

DMVMOVES UPDATE

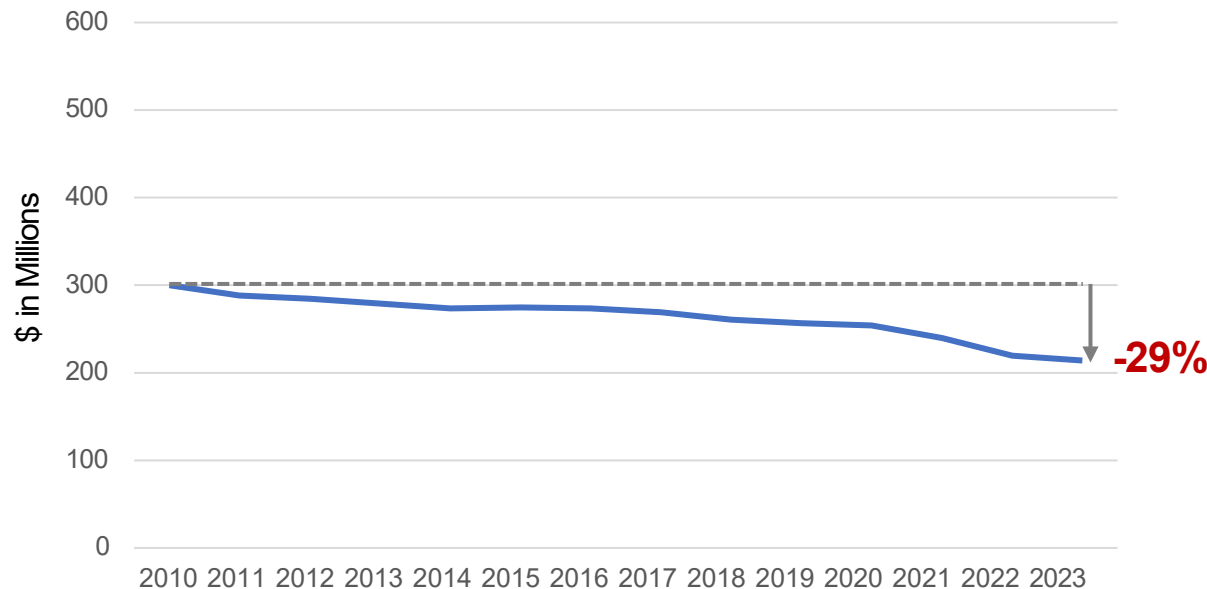
Nick Donahue, DMVMoves Facilitator
April 15, 2025



Buying Power of Metro's Funding Has Eroded Over Time

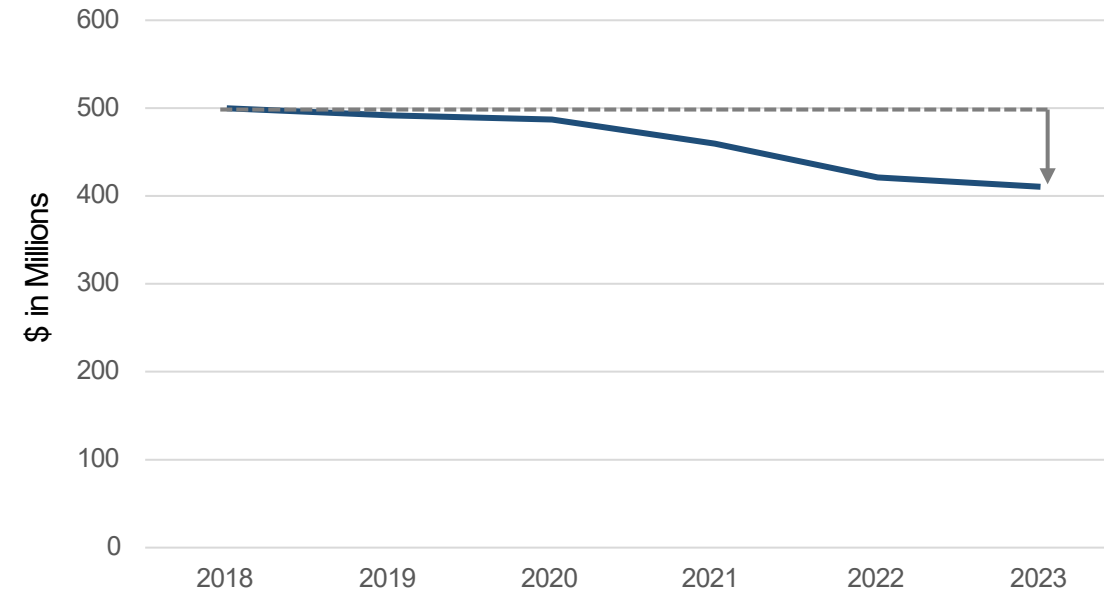
- Historically high inflation hit all markets + industries during the pandemic, still cooling off
- Many of Metro's funding sources are not indexed to inflation; their buying power has fallen dramatically

**\$300 million of original PRIIA
worth \$214 million today**



*Values shown in 2010 dollars

**\$500 million of original Dedicated Funding
worth \$410 million today**



*Values shown in 2018 dollars

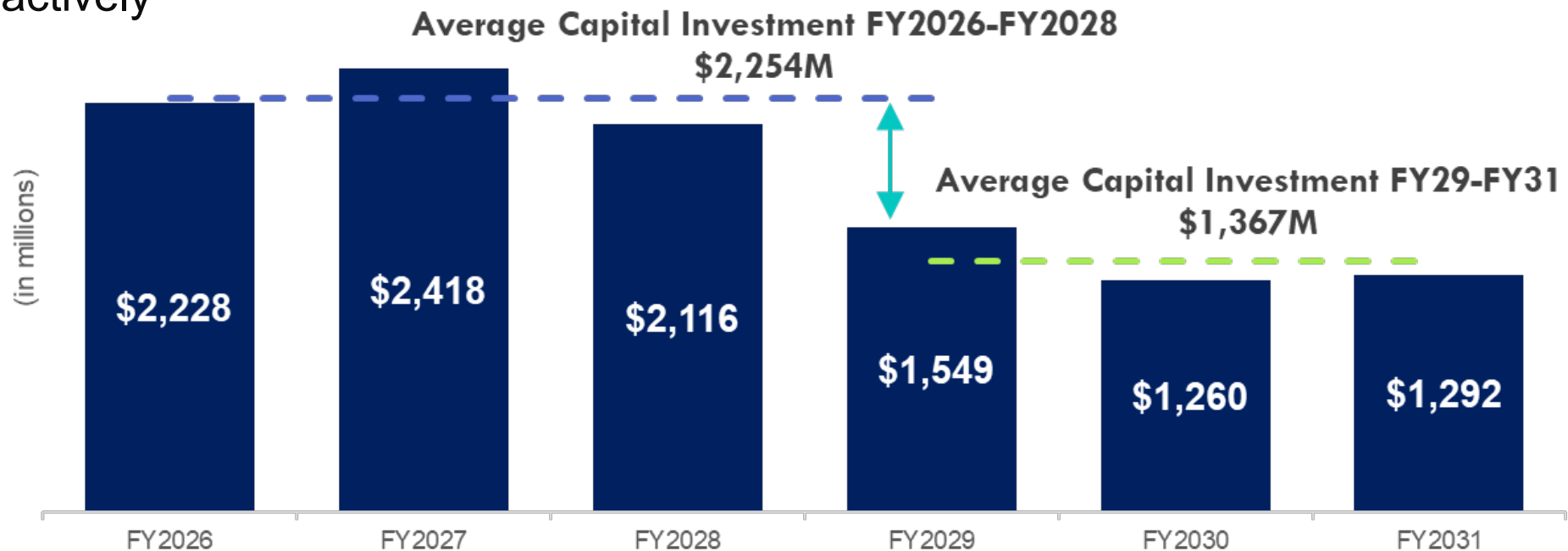
Source: U.S. Bureau of Labor Statistics, Consumer Price Index for Urban Wage Workers and Clerical Workers (CPI-W)



National Capital Region
Transportation Planning Board

WMATA and Region Face a Capital Challenge

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



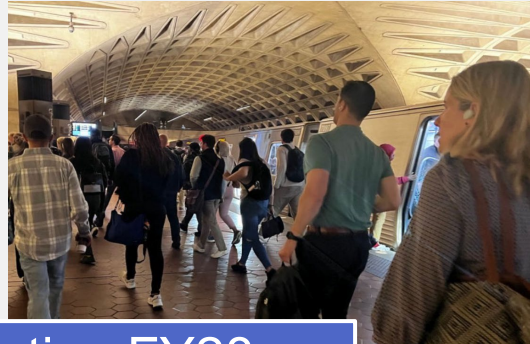
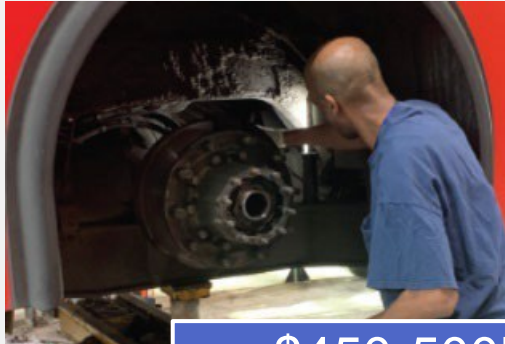
Excludes debt service and revenue loss from capital projects



DMVMoves: Alternate WMATA Funding Concept

Reinvesting in & Modernizing the Existing System

- 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, making it more efficient and 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**



Continued Approach to Manage Operating Budget

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

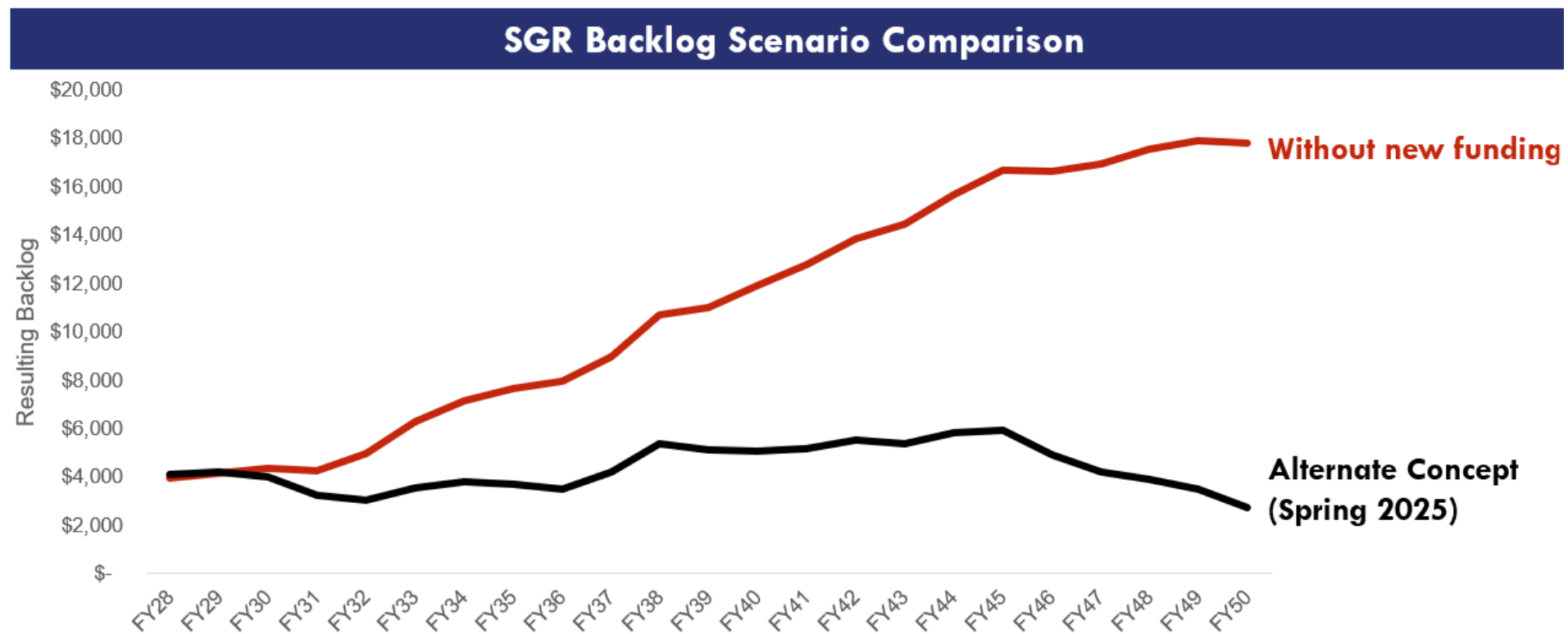
Assumes FY26 planned service levels continue

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



Reinvestment to Sustain System Performance







If WMATA has predictability about funding levels and timing, it can develop reliable long-term investment plans. However, this becomes difficult when funding is highly restricted, subject to appropriations, or otherwise uncertain.



Leverage the Existing System



Metrorail Concepts

- More 8-car trains for capacity
- More frequent train      
- Extend Yellow Line to Greenbelt
- Weekends open until 2am



Metrobus Concepts

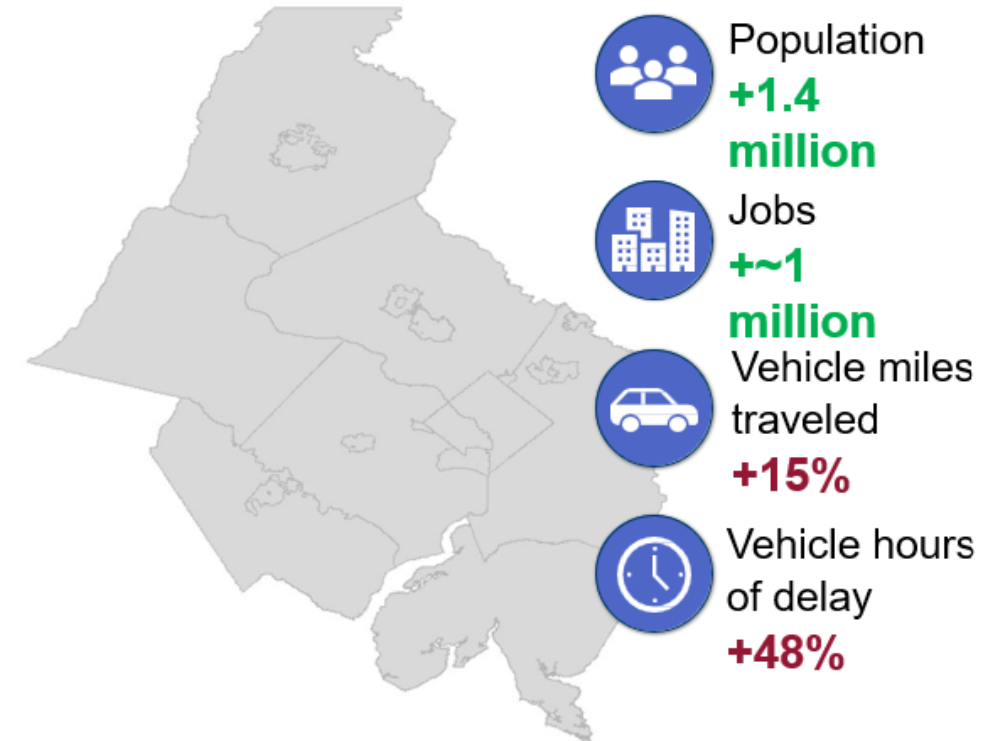
- 15% increase to 2025 Better Bus Network
- 15+ more Frequent Service routes
 - 5+ more routes to the 24-hour network



Local Bus

- 10-15% more service
- Routes at least every 30 minutes, except special purpose
- Expanded service hours / days of operation

The Region in 2045*

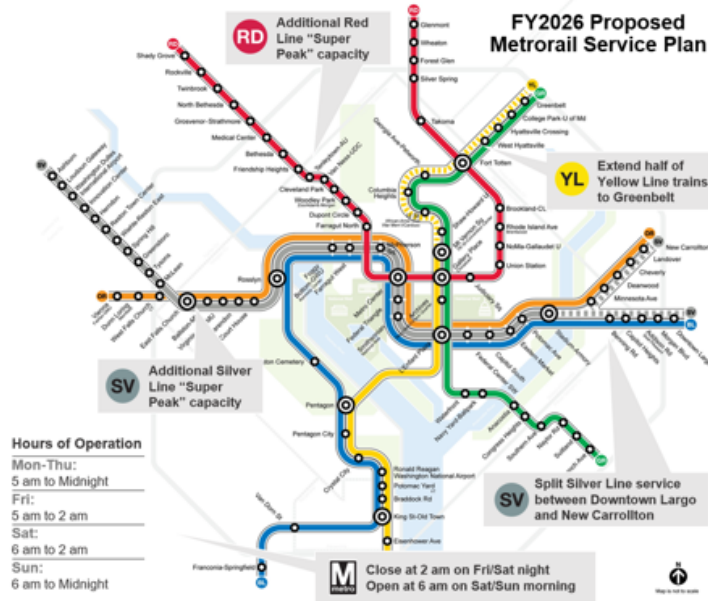


*MWCOC Cooperative Forecast



While Making Service More Cost-Effective

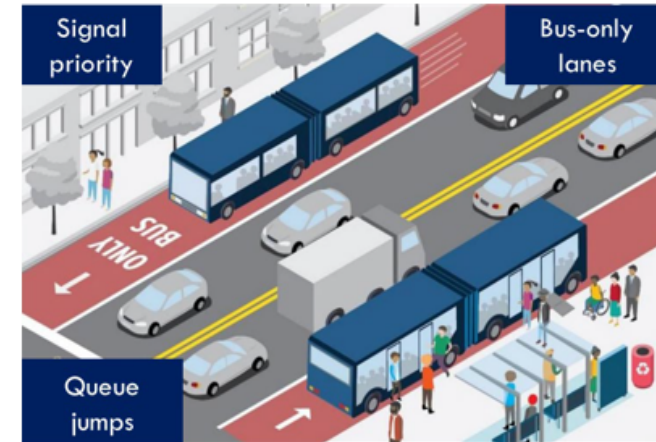
Rail optimization improves efficiency



Example: Continuing ATO, more 8-car trains, and optimizing service to better match demand will:

- Increase access to jobs, key destinations
- Delivers more service with the same resources

Bus priority improves efficiency

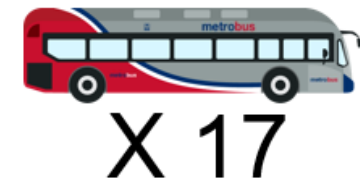


Example: Bus priority on the W4 Metrobus route would support same level of service with fewer buses per hour.

PM peak-hour service:



Prioritized peak service:



Working Groups are advancing Advisory Groups' Recommendations

Since December, working groups have met monthly to develop action plans that will advance key recommendations, while weighing costs and benefits. These action plans, set for completion by June, aim to enhance customer experience region-wide and deliver cost efficiencies for transit agencies.



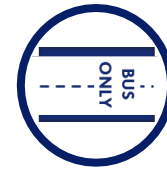
Integrate and align fare policies to provide consistent customer experience



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



Improve wayfinding, customer information, and amenities at transit stops



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



Explore shared use of resources and assets and grouped procurements



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



Transparency and Accountability

- Documenting assumptions related to outcomes
 - SGR backlog
 - Ridership growth and fare policies
 - Funding – existing and new
- Review the 3% cap to determine whether any modifications are necessary



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

