



DMVMOVES – AN UPDATE

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

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COG Commuter Connections Subcommittee
July 15, 2025



Metropolitan Washington
Council of Governments

Agenda Item 4

Agenda

- Initiative Summary and Structure
- Financial Needs Review
 - Metro System
 - Local (Non-Metro) Systems
- Bus Priority Plan Proposal
- Regional Transit Integration
- DMVMoves Next Steps



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



Motivation for DMVMoves Initiative



- Regional and local transit operators share heightened financial pressures as a result of the **COVID-19 pandemic**
- **Lack of sufficient funding for transit systems** – inflationary pressures have reduced purchasing power of existing funds
- Metro, other regional and local operators have **long-term goals to modernize and enhance transit options for current customers and future growth**
- **Opportunities exist to improve the transit rider experience** across modes and operators while finding cost and administrative efficiencies

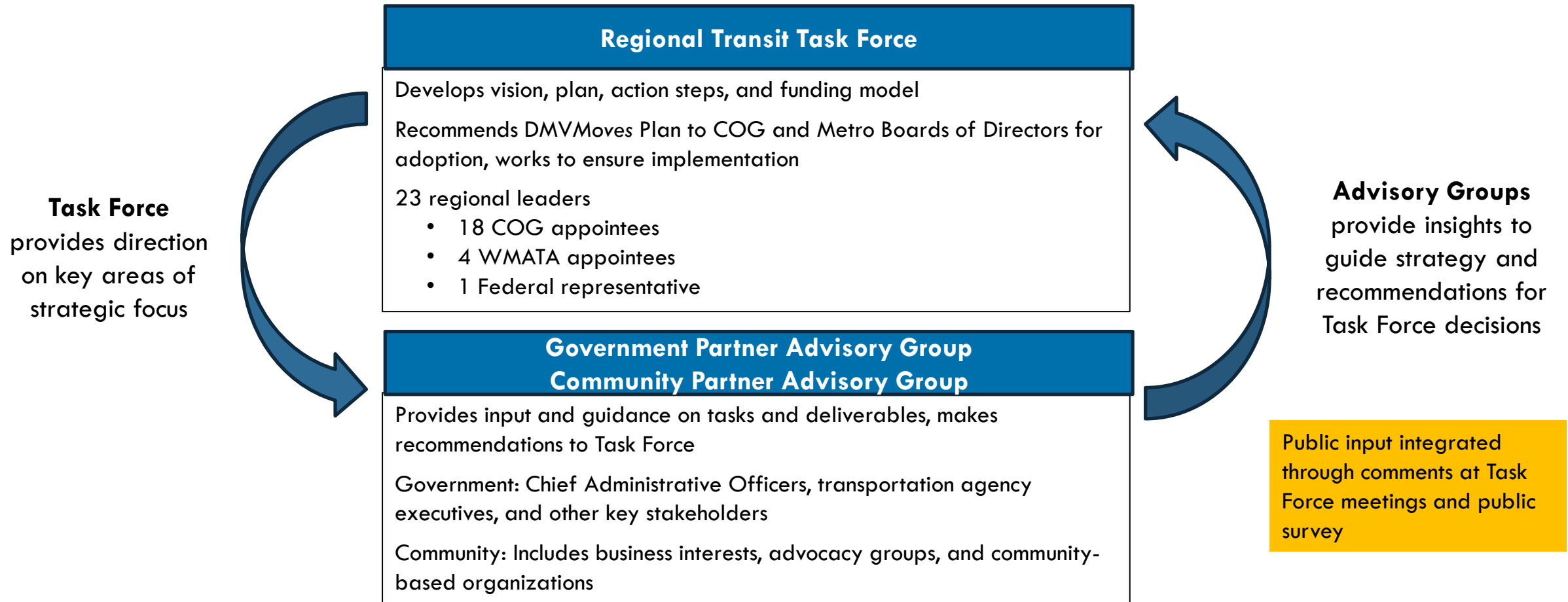


DMVMoves – Joint Initiative of COG and Metro

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.



DMVMoves Initiative Structure



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

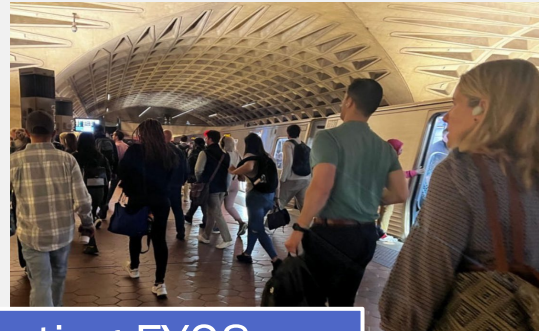
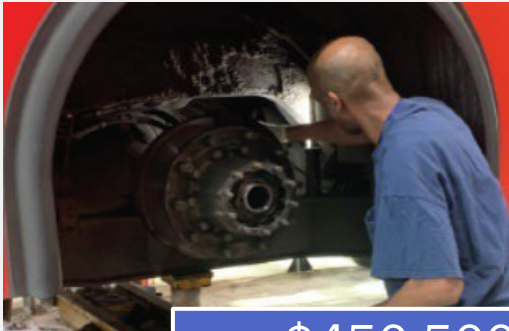
- Shared Assets and Resources
- Procurement and Training



DMVMoves Challenge: Bus and Rail Systems

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



Bus Service is Key to World Class Transit



- Customers want **frequent, reliable, and fast** service
- Roadway congestion makes buses less reliable and slower.

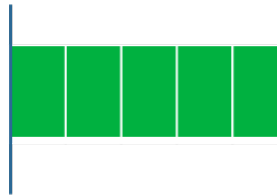
To keep buses
running every...

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



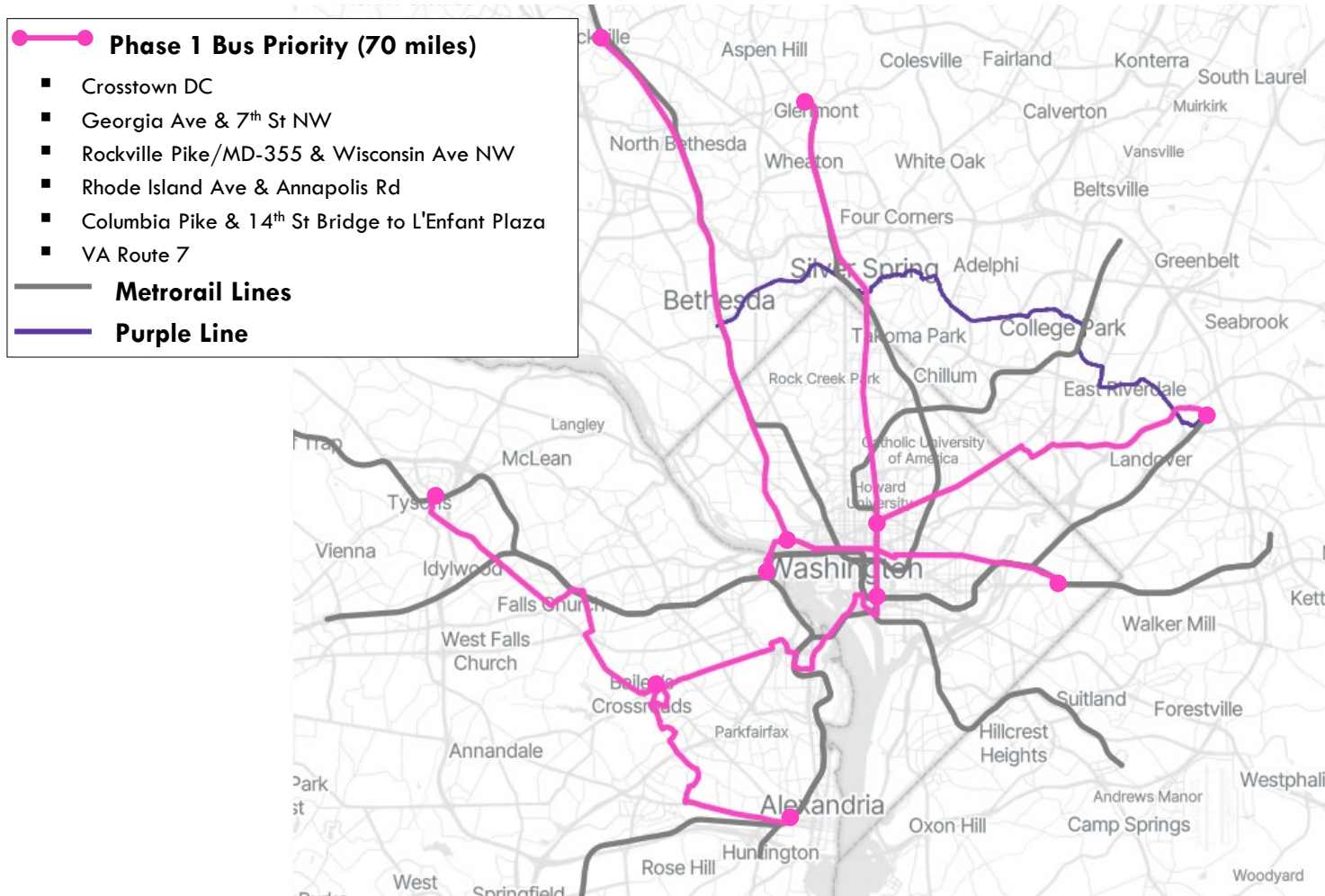
+1

bus to purchase and maintain,
additional bus operator to hire



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Proposal: Deliver 6 initial high-value projects in 10 Yrs.



- Seeking region's commitment to advance 6 initial, high-value corridors within 10 years
- Specific levels of bus priority investment:



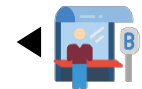
Bus lanes 50-100% of corridor



5-10 minute service all day, 7 days



Signal priority 75-100% of route



Stops every 0.3 – 1 mile



Level, all-door boarding

- Corridors were selected using proposed metrics and by jurisdiction



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)

\$146M

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)

\$126M

Estimated FY28 Gap

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

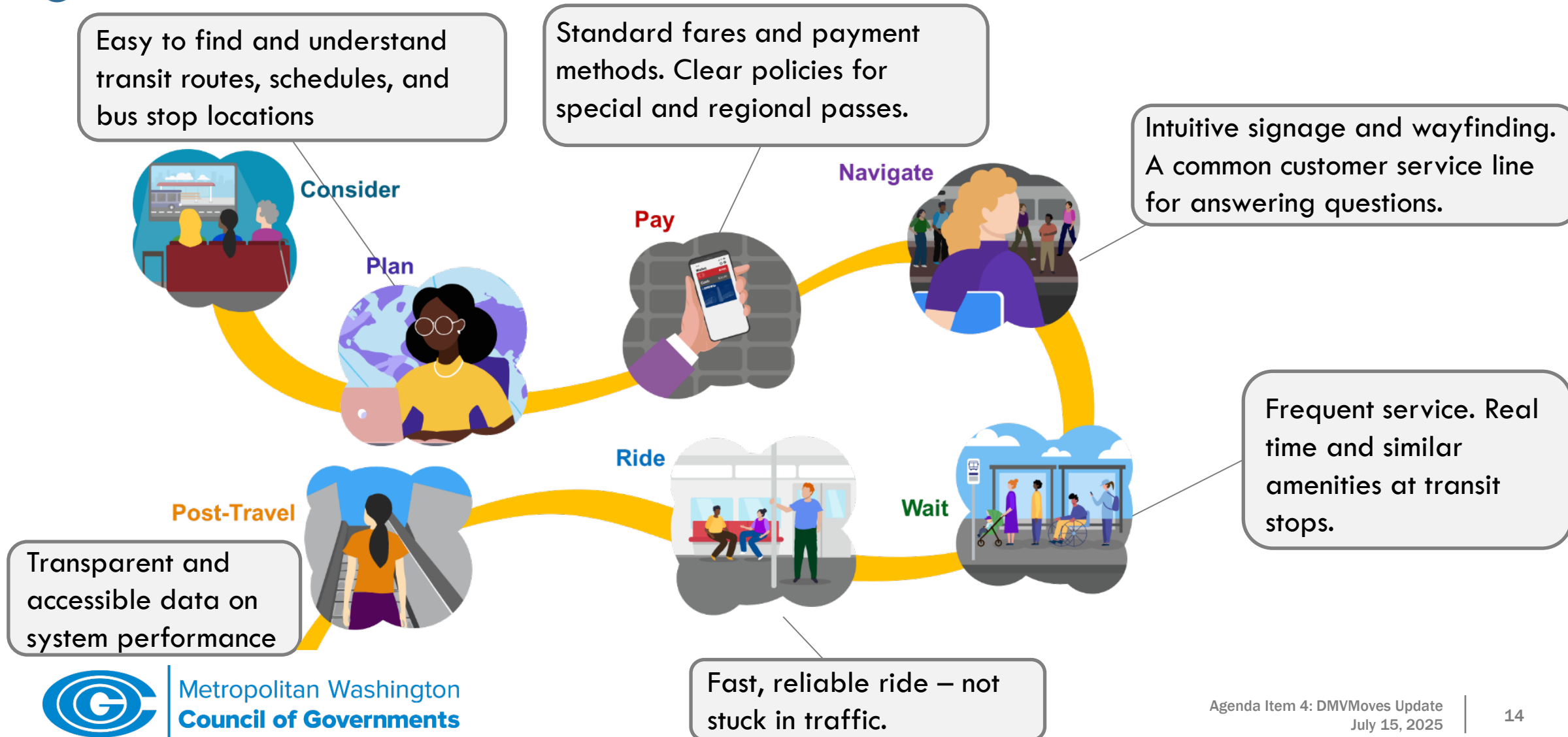
Planned Approach: States pursue long- term plan and financial agreements



Regional Transit Integration



DMV should have an integrated network delivering world-class service

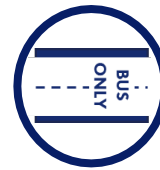


Development of Regional Integration Action Plan

Beginning in December 2024, working groups met regularly to develop a regional action plan that would advance key recommendations, weighing ideas' costs and benefits. The current draft plan aims to enhance customer experience region-wide and deliver cost efficiencies for 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



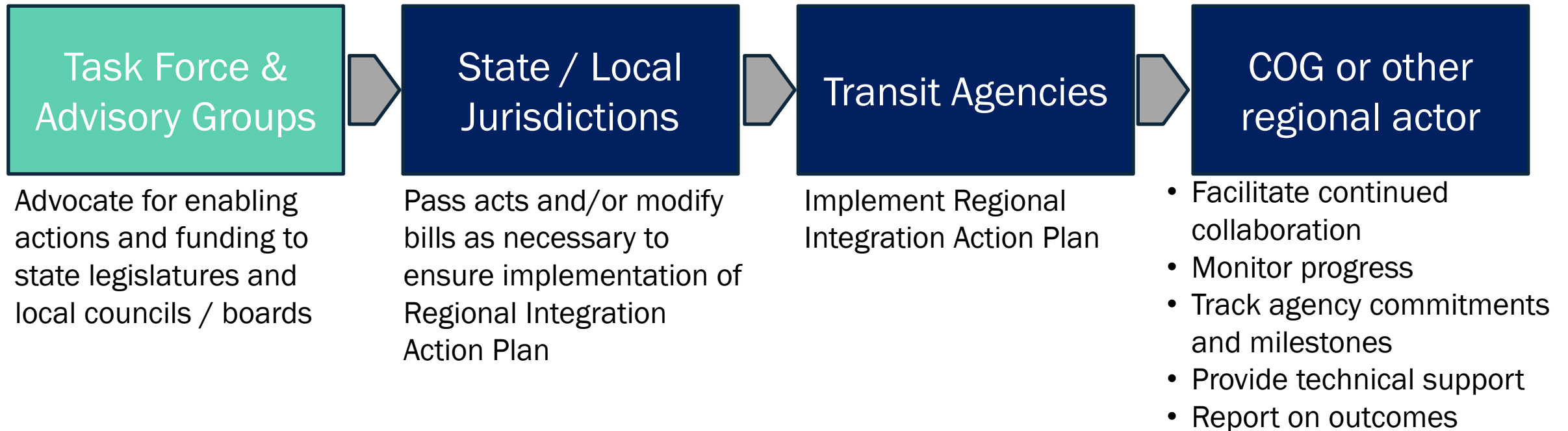
Make training, certification, and inspection programs more consistent across the region



Implementing 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 TBD

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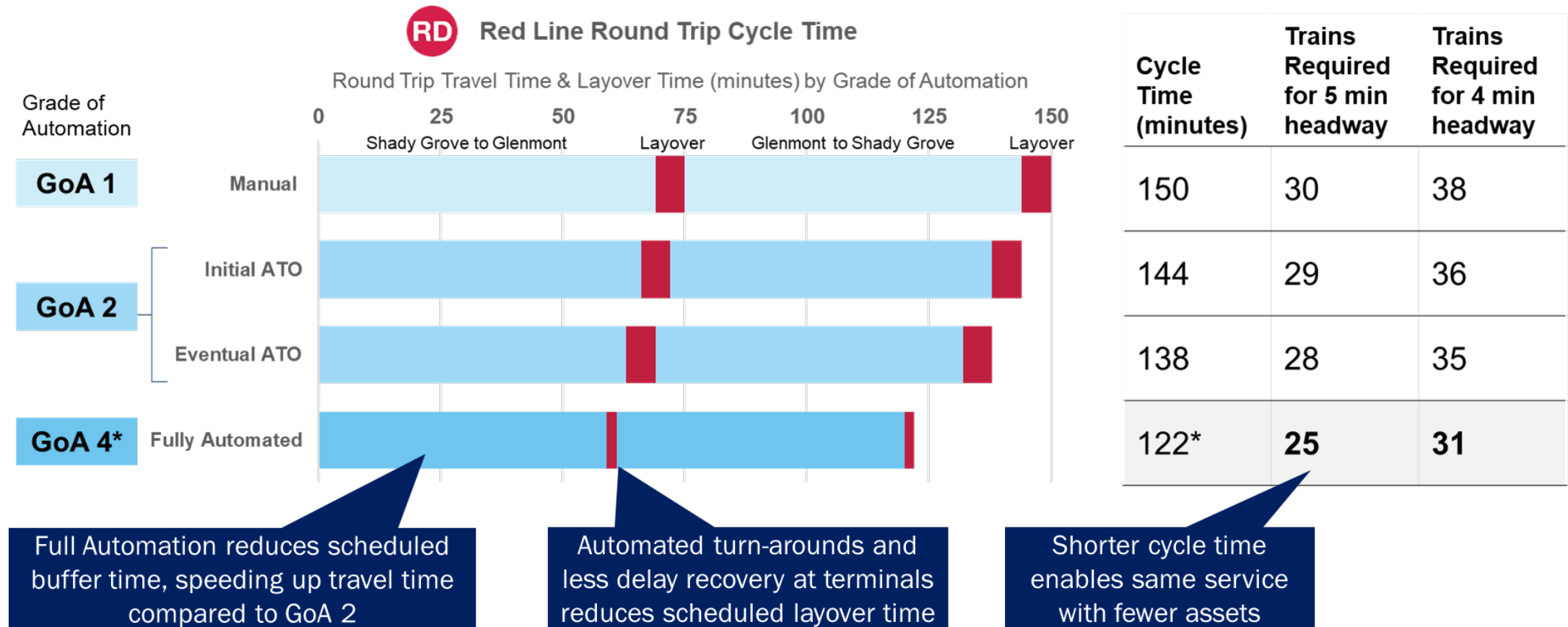
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Appendix

WMATA Rail Automation – Better Service

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

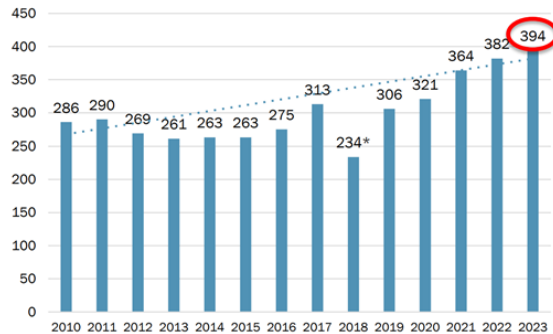


Maximizing Frequent Bus Service - Realities

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

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



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Implementing Bus Priority Regionally

- Commitment 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



Commitments on DMVMoves Funding Requirements

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

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