



DMV*Moves* SPRING UPDATE

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TPB Community Advisory Committee
May 15, 2025



Metropolitan Washington
Council of Governments

Agenda Item #3

Agenda

- Recent Work Activities
- Financial Needs and Targeted Investments Update
- Regional Bus Priority Vision
- DMVMoves Action Plan Update
- Next Steps



Recent Work Activities

- Update of WMATA Funding Needs and DMVMoves Ask
- Refinement of Six Working Group Action Plans related to integrated or collaborative transit policies and processes
- Continued partnership and participation of regional partners and transit agencies in development of outcomes



Source: Pierre Gaunard/COG

Update of WMATA Funding Needs: Operating

As of March 2025, revenue growth and modernization efforts that produce cost efficiencies are significantly improving WMATA's budget outlook.

Continued regional economic uncertainty and other external factors will impact that outlook.

WMATA FY28 Operating Budget Forecasts

(\$M)	As of June 2024	As of February 2025
Expenses	~\$2,685	~\$2,681
Revenue	~(\$528)	~(\$639)
Subsidy	~\$2,016	~\$2,041
Reimbursables*	~\$24	~\$0
Estimated Deficit	~\$140	~\$0

Operating Budget Strategies

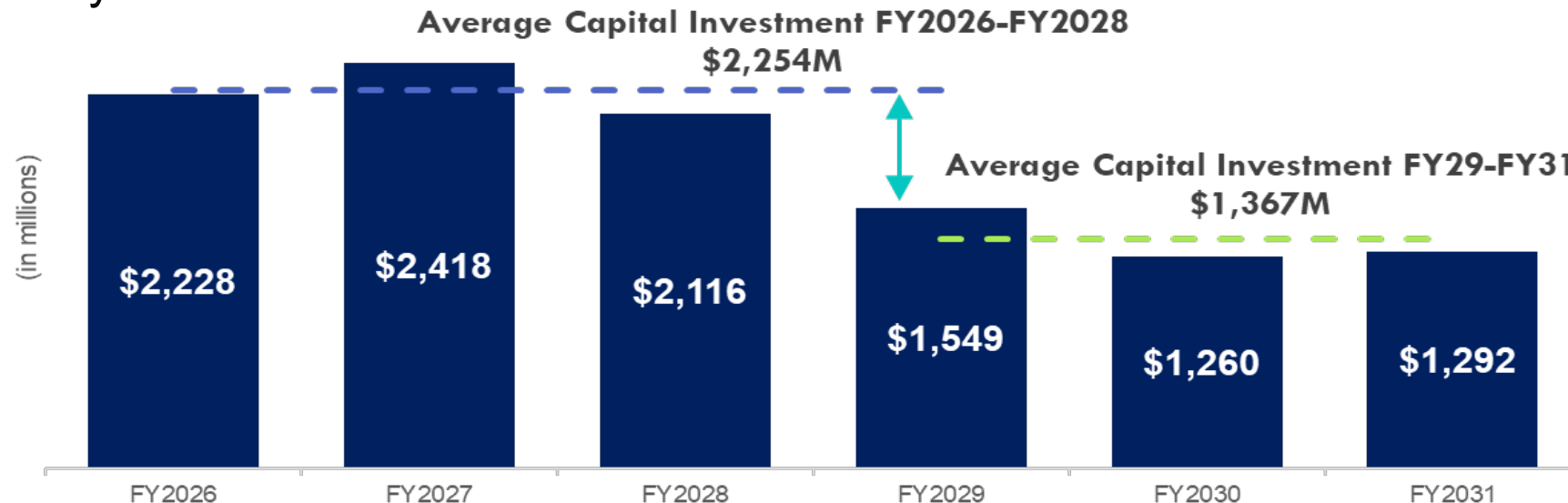
- ✓ Recurring budget management savings
- ✓ Service and asset modernizations to drive efficiencies and reduce costs
- ✓ Ridership & revenue growth

Assumes FY26 planned service levels continue

*Reimbursables (e.g. DC 24-hour bus) not previously included in projections

Update of WMATA Funding Needs: Capital

- Inflation continues to erode the value of 2018 Dedicated Capital Funding and PRIIA
- Will soon reach debt capacity, significantly decreasing capital funding after FY28
- Will force WMATA to addresses infrastructure issues only as they arise, rather than proactively



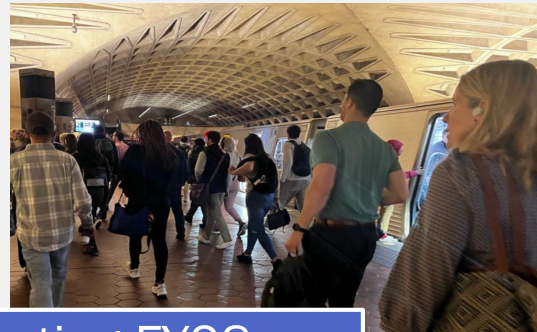
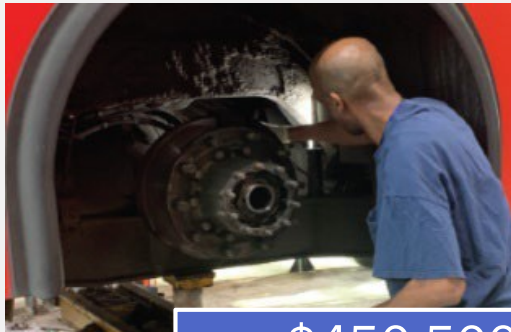
Excludes debt service and revenue loss from capital projects



Updated DMVMoves Concept for Future Transit

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



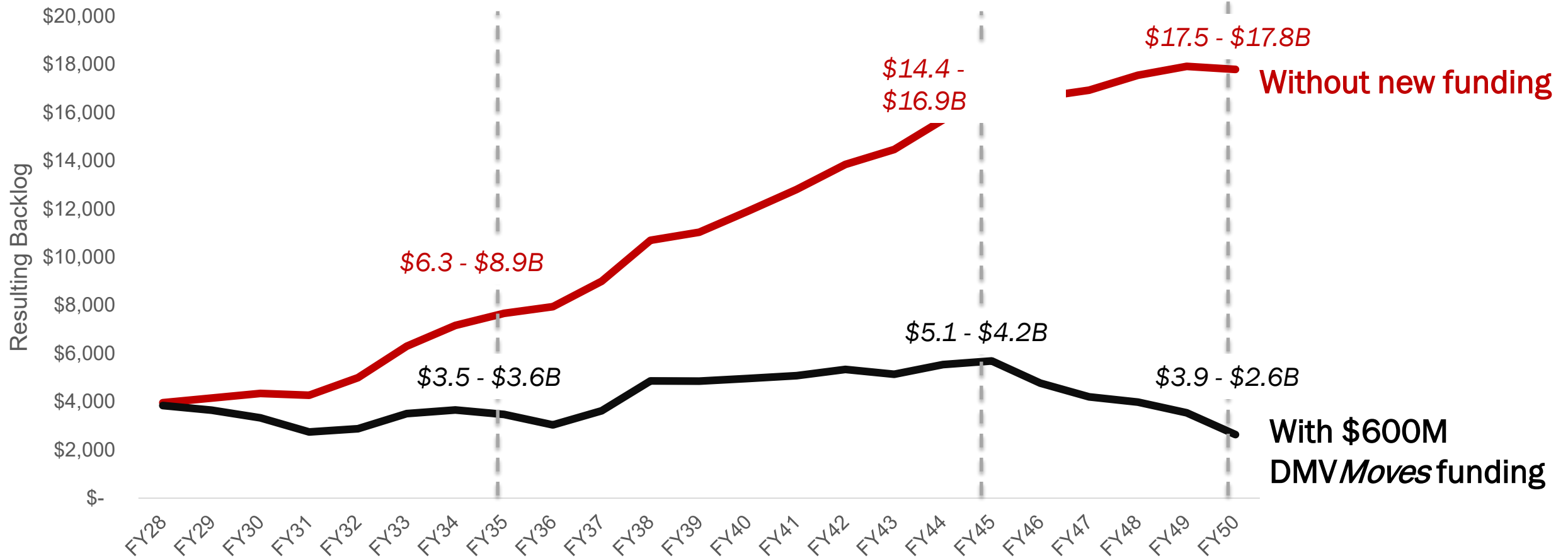
\$50- 100M (scalable) starting FY28
+ 3% per year



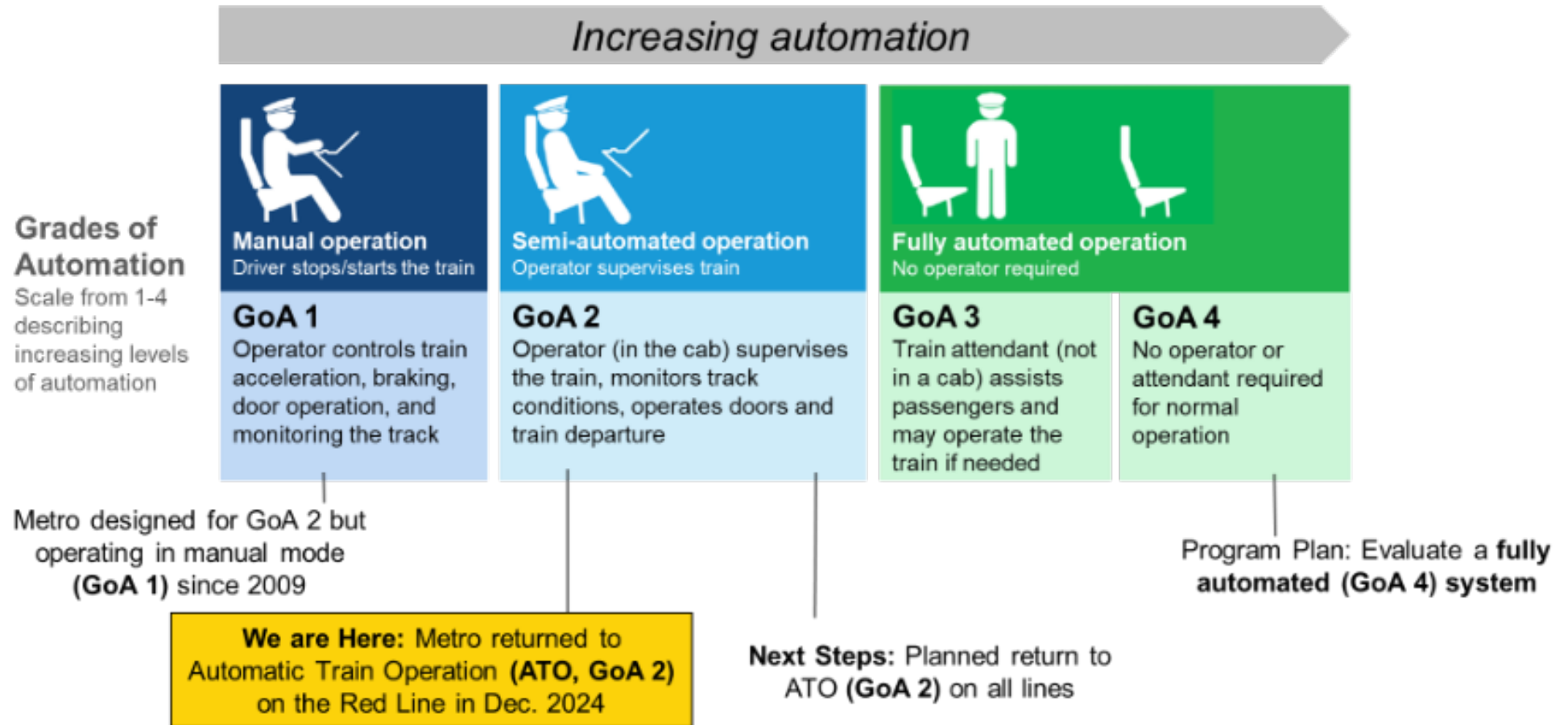
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WMATA State of Good Repair backlog

SGR Backlog Scenario Comparison



WMATA Modernization Concept: Rail Automation



Rail Automation: Service and Cost Efficiencies

- Automated operations are faster, more efficient, increases capacity with the same infrastructure

Rail Automation Business Plan is underway - a detailed lifecycle cost analysis and alternative delivery options to reduce cost.

Preliminary results:

- Faster, more efficient service:** Red Line service with automation would save 5 trains compared to manual operations.
- Higher capacity:** Automation enables productivity.
- Lifecycle cost savings:** Fewer railcars required to achieve the same capacity means fewer yard expansion projects and avoiding lifetime maintenance costs for those railcars.



Example: Red Line Automation

Conceptual Impacts of Red Line Automation:

Automation saves five trains from manual mode; up to 40 fewer railcars to run the same service

~\$220 million in lifecycle cost savings to acquire and maintain 40 railcars

Plus additional savings to avoid cost of yard expansion

Grade of Automation	Trains Required for 5 min headway
GoA 1	30
GoA 2	28
GoA 4	25

Bus Priority: Regional Vision

- Region's frequent service network provides the highest benefit for bus priority investments



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



High frequency routes (12-mins or better) carry almost **50% of bus customers** daily and have opportunity to grow ridership



Average **scheduled speeds** are **7-10 mph**, while **actual speeds** may be as slow as **3 mph**



Opportunity to **expand this network** to include additional interlining



Region's Frequent Service Network 12-min or better service

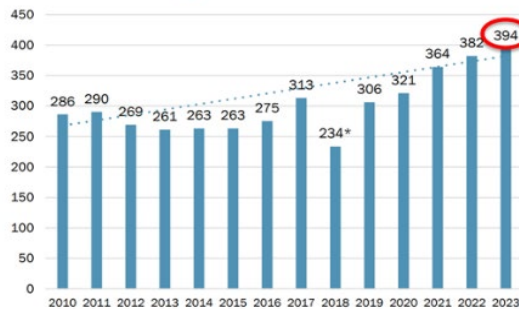


Challenges to Existing Metrobus Network



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 Metrobus service costs taxpayer dollars

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



Bus Priority: Proven Benefits in Our Region



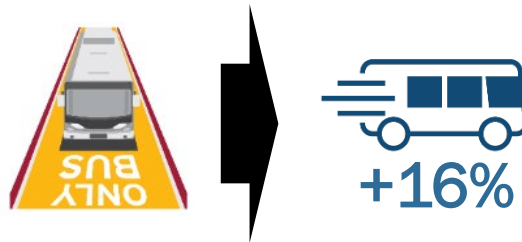
Safety



- **28% fewer crashes** on 16th Street NW (DC)
- **56% reduction in injury crashes** on Pennsylvania Avenue SE (DC)



Reliability



- Georgia Avenue bus lanes **sped up the slowest buses by 16%** (MD)
- **90% OTP** on Metroway compared to the systemwide Metrobus standard of 79% (VA)



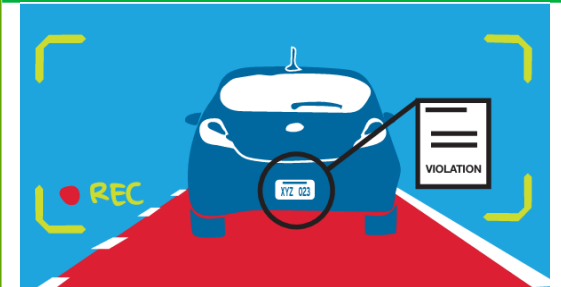
Capacity



Georgia Avenue bus lanes **moved 900 more people** per hour in the same street space with dedicated lane (MD)



Efficiency



- Clear Lanes (DC) improves bus stop access, allowing some paratransit customers to use buses instead of MetroAccess
- Every paratransit trip that shifts to Metrobus **saves over \$100**



Transit Investment Concept Assuming Current Capital Funding Agreement Allocation

Reinvesting in and Modernizing Metro +
Frequent Bus and Bus Priority

\$500-600M

In FY28
+3% per year

Approximate Jurisdictional Shares
Starting FY 2028*, indexed to grow



\$188M - \$225M



\$165M - \$198M



\$148M - \$177M

** Based on share of capital contributions in FY2026; proportional shares are subject to change*

Commitments on DMVMoves Funding Requirements

The Task Force and Advisory Groups agreed that DMVMoves funding 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

Updated 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

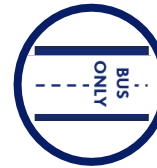
Planned Approach: States pursue long-term plan and financial agreements

Working Groups are Advancing Advisory Groups' Recommendations

Since December, working groups have met regularly to develop action plans that will advance key recommendations, while weighing costs and benefits. These action plans aim 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



Draft Regional Integration Action Plan

Recommended Actions and Implementation Timeline

Near-term (May-Dec 2025)

- Standard fare policies:
 - universal transfer credits
 - regional low-income fare programs
 - consistent student/KRF policy
 - expanded regional pass programs
- Regional service guidelines (commitments to use)
- Uniform performance measures
- Bus Priority Plan

Mid-term (May 2025-Dec 2026)

- Create regional bus priority fund
- Bus priority road owner commitments
- Uniform bus stop design guidelines
- Uniform bus stop ID system
- Unified bus stop flags
- Joint call center or single number
- Regional route naming convention
- Joint procurement committee
- Shared training committee

Long-Term/Gradual

- Implement service aligned with service guidelines
- Regional reporting on service guidelines, performance
- Standardized maps and wayfinding design
- Grouped bus procurement
- Joint procurements for other services/products
- Shared skilled trades training programs

Next Steps: DMVMoves

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

Future Meetings

Task Force

May 16

Oct TBD

Government Partners

June 5

Sept TBD

Community Partners

June 6

Sept TBD

COG/Metro Boards

Nov 12

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Update of WMATA Funding Needs: Capital

Supplemental Slides

Update of WMATA Funding Needs: Capital

Targeted investments improve performance, sustain it, and reduce both SGR and operating cost profiles

Original Scenario (Fall 2024) – Eliminate State of Good Repair Backlog

~\$800M beginning in FY28
+ 3% annual growth

- \$140M to close projected operating deficit
- Eliminate SGR backlog to ~\$0 to achieve maximum performance
- Increase bus and rail service using existing assets; Leverage value of the existing system
- Address Metrorail signals and system needs; Fully fund asset modernization program
- Invest in bus priority on existing routes; No rail extensions



Alternate Concept (Spring 2025) – Manageable SGR Backlog

~\$500-\$600M beginning in FY28
+ 3% annual growth

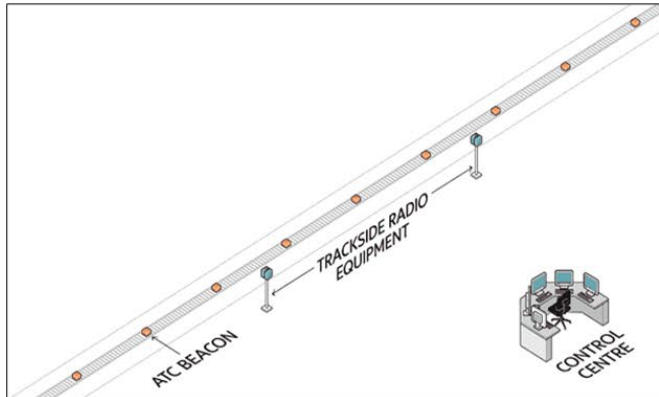
- Improved ridership/revenue and operating cost efficiencies close previously projected deficit
- Strategically manage SGR backlog to sustain and improve performance, safety, and reliability
- Targeted investments improve future service; Leverage value of the existing system
- Address Metrorail signals and system needs; Fund cost-efficiency modernizations
- Invest in bus priority on existing routes; No rail extensions



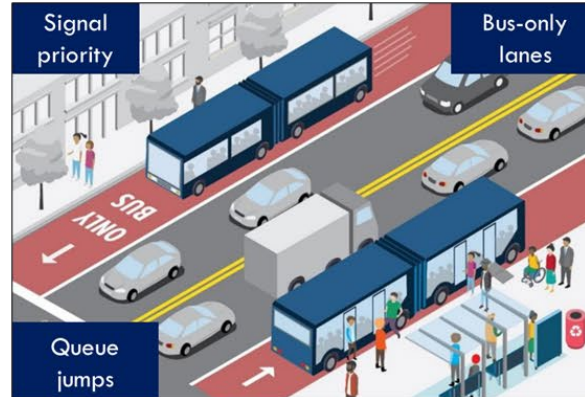
WMATA Reinvestment and Modernization delivers

World-Class Transit

Rail Automation



Bus Frequency and Priority



Reinvesting in and Modernizing Metro



Fast, frequent service
all day/all week



Modern vehicles,
infrastructure, and technology



Sustained repair and
replacement of assets



Integrated, customer-
focused system



Transit is an **integrated, world-class mobility network**

National Capital Region is a:

- thriving global economy
- preferred home
- leader in innovation
- leader in environmental sustainability and social equity.



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Regional Bus Priority Fund Options

Funds go to COG

COG establishes a competitive grant program

Eligible projects must be included in Regional Integration Action Plan priority corridor

Pros:

- Better return on investment and more consistent outcomes
- Streamlined and cost-effective procurement
- Potentially faster project reviews and delivery

Cons:

- Some local needs and priorities may not be addressed
- Road owners still own implementation; adding an actor may lead to delay

New Fund Manager

Funds distributed according to a priority list created with partners

Metro acts as project manager in joint project with local jurisdiction

Funds direct to localities

Funds are required to be used for projects in Regional Integration Action Plan priority corridors

Pros:

- Funding raised and spent locally
- More local control / priorities

Cons:

- Would not substantively address challenges with project delivery and varied outcomes

What A Regional Approach Could Do

What the current approach delivers

- Many planned or conceptual corridors but limited implementation
- Bus investments compete with other state and local funding needs: limited implementation
- Projects take a long time to plan and deliver
- Local processes can elevate detractors, leading to delays and delivering less effective solutions
- Projects have inconsistent treatments and hours of operation that confuse road users, result in more lane violations

What a regional approach could do

- Generate new, dedicated funding for bus priority
- Shift capital cost burden (direct and debt/bonding) from locals to regional fund
- Target funds to corridors and projects likely to get best return on investment
 - high frequency
 - high ridership
 - slow speeds and delays
 - densities of people and jobs
- Improve service AND make it more cost-efficient
- Deliver more effective projects more quickly



Putting “Action” in the Regional Integration Action Plan

Success will require continued commitments, collaboration, and accountability after DMVMoves

