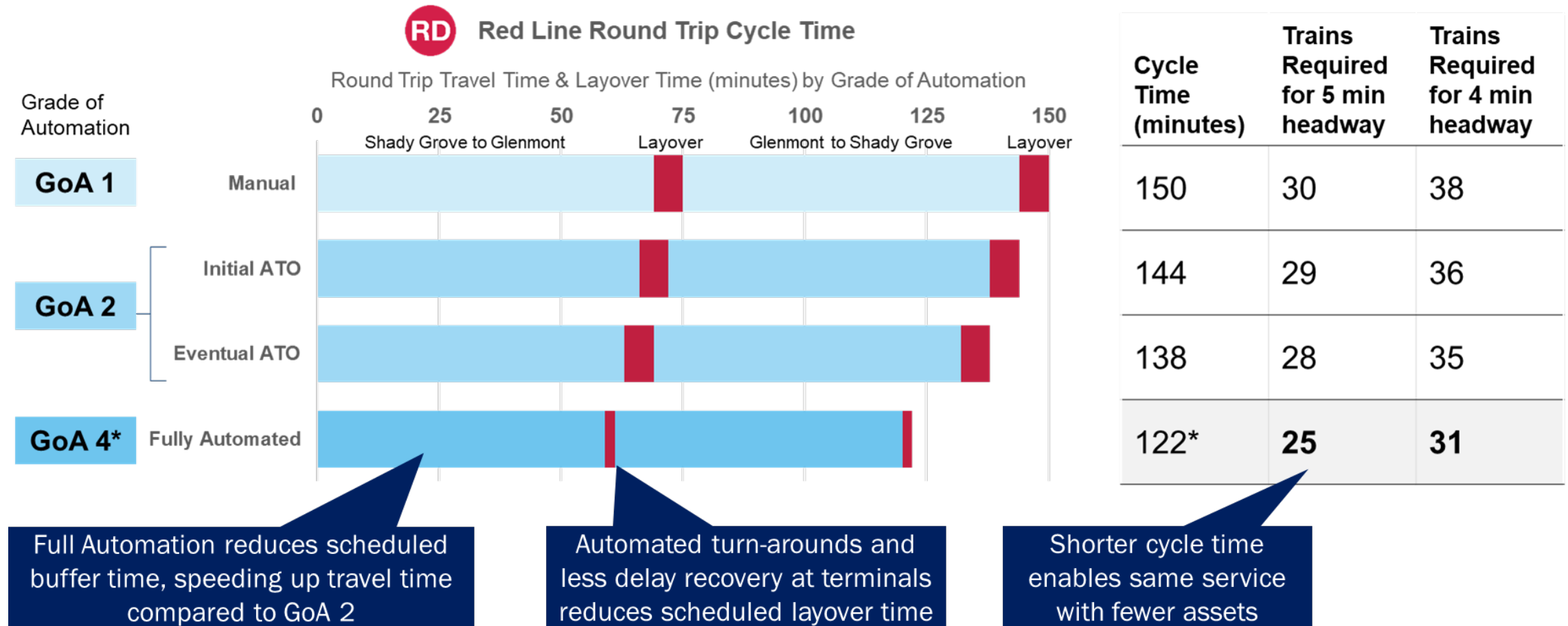
- Modernize signal system with Communications-Based Train Control (CBTC)
- Upgrade railcars for CBTC
- Install platform screen doors integrated with signal system
- Phased roll-out of automated operations



Screen doors (WMATA)

# WMATA Rail Automation – Better Service

Automated operations are faster and more efficient, increasing capacity with the same infrastructure



# Bus Service is Key to World Class Transit



Customers want **frequent, reliable, and fast** service

Roadway congestion makes buses less reliable and slower.

To keep buses  
running every...

10  
minutes



On a route that takes...

50  
minutes



Metro needs to provide...

5



buses and operators

When that service  
becomes **10 minutes  
slower** because of  
congestion...



60  
minutes



**+20%**

time penalty for customers

6



buses and drivers

**+1**

bus to purchase and maintain,  
additional bus operator to hire



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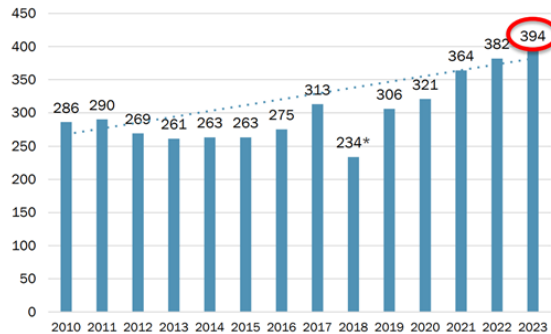


# Maximizing frequent bus service benefits - Challenges

## Safety



TPB Region Fatalities 2010-2023



Our region's streets are increasingly unsafe

- 394 traffic deaths in 2023, a 10+ year high

## Reliability



Congestion makes buses slow and unreliable

- **73% on-time performance** on the 12-minute bus network
- **45%** of late trips due to inadequate scheduled runtime or congestion

## Capacity



Our streets are underutilized

- **1.1%** increase in congestion between 2019 and 2024
- **Cars are not space-efficient** and can't scale with growth

## Efficiency



Slow bus service costs taxpayer dollars

- **\$70M+** annual cost for buses stuck in traffic



Our region's streets and traffic signals can and should work harder for transit and bus customers



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\*Source: Service Excellence Report FY2025, Q2; Streetlight, WMATA analyses

# Implementing Bus Priority Regionally

- Commit to a regional partnership to collaboratively implement the region's bus priority plans – *old and new*
- Focus on existing cross jurisdictional high ridership and frequent service network
- Consider a regional fund to invest in the design and implementation of a regional priority bus network
- Identify and commit to implement all appropriate bus priority treatments

Continuous, enforced bus lanes

Consistent all-day hours

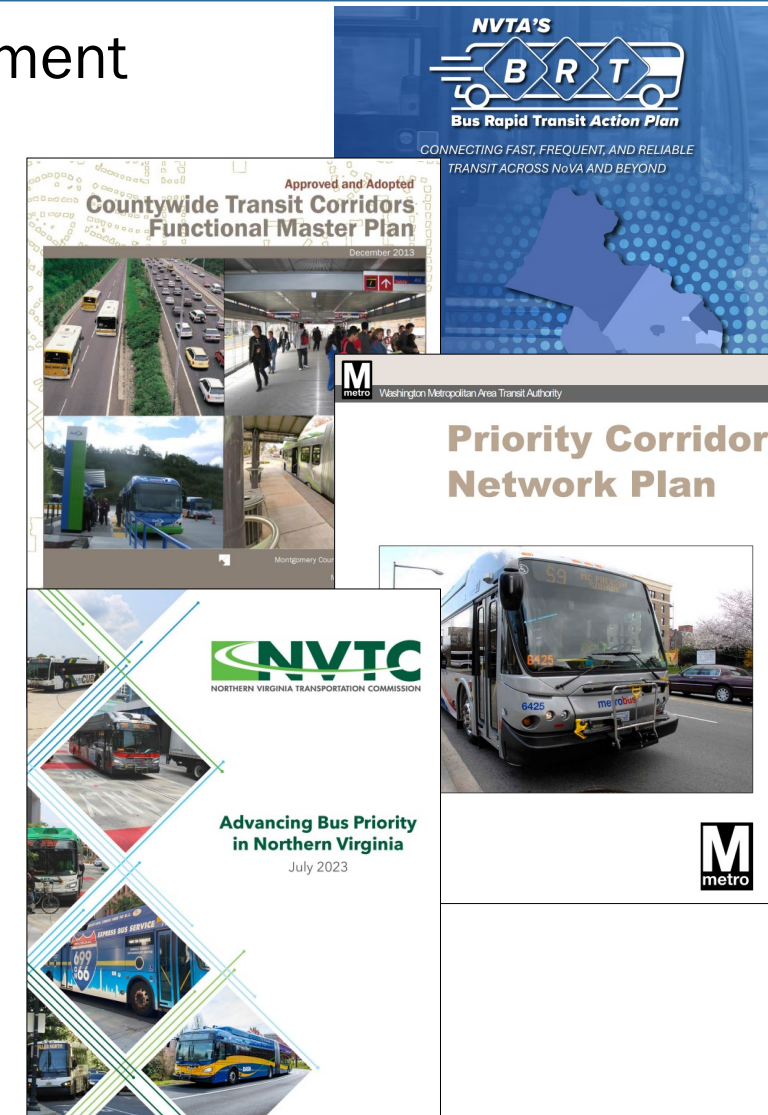
Optimized transit signal priority

Enhanced, widely spaced bus stops

Fast, level boarding



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# Draft Local Transit Needs

## BUS

Draft Estimates for FY2028

**\$114M**

**Baseline Operations Gap:** Continue FY25 service, increase 10% by FY28

**\$32M**

**Baseline Capital Gap:** Maintain State of Good Repair (SGR)

**\$146**

**Estimated FY28 Gap**

- As submitted by local operators to COG
- Includes DC Streetcar and MTA Commuter Bus

**Planned Approach:** Use regional service guidelines to identify funding needed for local service to meet guidelines

## COMMUTER RAIL

Draft Estimates for FY2028

**\$16M**

**Baseline Operations Gap:** Continue FY25 rail service levels

**\$110M**

**Baseline Capital Gap:** Maintain State of Good Repair (SGR)

**\$126**

**Estimated FY28 Gap**

- Does not include MTA Purple Line
- Does not include VRE/MARC plans post Long Bridge

**Planned Approach:** States pursue long- term plan and financial agreements

# Commitments on DMVMoves Funding Requirements

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The Task Force and Advisory Groups agreed that DMVMoves funding for Metro and for local transit systems needs to:

- Be **reliable** and **predictable**
- **Grow** at least 3% per year to keep up with inflation
- Be **bondable**
- Have **no restrictions or encumbrances** on use and uniform requirements



# Regional Integration



*May 2025 meeting of the DMVMoves Task Force. WMATA Headquarters, Washington DC.*



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# DMV should have an integrated network delivering world-class service

Easy to find and understand transit routes, schedules, and bus stop locations



Consider

Plan



Standard fares and payment methods. Clear policies for special and regional passes.

Pay



Navigate



Intuitive signage and wayfinding. A common customer service line for answering questions.

Frequent service. Real time and similar amenities at transit stops.



Wait

Ride



Fast, reliable ride – not stuck in traffic.

Post-Travel



Transparent and accessible data on system performance



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# Working Groups identified actions for better integration

There will still be 14 service providers and 12 bus operators



But they would operate an integrated, seamless, more efficient network offering excellent customer experience

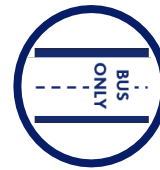
- Shared service and frequency guidelines
- Standard fare policies and offerings
- Regional approach to bus priority investments
- Unified bus stop signs and customer information
- Joint call center or “one-stop” customer service number
- Uniform and transparent performance reports
- Grouped procurement of buses, assets, and services
- Shared best-in-class training programs
- Consistent certification and reporting requirements

# Development of Regional Integration Action Plan

Since December, working groups have met regularly to develop an action plan that will advance key recommendations, while weighing costs and benefits. The regional action plan aims to enhance customer experience region-wide and deliver cost efficiencies for transit agencies.



Integrate and align fare policies to provide consistent customer experience



Implement bus priority strategies to get best value from high-frequency routes



Adopt shared service guidelines for when and how often transit operates and measure performance



Explore shared use of resources and assets and grouped procurements



Improve wayfinding, customer information, and amenities at transit stops



Make training, certification, and inspection programs more consistent across the region







# Regional Fare Policy Integration

## What We're Proposing:

### Universal Transfer Credit

Implement a universal bus and bus-rail transfer credit of up to \$2.25 for all transferring customers, regardless of originating transit agency

### Expanded Regional Transit Passes

Establish revenue-sharing agreements to enable the sale and use of regional Unlimited Pass products valid across all participating systems

### Low-Income Discount for SNAP recipients

All agencies offer a low-income fare program with a 50% discount and recognize eligible riders enrolled in other agencies' programs

## Benefits:

- Improves rider experience by eliminating surprise fares and making transfers seamless
- Potentially grows ridership by reducing transit costs
- Makes transit even more cost-competitive with driving
- People will use transit more often for more purposes; potentially more long trips
- Promotes regional connections and system-wide coordination



# Service guidelines and performance reporting

## What We're Proposing:

### Regional Service Guidelines

WMATA and local agencies in COG jurisdictions commit to adopting regional service guidelines, creating consistent expectations for customers across jurisdictions

### Annual Performance Reporting with Common Measures

Transit agencies use and report out on a common set of performance measures to improve transparency in transit decision-making across the region

## Benefits:

- Grows ridership by improving service
- Sets clear, consistent expectations for riders across the region
- Supports more seamless, coordinated service planning
- Balances consistency with flexibility to meet local needs
- Enhances customer understanding and confidence in the system and encourage increased ridership
- Improves transparency and public trust
- Supports data-driven, coordinated decision-making
- Enhances accountability and regional collaboration



# Consistent bus stop design, wayfinding, and customer info

## What We're Proposing:

### Unified Bus Stop Flags

Local agencies agree to have a consolidated bus stop flag at shared bus stops with WMATA; WMATA takes on sign maintenance

### Regional Bus Stop ID System

All agencies transition to using a consistent stop ID numbering system– a required step for unified bus stop flags

### Customer Service One-Stop Number

Establish one call center or one-stop number that can field customer inquiries related to every transit operator in the region

### Regional Guidelines for Bus Stop Design and Amenities

Agencies use a universal set of bus stop design guidelines

## Benefits:

- Improves rider experience with consistent, accessible stops
- Makes transit easier to understand and navigate
- Ensures more uniform amenities and standards across the region
- Streamlines planning and implementation for agencies
- Helps riders identify services quickly and confidently
- Creates a more cohesive regional transit identity
- Simplifies rider experience with one easy-to-remember number
- Improves efficiency through centralized call routing
- Maintains flexibility for agencies to integrate or keep their own call centers





# Joint procurements and shared resources

## What We're Proposing:

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### Joint Bus Procurement

WMATA and local transit agencies combine their purchasing power to order buses together. This coordinated approach helps reduce costs, streamline procurement processes, and ensure consistency in fleet quality and performance

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### Other Joint Procurements (e.g., IT software)

COG convenes a procurement working group that advances joint procurements in regional investments, e.g., technology and services, to deliver a more integrated, rider-focused system

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## Benefits:

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- Collective buying power should reduce the per-vehicle or item unit cost.
- Faster delivery due to more leverage with manufacturers
- Improved technical assistance and fleet support
- Improved warranty terms
- Common parts and services across region providing savings and redundancy





# Shared Training



## What We're Proposing:

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### Transit Talent Pipeline Working Group

Working group to create a plan to engage trade schools and community colleges in developing transit workers of the future through a pre-employment program. Program will seek to develop workers with scarce skills and trades, such as bus maintenance, communications and signaling, power, etc.

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### Regional Shared Training Working Group

To be edited: Working group to research and identify opportunities for a shared regional training program and facilities

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## Benefits:

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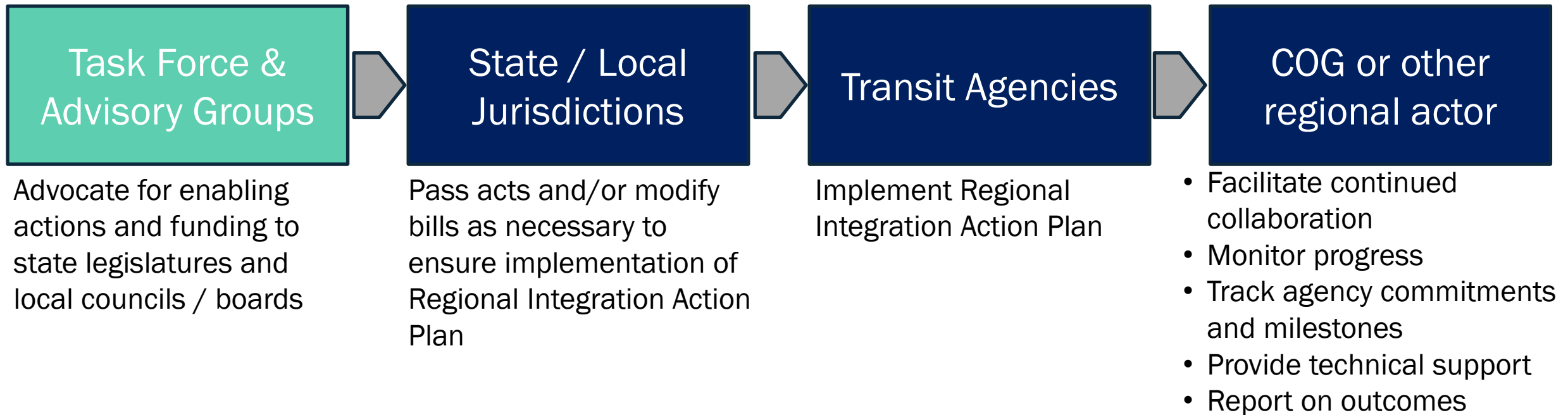
- Stronger regional workforce pipeline
- More targeted, effective training programs
- Steady flow of qualified transit workers equipped with in-demand skills.
- Cost savings through shared resources
- Improved program quality and consistency
- Coordinated efforts across agencies and unions
- Standardized apprenticeship programs and technical training
- Consistent skill development and easier transferability of workers between agencies.



# Putting the “Action” in the Regional Integration Action Plan

Success will **require broad participation** continued commitments, collaboration, and accountability across all agencies after DMVMoves

- While not every action may be adopted right away, **aligning on a shared policy direction now** can build momentum toward a more seamless, connected region



# Next Steps: DMVMoves

- Summer:
  - Draft Regional Integration Action Plan and initial funding recommendations to Task Force (based on Metro investment concepts)
  - Update Commuter Rail and Local Bus funding needs
- Fall:
  - DMVMoves Investment Plan
  - Regional Integration Action Plan
  - Funding Analysis and Strategies

## Future Meetings

Government and  
Community Partners  
Sept TBD

Task Force  
October TBD

COG/Metro Boards  
Nov 12

# TPB/COG – Potential Roles in DMVMoves Implementation

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- Facilitation and Monitoring
  - Regional Bus Priority Planning and Implementation
  - Cooperative Procurement and Purchasing
  - Tracking performance and accomplishments
  - Reporting on regional integration activities



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# April TPB Briefing: Recap

- Updates on:
  - WMATA Operating Budget – Improvement in outlook
  - Review of Capital / State of Good Repair Backlog and Needs
  - Investment Plan to leverage existing system
  - Regional Integration Action

[April Presentation Slide Deck](#)



Source: Pierre Gaunard/COG

# DMVMoves – Joint Initiative of COG and Metro

***Vision:*** Transit is the backbone of an integrated, world-class mobility network that makes the National Capital Region a thriving global economy, a preferred home, and a leader in innovation, environmental sustainability, and social equity.



# Potential Revenue Options

Potential Revenue Options	Current Rate	Rate Increase per \$100M Invested	Example Rate Increase	Revenue Generated (FY28 \$ in M)
				DMV Total
<i>Sales and Use Tax Rate Increase</i>	6%	0.08% pt.	1% pt.	\$1,279
<i>Sales and Use Tax Base Expansion to Services***</i>	Not currently in place	1.48% pt.	6% pt.	\$405
<i>Increase Sales and Use Tax and Base Expansion to Services***</i>	Not currently in place	0.05% pt. goods 0.62% pt. services	0.5% pt. goods 6.5% pt. services	\$1,078
<i>Real Property Tax Levy</i>	Varies, \$0.7218-\$1.141 per \$100 in assessed value (AV)	\$0.0066 per \$100 AV	\$0.05 per \$100 AV	\$771
<i>Payroll / Income Tax</i>	N/A, MD counties levy income tax ranging from 2.25%-3.2%	0.033% pt.	0.5% pt.	\$1,518
<i>Motor Vehicle Sales Tax</i>	6% in MD, 4.15% in VA, ranges in DC	0.79% pt.	1% pt.	\$130
<i>Vehicle Registration / Impact Fees</i>	Varies based on weight and class, \$36-\$161 per vehicle	\$27.40 per vehicle	\$10.00 per vehicle	\$36
<i>Accommodations Tax</i>	Varies, 5% in some MD counties to 16.5% in DC	2.5% pt.	5% pt.	\$192
<i>Motor Fuel Tax (per gallon)</i>	\$0.461 in MD, \$0.342 in DC, \$0.385 in VA, levied per gallon	6.2 ¢ per gallon	10 ¢ per gallon	\$159
<i>Real Estate Transfer Tax/ Recordation Tax</i>	Varies, combined county and state rate in VA of 0.33%, 1.45% in DC, between 0.7% and 1.0% in MD.	0.1% pt.	0.1% pt.	\$68

\*These are taxes raised within Metro jurisdictional stakeholders and excludes non-WMATA MWCOG counties of Charles, Frederick, and Prince William. Assumes the sales tax percentage point increase is applied to each jurisdiction’s respective **total** general sales tax base - general sales tax revenue types and the range of goods and services they apply to vary by jurisdiction

\*\*WMATA Proportion is based on the proposed “Restructured” subsidy allocation formula for operating costs and PRIIA allocation (equal shares of 1/3) for capital

\*\*\*Amount generated includes 1% on Agricultural, Personal, and Amusement Services.



# DMV transit knows how to collaborate

## Fleet Transfers



Metro recently transferred 10 buses to Prince George's County to help bridge service gaps caused by bus manufacturer Proterra's bankruptcy

## Payment System



Regional providers have a long history of coordinating on transit fare payment, including regional use of SmartTrip

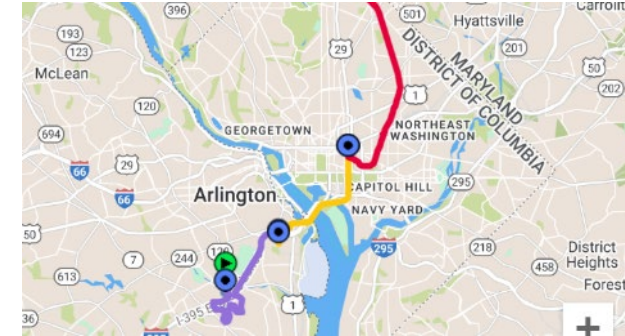
## Emergency Support



Metro and Virginia partners cooperate to handle emergencies:

- Emergency bus zones during Pentagon Transit Center shutdowns
- Metro and ART fuel each other's buses during emergencies.

## Trip Planning



Trip Planner integrates all local transit providers, allowing riders to plan seamless, end-to-end journeys across the region