



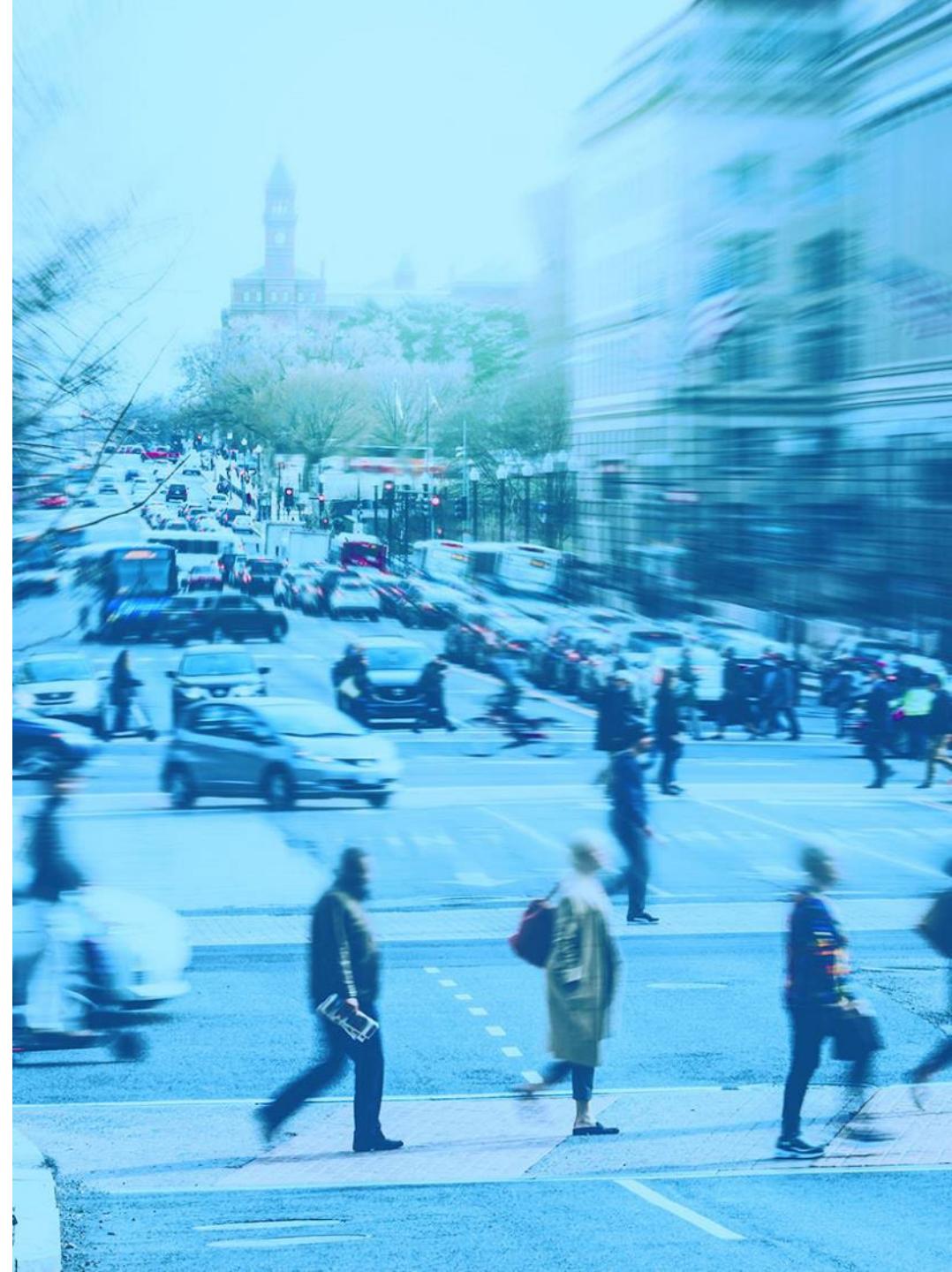
Moving our region forward, together.

DMV Moves Update

TPB Technical Committee

October 3, 2025

Agenda Item 5



Agenda

- Vision, Recap, and Investment Plan
- Framework for Sustaining DMV Transit
- Regional Integration Action Plan
- Next Steps

DMVMoves: Joint Initiative of COG and Metro

DMVMOVES Vision and Goals

“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.”

- 1. Make transit a preferred travel choice
- 2. Provide a seamless, connected, and convenient customer experience
- 3. Grow ridership through TOD and expanded connections to economic opportunities
- 4. Enhance quality of life, economic development, climate resilience, and equity
- 5. Ensure predictable and sustainable transit funding
- 6. Establish standard, best-in-class transit workforce policies and skills training

DMVMoves Recap and Outlook

Discussed to date:

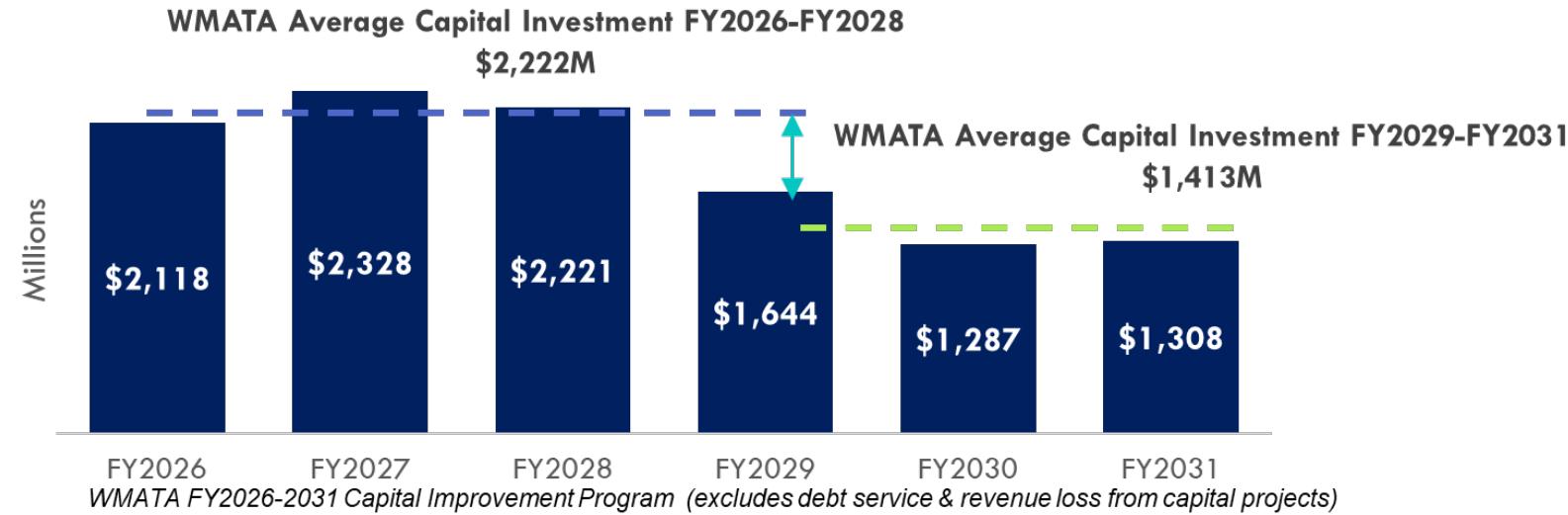
- ✓ Adopted Vision & Goals
- ✓ 10 Advisory Group meetings and 5 Task Force meetings:
 - Discussed opportunities and strategies for improving transit and customer experience
 - Analyzed investments needs and funding scenarios
- ✓ Final investment plan for Metro and local transit agencies
- ✓ 6 action areas for regional integration

Upcoming:

- October: Draft DMVMoves Plan shared with Advisory Groups
- October 24: DMVMoves Regional Rail Meeting
- October 29: Final Task Force Meeting
- November 17: Joint COG/WMATA Board Meeting

Challenge: Metro and the region face a transit funding crisis

Metro's existing capital funding sources and structural challenges will result in a serious funding shortfall. State and local DMV transit agencies also have serious long-term funding challenges.



Metro's existing capital funding challenges

- ⚠ Capital funding sources **not indexed to grow**
- ⚠ Inflation significantly reduced capital buying power
- ⚠ Debt capacity will be exhausted by FY 2029
- ⚠ Will be forced to **reduce annual capital investments**

Solution is funding that:

- ✓ Is **dedicated, reliable, and predictable**
- ✓ **Grows at least 3% per year**
- ✓ Is **bondable**
- ✓ Is **unencumbered and flexible in use**

Proposed DMVMoves investment plan

Metro Investment Plan

\$460-500M in FY28 + 3% per year



Regional Bus Priority Network –
(Partnerships for design, funding, implementation, and service)

Local Bus

\$65-80M + 3% per year



+ State/Local investments in priority bus corridors

Commuter Rail

\$60M + 3% per year



2. FRAMEWORK FOR SUSTAINING DMV TRANSIT

Region's commitment to new DMVMoves funding

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

Funding predictability and flexibility will allow Metro to manage reasonable variations in both capital outlay and operating costs, ridership, and revenue

How Metro and the region can manage the 3% operating budget cap

Two strategies for sustaining service that meets the Vision:

Increase annual ridership growth over baseline

Implement productivity/ efficiency strategies and investments that reduce per-unit costs

→ **Reinvest cost savings into better service**

Metro and jurisdictions have a role in growing ridership and revenue

Jurisdictions and transit operators should commit to these strategies to maximize transit ridership and revenue growth. Incentivizing travel mode shift and attracting new customers are key to the region's goals and the long-term viability of the DMV.

Metro / Transit Operators

- Service plans/improvements
- Deploy new fare types or methods
- Plan and pursue Joint Development projects that maximize ridership
- Explore new non-fare revenue opportunities

Region / Jurisdictions

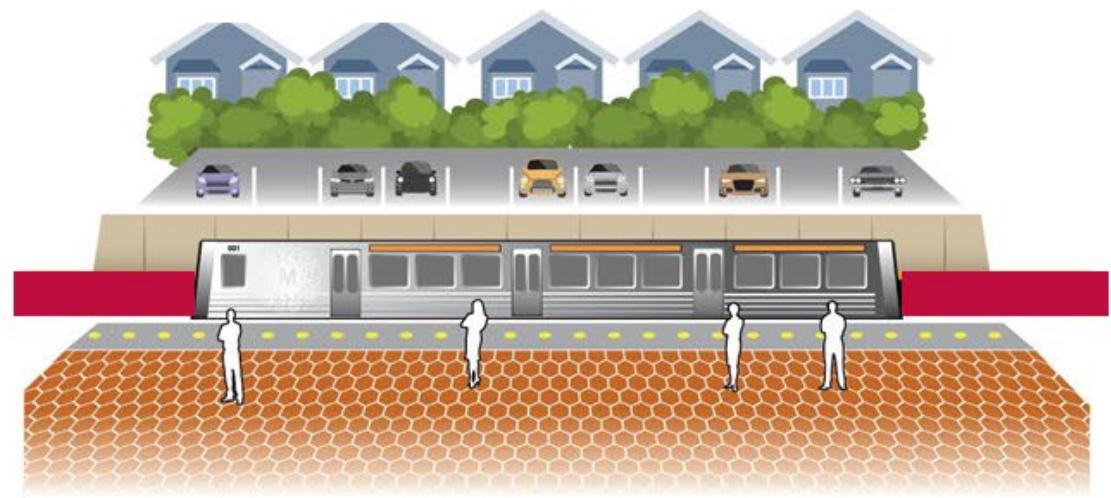
- Ensure land use policies / zoning incentivize transit-supportive densities for stations and major bus corridors
- Develop all stations and bus corridors to maximum potential
- Target economic development tools to station areas
- Programs that incentivize transit

Action: Increase ridership and revenue by maximizing TOD

Building communities around transit is key to creating economic activity and driving ridership. The DMV has long been a leader in TOD but still has a lot of untapped potential.



OR



Metro and jurisdictions have roles to improve transit productivity and cost-efficiency

Jurisdictions and transit operators must commit to strategies like these in order to reduce transit operating costs and sustain service into the future.

Metro / Transit Operators

- Operating unit cost reductions
- Rail modernization / automation program
- Additional capital investments that reduce per-unit costs
- Increase bus fare enforcement, explore new technologies
- Continue implementing modernization and efficiency actions

Region / Jurisdictions

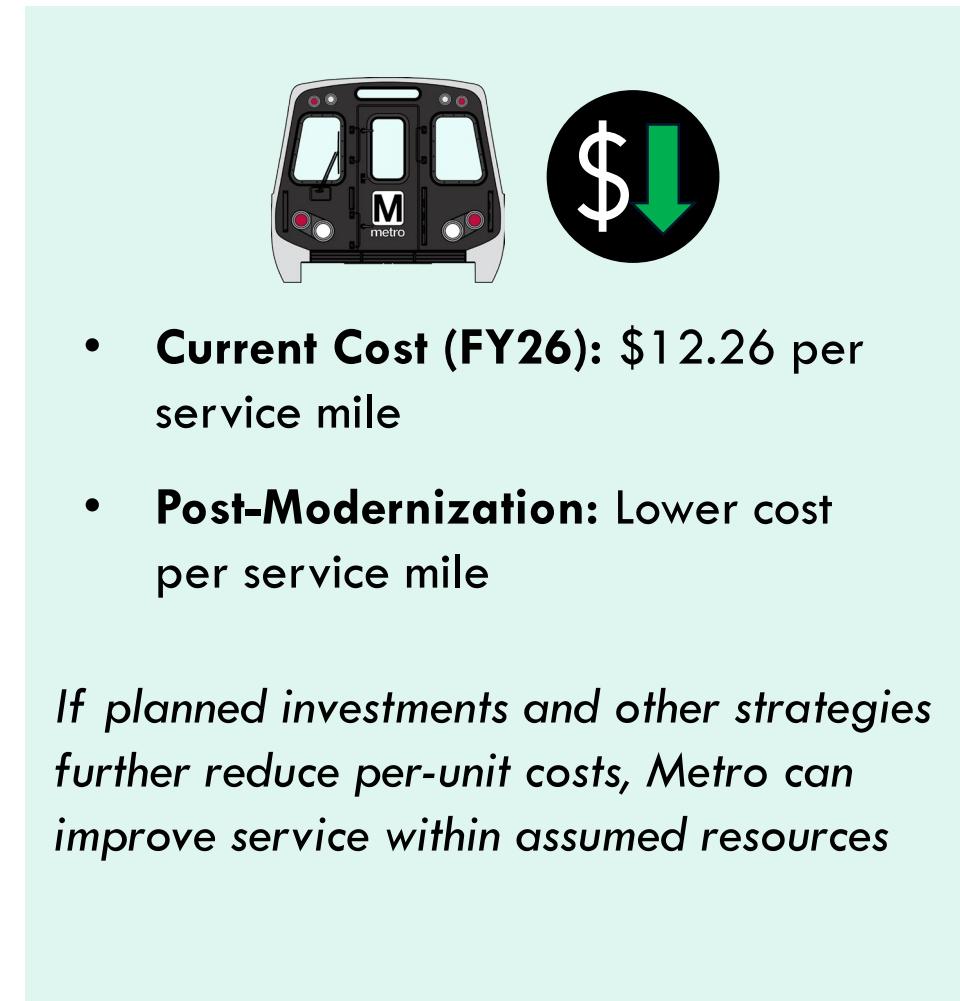
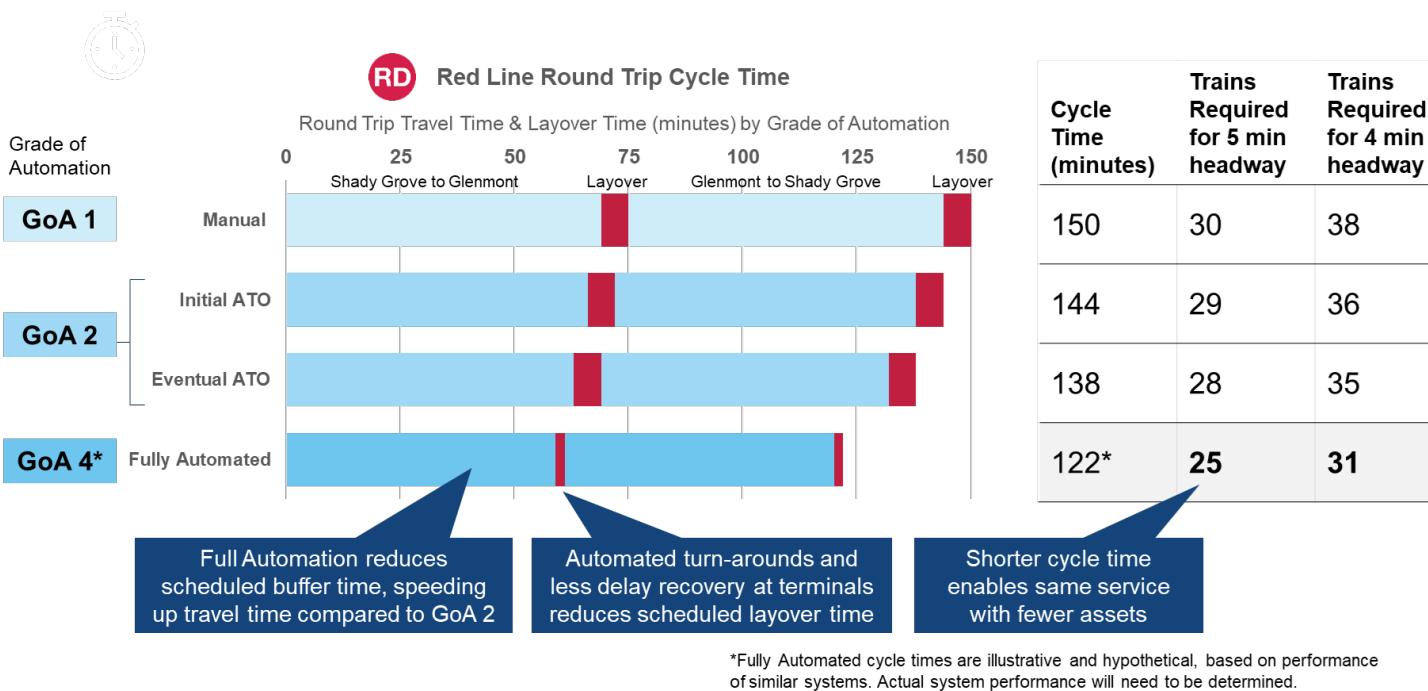
- Ensure DMVMoves funding is unrestricted / unencumbered
- Deploy an extensive network of bus lanes / bus priority
- Enact uniform bus fare policies / rates
- Reduce duplication and redundant costs in regional transit network
- Provide additional resources and policies to assist fare enforcement

These cost-efficiency strategies will help Metro and other operators sustain service within projected available resources.

And if unit costs are reduced the operator can offer more service within those resources.

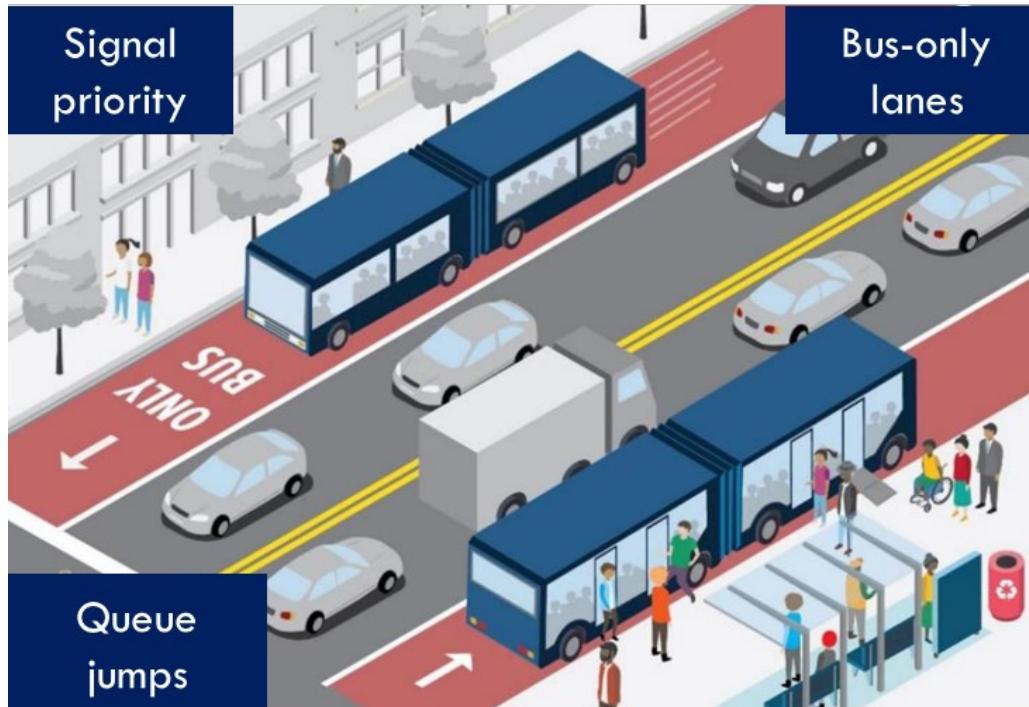
Action: Rail Modernization will improve operational efficiency and reduce operating costs

~10% estimated annual operating cost savings
for same levels of service



Action: Partnerships to plan and build bus priority are necessary to reduce unit costs and improve service

~15% estimated reduction in service hours for same levels of service

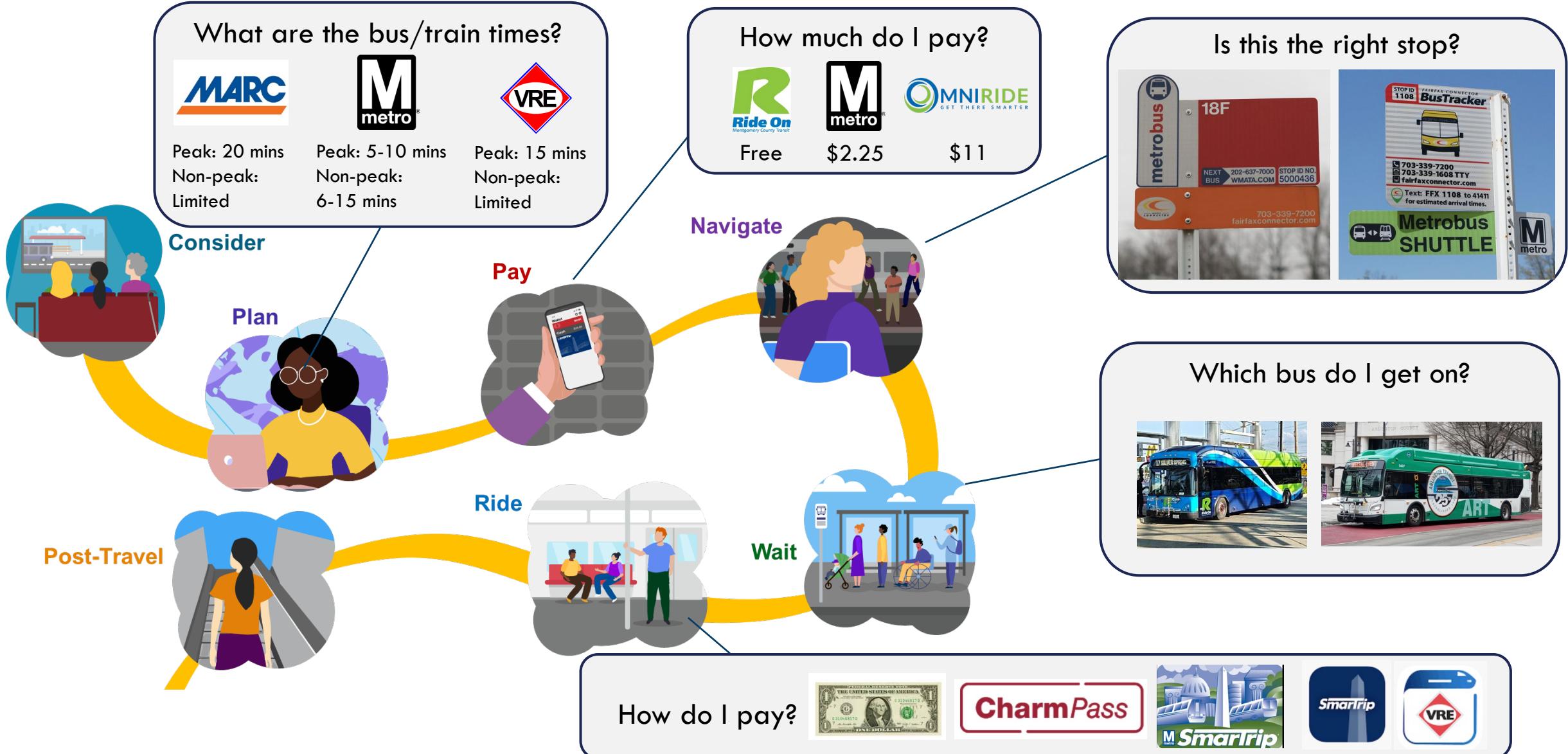


- **Current Cost (FY26):** \$22.31 per service mile
- **After Bus Priority Investments:** Lower cost per service mile

Making further progress in cost efficiency requires partnerships and investments in bus priority

3. REGIONAL INTEGRATION ACTION PLAN

Challenge: Service levels often depend on provider and location, and using transit can be confusing



Task Force adopted a Vision that requires a more integrated, seamless network

What a fully integrated and seamless network would look like:

One region, one transit network



Working Groups' proposed Action Plan advances regional integration closer to aspirational vision:

Still 14 service providers including 11 bus operators but providing more consistent policies and better integrated service



- Implement bus priority on 6 initial, high-ROI corridors
- Regional bus service guidelines and consistent performance reporting
- More consistent fare policies
- Unified bus stop signs and improved customer information
- Exploring grouped buying power and shared resources
- Consistent training and certification programs

Regional bus priority



Aspirational Vision: One regional plan for bus priority on major corridors. Jurisdictions commit to partnering with Metro to plan, design, fund, and build these corridors. Metro provides service.

What We're Recommending:

Adopt regional bus priority plan

Region develops a plan and commitments to design, fund, and construct six regional corridors over the next 6-8 years.

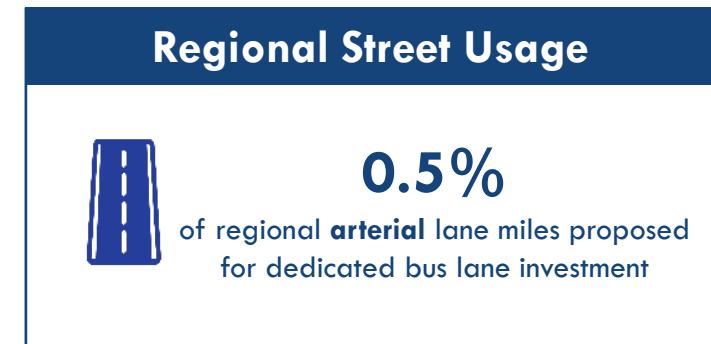
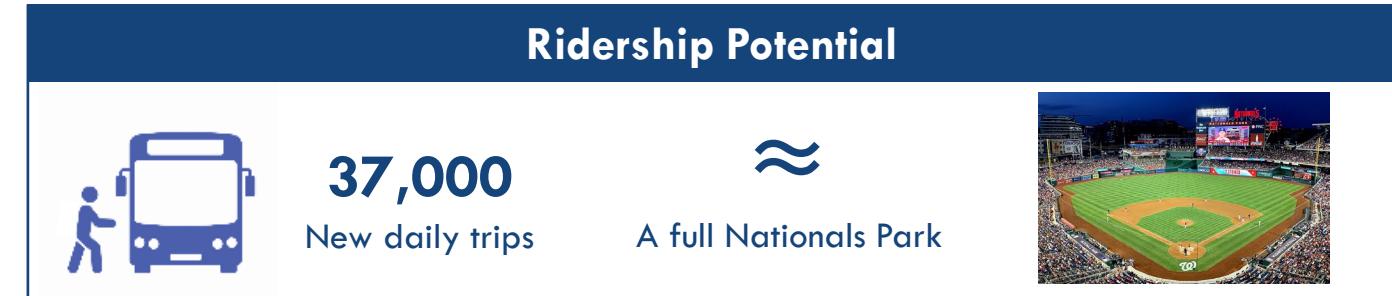
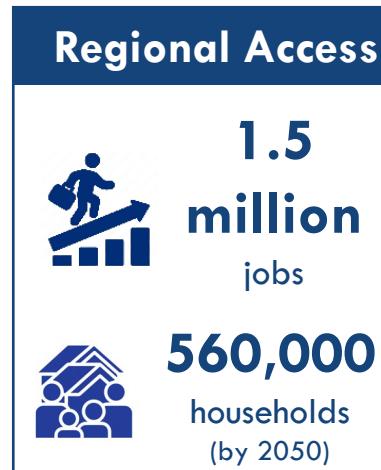
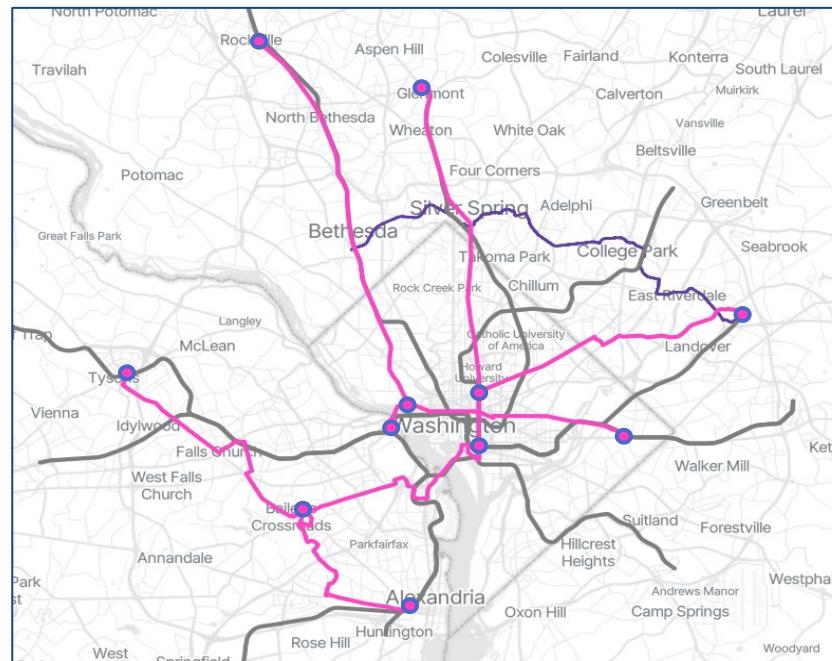
Develop plans and implement 6 priority corridors

Local jurisdictions and roadway owners will partner with Metro to develop plans for bus priority on the 6 identified corridors. Partners would then work together to implement plans to improve speed and reliability while providing service more cost-effectively. Metro would operate most service, other operators including commuter bus would also use priority corridors.

Regional Benefits:

- Reduces operating costs; improves efficiency
- Improves rider experience by improving travel times (faster buses) and reliability (fewer delays)
- Grows ridership by improving travel experience

Estimated benefits and impacts of DMVMoves 6 priority corridors



Most bus priority corridor investments will also include roadway improvements, bike/ped facilities, etc.

Note: image via Northern Virginia Transportation Authority

Service guidelines and performance reporting



Aspirational Vision: One set of service guidelines and metrics for all local bus operators—consistent quality across regions, with flexibility for local needs.

What We're Recommending:

Regional Service Guidelines

COG/TPB and region's transit agencies adopt regional service guidelines, creating consistent expectations for customers across jurisdictions.

Annual Performance Reporting with Common Measures

Transit agencies use a common set of performance measures to improve transparency in transit decision-making across the region. COG/TPB reports system results through the annual State of Public Transportation Report.

Regional Benefits:

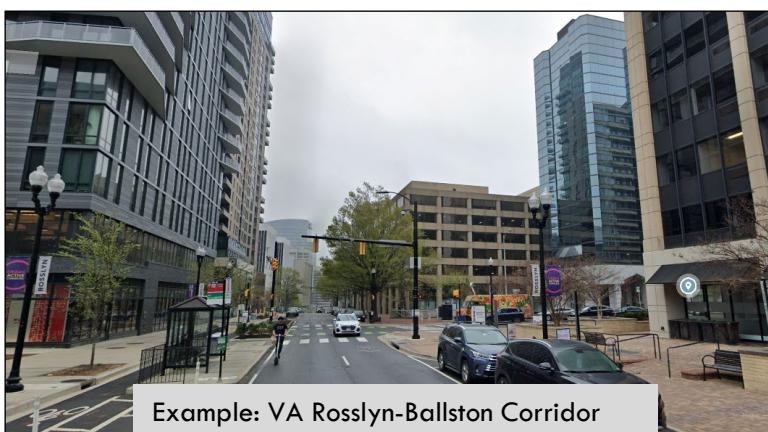
- Sets clear, consistent expectations for riders across the region, with flexibility to meet local needs
- Supports more seamless, coordinated service planning
- Enhances customer understanding and confidence in the system and encourage increased ridership
- Enhances transparency and accountability

Service guidelines

This framework ensures that customers in similar communities receive consistent, high-quality service regionwide

Service Levels (Defined by Route Class + Activity Tier)

Activity Tier 1		Activity Tier 2		Activity Tier 3	
Route class	Minimum service levels	Route class	Minimum service levels	Route class	Minimum service levels
Core	15 mins, 16-18 hours/day	Core	20 mins, 14-16 hours/day	Core	30 mins, 12-14 hours/day
Coverage	30 mins, 14-18 hours/day	Coverage	30 mins, 12-14 hours/day	Coverage	60 mins, 10-12 hours/day
Peak	As needed, 5 days, 4-8 hours	Peak	As needed, 5 days, 4-8 hours	Peak	As needed, 5 days, 4-8 hours



Example: VA Rosslyn-Ballston Corridor



Example: DC Military Rd / McKinley St area



Example: MD Finns Lane / Riverdale Rd

Route Class Definitions

- **Core:** Serve major corridors with moderate frequency and service all day. Routes tend to be more direct.
- **Coverage:** Serve lower-density residential communities and connect them to higher-density areas, activity centers, transit hubs.
- **Peak:** Provide connections to transit hubs, central business districts, or employment centers. Operate primarily weekday peaks.

Fare policy integration



Aspirational Vision: One regional fare policy framework and system—uniform fare types, rates, and passes, supported by shared payment technology across the network.

What We're Recommending:

Universal Transfer Credit

Implement a universal bus and bus-rail transfer credit 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

All agencies join Metro Lift low-income fare program with a 50% discount.

Free Rides for Youth/Students Regionwide

All agencies adopt “18 & under ride buses for free” policy

Regional 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
- Promotes regional connections and system-wide coordination

Consistent bus stop design, wayfinding, and information



Aspirational Vision: One regional standard for bus stops—shared design guidelines, a single customer service number, one stop flag, and one ID system.

What We're Recommending:

One flag, one stop ID, one number

Unified Bus Stop Flags

Local agencies agree to have a consolidated bus stop flag; WMATA coordinates sign design and manages production, install and 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

Include Metro's customer service number on shared stops and, as needed, add capability to field customer inquiries related to every transit operator in the region.

Regional Guidelines for Bus Stop Design and Amenities

Agencies use common regional bus stop guidelines, starting with WMATA's 2023 Bus Stop Guidelines, and continue to coordinate on unified regional guidelines with flexibility for local conditions if needed.

Regional Benefits:

- Improves rider experience with consistent, accessible stops
- Makes transit easier to understand and navigate
- Ensures more uniform amenities and standards across the region
- Creates a more cohesive regional transit identity
- Improves efficiency through centralized call routing with flexibility for agencies to integrate or keep their own call centers

Joint procurements and shared resources



Aspirational Vision: One regional approach to procurement—with a single entity purchasing buses, fare equipment, and other supplies.

What We're Recommending:

Joint Bus Procurement

WMATA and local transit agencies explore potential cost efficiencies by leveraging their combined purchasing power for revenue vehicle procurement via joint contracts. COG serves as a facilitator to assist agencies with identifying and accessing purchasing opportunities via a permanent regional transit procurement clearinghouse database and joint contracts as necessary.

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

COG convenes a regional working group of transit procurement representatives semi-annually to share information and coordinate purchasing; develops a transit procurement e-mail list-serv to enhance regional coordination and a regional transit procurement database for contracts; and, analyzes local transit procurement contract terms and conditions before convening agency legal representatives to discuss streamlining requirements.

Regional Benefits:

- Make transit administration and operations even more efficient and cost-effective by facilitating cooperative and grouped procurement/purchasing.
- Improve customer experience by enabling investments in facilities, equipment, and technology.

Shared training and consistent reporting



Aspirational Vision: One regional standard for training—shared programs and facilities for all providers. One regional approach to accountability—consistent reporting, auditing, permitting, and inspections.

What We're Recommending:

Shared Training Programs

Metro and local transit agencies explore transit career training programs with community colleges and trade/vocational schools to develop the future transit workforce. Metro invites local operators to participate in its training programs and works with partner agencies to identify future opportunities for shared training.

Consistent Reporting, Auditing, Permitting, and Inspection Programs

State agencies work with Metro to streamline Metro auditing and reporting requirements.

Regional Benefits:

- Deliver world-class transit and customer service by incorporating best-practice transit employee training programs.
- Reduce administrative and cost burdens by streamlining and making more consistent job qualifications and requirements, WMATA audits, and the inspection, certification, and permit requirements for transit assets.

4. *NEXT STEPS*

Next steps and post-adoption



Draft Report & Action Plan

Shared with Advisory Groups

Task Force Meeting

Expected endorsement of DMVMoves Plan:
Investment Plan
Funding Request
Action Plan

Recommend adoption to COG and WMATA Boards

Regional Rail Event

Union Station

October 24

Joint COG / WMATA Boards Meeting

Expected adoption of DMVMoves Plan and call for funding commitments

Plan implementation: Take Action!

- Adopt the DMVMoves Plan
- Support funding & legislation
- Implement Action Plan
- Advocate for bus corridor investments