



Metropolitan Washington
Council of Governments



Boards of Directors - Joint Meeting

A Unified Vision for Transit in the DMV Region

May 1, 2024

Agenda

1. Call to Order
2. Welcome and Introductions
3. Presentation: Unified Vision for Transit in the DMV Region
 - A. The Future of the Region
 - B. Current Transit Landscape/Existing Conditions
 - C. Vision for World-Class Transit
 - D. Project and Roadmap
4. Discussion and Feedback
5. Consideration of Resolutions
6. Adjourn

1. Call to Order

2. Welcome and Introductions

3. Presentation: Unified Vision for Transit in the DMV Region

3A. Future of the Region

A World-Class Region Needs World-Class Transit

The region wants to be...



- The DMV is a diverse, dynamic, and growing region with ambitious and visionary goals
- A sustainable, world-class transit network is **fundamental** to attaining those goals
- Building that world-class transit network requires a **Vision, Partnership, and Leadership**
 - A unified strategy, network plan, funding model, and action steps
 - Developed by regional leaders and supported by all jurisdictions and transit providers

The Region Today

24 jurisdictions
141 Activity Centers
156 transit stations*
12,000+ bus stops
3,500 square miles
5.7 million people
3.3 million jobs
18 million trips per day
122 million VMT

The Region in 2045

The region will have more people and jobs, but also much more traffic, slower and longer trips, and missed climate targets



Population 6.9 million, **+23%**



Jobs 4.2 million, **+26%**



Access to high-capacity transit **+10%**
Transit trips **+28%**
Transit mode share only **7%**



Single-driver trips **+10%**
Vehicle miles traveled **+15%**
Congested lane miles **+45%**



Vehicle hours of delay **+48%**
Minutes of delay **+31%**



GHGs -18% vs. target
-80% by 2050

* Refers to COG-defined high-capacity transit stations

Region's Goals and Objectives



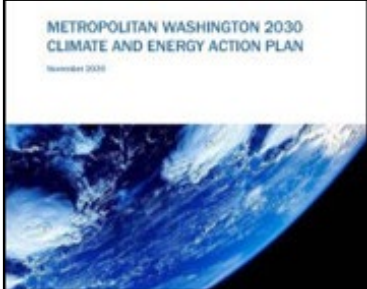
Region Forward
Metropolitan Washington Council of Governments (COG)



Region United Planning Framework
COG



Visualize 2045
Long-Range Transportation Plan
Transportation Planning Board (TPB)



Metropolitan Washington 2030
Climate & Energy Action Plan - COG

Selected regional goals



Transit is Essential to Attaining the Region's Goals



\$9.4b

Additional business output from transit.

1.2m

Auto trips avoided each day by 2025.

1.2m

Metric tons of greenhouse gases avoided by transit.

\$330b

Property value in Metro station areas.

\$27b

Avoided road construction costs.

\$2b

Avoided parking construction costs.

World-Class Transit Would Help the Region Meet its Goals By:

- Positioning transit as most **people's first choice**
- Taking people **where they need or want to go**, when they want to go
- **Expanding connections to jobs and economic opportunities** with fast, high-frequency, all-day transit
- Providing **better service in traditionally underserved communities**
- **Reducing traffic** and harmful **emissions**
- **Improving air quality** and general health
- **Encouraging development** and strong **economic growth**
- Broadening **business access to more diverse workforce**
- Fostering vibrant, livable, **car-optional communities**



3B. Current Transit Landscape / Existing Conditions

DMV Transit: A Complex Network of Multiple Providers

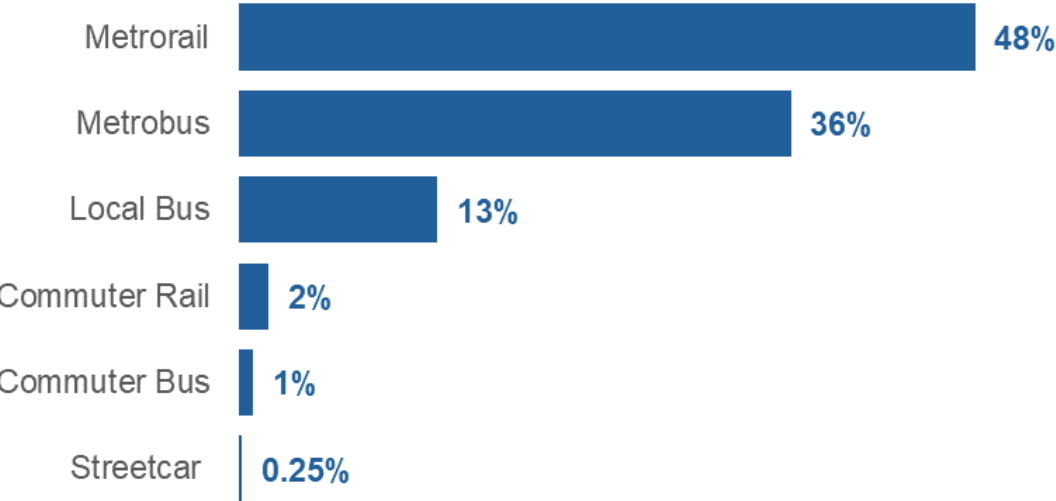
- WMATA Metrorail
- WMATA Metrobus (regional bus network)
- 12 local bus systems
 - Two also operate commuter bus
- 3 commuter bus systems
- 2 commuter rail systems
- DC streetcar
- Purple Line light rail (under construction)
- Multiple paratransit providers
- Multiple planning and funding organizations



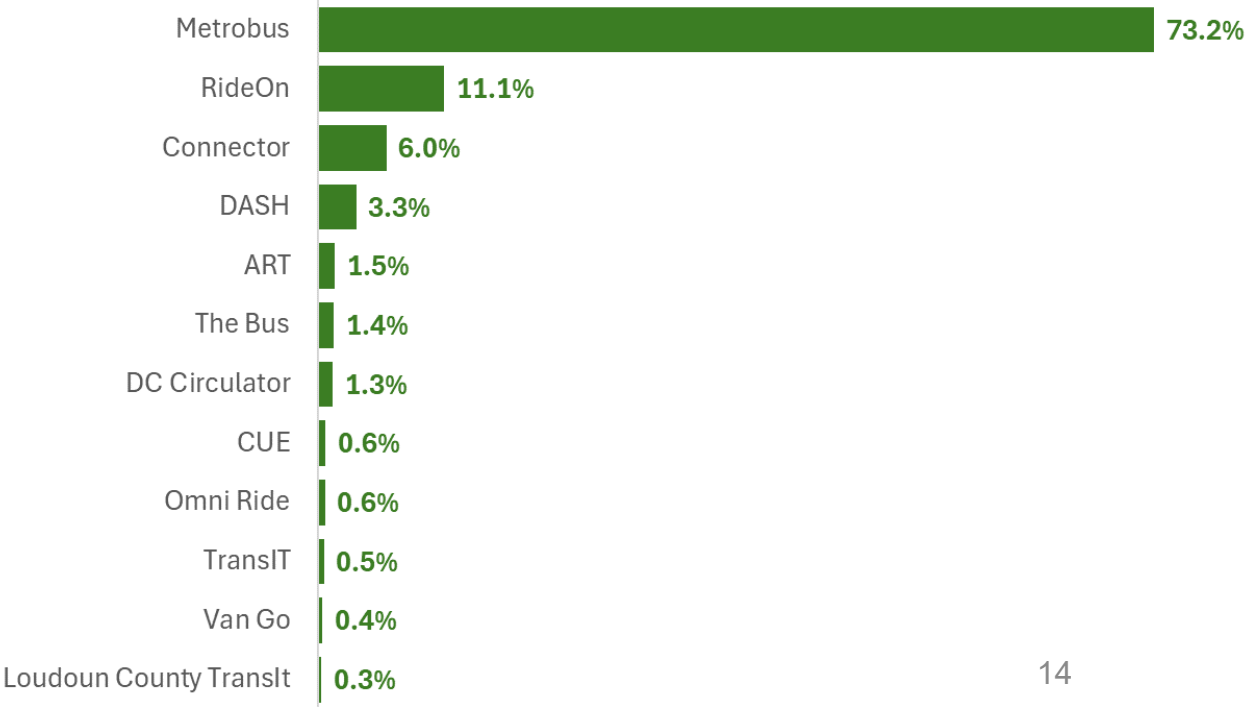
DMV Transit Markets

- Metro carries ~85% of all transit customers
- Local bus systems connect across the region
- Commuter rail and bus serve long-distance trips

DMV Transit Ridership by Mode



DMV Bus Ridership by Provider

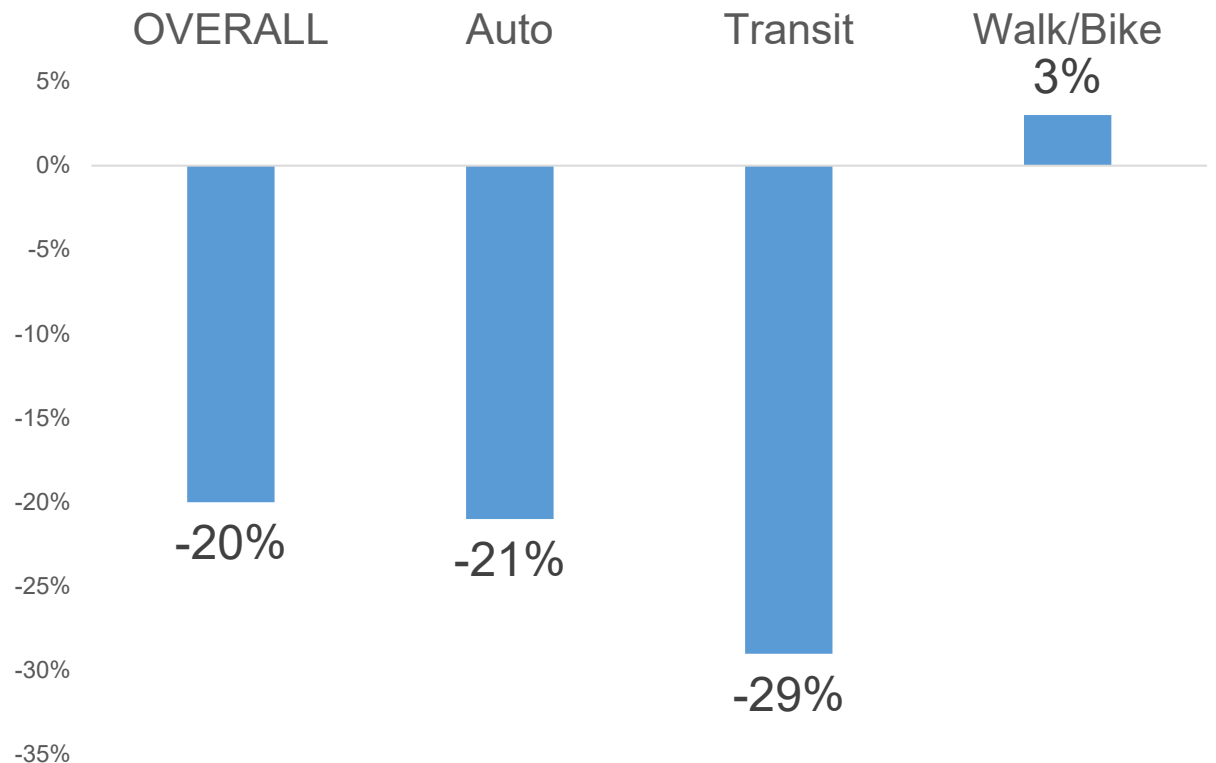


Source: CY 2023 National Transit Database (NTD)

Travel Across Region is Growing, But Remains Down Across All Travel Modes

- People make 20% fewer trips than before the pandemic, across all modes
- Regional travel (car, transit, bike, walk) has shifted since the pandemic
 - More travel in the PM and in the outer region
 - Less travel in the AM and in the core
 - Fewer commute trips due to increased telework

Change in Trips in WMATA Compact, 2019 to 2023
By mode, regionwide



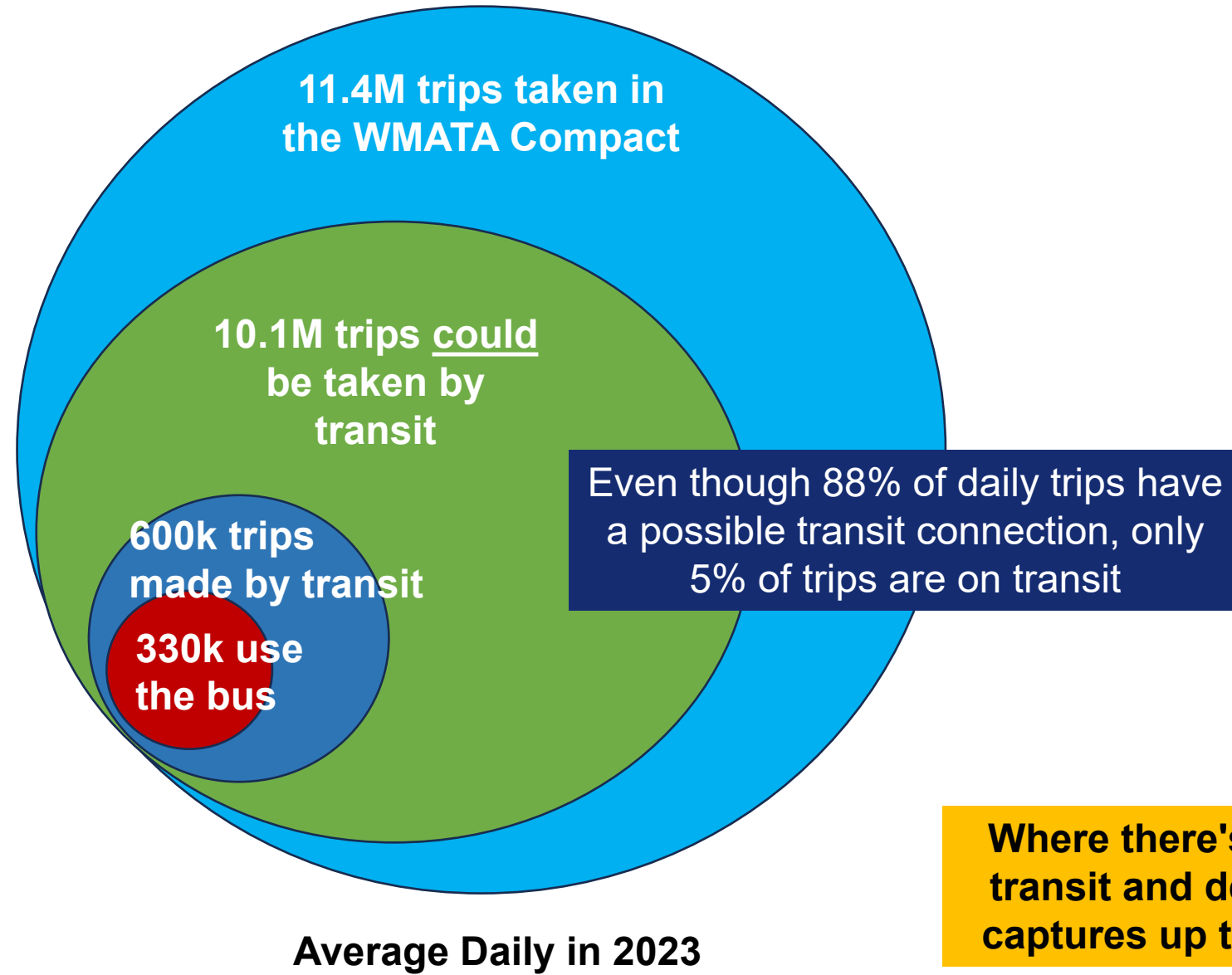
Preliminary data for Q1/Q2 2023, results may change slightly
Includes trips within WMATA Transit Zone excluding Loudoun County

Ridership Recovery and Travel Trends

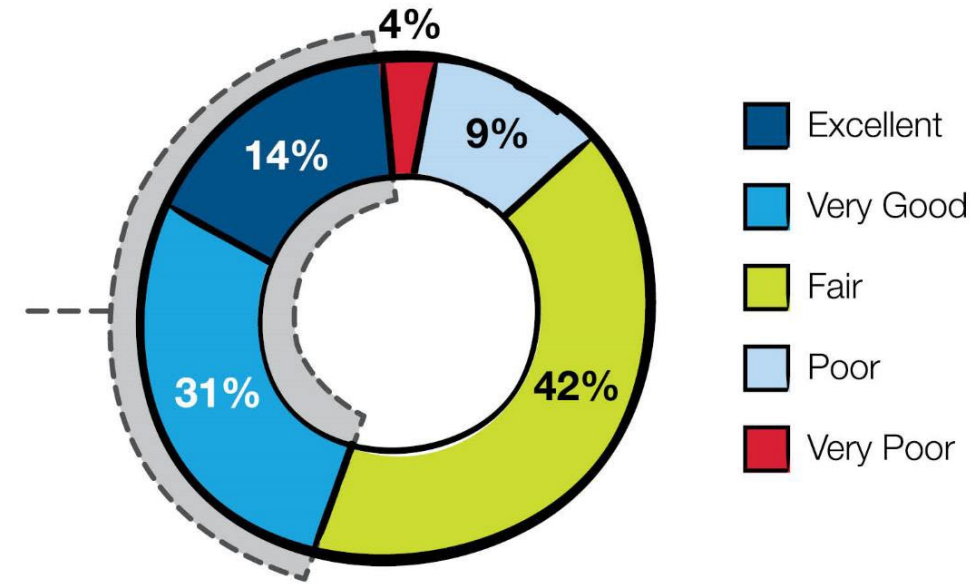
- **Fundamentals** of transit ridership have not changed
 - Ridership continues to be highest on weekdays and peaks
- However, many **patterns** have changed:
 - Higher weekday off-peak and weekends ridership
 - Rail ridership lower on Mondays and Fridays
- Local bus systems carrying near pre-pandemic levels
 - Greater in some cases, esp. Alexandria DASH which is fare-free
- Commuter bus and rail systems are carrying ~25% pre-pandemic levels
- Metrorail ridership approximately 70% of March 2019
 - 6% *higher* on Saturdays and 38% *higher* Sundays
- Metrobus ridership 98% of March 2019
 - 9% *higher* on Saturdays, 28% *higher* Sundays



Transit Has Huge Market Potential in the DMV



45% of people surveyed rated the region's bus services as "very good" or "excellent"



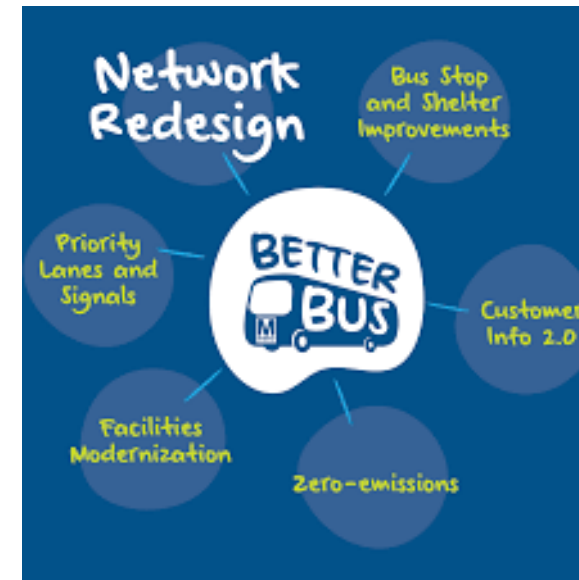
2022 Public Survey

Where there's high-quality transit and density, transit captures up to 20% of trips

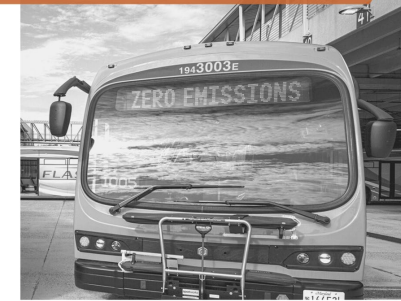
Needs and Opportunities

- Implementation of the Better Bus Visionary Network
- Bus Rapid Transit (BRT) and all-day express bus network connecting major destinations
- All-day, bi-directional commuter rail service between Maryland, DC, and Virginia
- Extensive and interconnected network of bike paths and bike lanes
- Expanded and improved ferry services
- Metrorail capacity, reliability, and resiliency projects
- Improved and expanded multimodal transfer / connection hubs

**Your Metro,
The Way Forward**
Strategic Transformation Plan



**CONNECTING OUR
COMMUNITIES**
MCDOT'S VISION FOR TRANSPORTATION IN
MONTGOMERY COUNTY, MD



MCDOT
www.montgomerycountymd.gov/MCDOT |



OCTOBER 2023 **ART 5**



Funding Approach is Insufficient and a Legacy, Structural Problem

"...the unfolding troubles of Metro potentially pose one of the gravest fiscal and political crises ever confronted by Washington."

- *Make Metro Work*, 1976

"It has long been understood that the lack of a dedicated revenue source is both unique and challenging for WMATA."

- *Keeping Metro on Track*,
The Brookings Institution, 2005

WASHINGTON CENTER REPORT RECOMMENDS
ACTIONS NEEDED TO "MAKE METRO WORK"

that "if the regi
continue to enjo
means must be fo
total size of th
limits on the r
jurisdictions

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crises ever

projects in the counties.¹¹ These funds are derived from the state's transportation trust fund which is fed primarily by the state's 23.5 cent tax on gasoline, vehicle taxes, and fees.¹² Yet for all that, not even this state money is dedicated. To be sure, the funds allocated to WMATA flow from the revenues generated by the trust fund, which is separate and distinct from the state's general fund. But even these funds are also subject to annual legislative appropriations and are not guaranteed for WMATA. At the same time, while there are dedicated funds for transit from a portion of the property taxes in Prince George's and Montgomery counties, these are programmed to support local bus service.¹³

The five Virginia cities and counties, meanwhile, are the only jurisdictions in the WMATA service area that have any dedicated funding for the local subsidy. In northern Virginia, a 2-percent tax is levied on gasoline sellers and retailers (in addition to the 17.5 cent state tax). These funds are provided to the Northern Virginia Transportation Commission (NVTIC), which was created by the Virginia General Assembly in 1964 to plan and develop transportation projects in that part of the commonwealth. NVTIC then administers these funds to supplement the localities' share of the WMATA subsidy.¹⁴ But while these are dedicated funds, they only make up a small portion of the jurisdiction's total subsidy amount. In FY 2004, the tax generated \$17 million for WMATA—only about 13.2 percent of the total northern Virginia subsidy. Another 43.2 percent comes from state transit aid and federal funds not allocated directly to WMATA. Local jurisdictions provide the remaining 43.3 percent through allocations from their general fund.¹⁵

The lack of dedicated funds is problematic

Because of the lack of a stable and dedicated revenue stream, WMATA must rely excessively on general fund revenues from its state and local partners just to keep the system functioning. This is, of course, a difficult problem for any transit agency. But for the fourth largest agency in the country such an over reliance is extraordinary and problematic for several reasons.

It has long been understood that the lack of a dedicated revenue source is both unique and challenging for WMATA. Over the years, several GAO reports discussed the problems associated with WMATA's unique financial framework. A 1979 GAO report stated that

¹¹ Maryland General Assembly, "1998 Legislative Handbook Series," Volume II: Government Services in Maryland, Chapter 9: Transportation.
¹² For more information on how states fund transit see: Robert G. Stanley, "Characteristics of State Funding for Public Transportation-2002," National Academy of Sciences, Transportation Research Board, TCRP Project J-6/Task 46.
¹³ Todd Goldrup, Sam Corbett and Martin Wachle, "Local Option Transportation Taxes in the United States," Part Two: State-by-State Findings, University of California at Berkeley, Institute of Transportation Studies, Research Report UCITS-RR-2001-4, March 2001.
¹⁴ Except in Loudoun County, which may use the proceeds from the tax for any transportation expense.
¹⁵ Northern Virginia Transportation Commission, "Northern Virginia Transit Funding Resource Guide" (Arlington, VA: 2003).

It's a Nationwide Transit Crisis

WSJ

GOVERNING
THE FUTURE OF STATES AND LOCALITIES

FINANCE

City Transit Systems Begin to Peer Over the Fiscal Cliff

Public Transit Goes Off the Rails With Fewer Riders, Dwindling Cash, Rising Crime

When riders stop taking subways and buses, it's harder to keep up service. 'It's becoming a vicious cycle.'

Boston Herald

LOCAL NEWS

MBTA budget gap could hit \$542M by 2028

The New York Times

M.T.A. Averts Fiscal Crisis as New York Strikes Budget Deal

The Washington Post

THE POST'S VIEW

Opinion | Confronting Metro's looming fiscal cliff

By the Editorial Board | + Follow

November 4, 2022 at 2:26 p.m. EDT



Chicago Tribune

Transportation | Illinois lawmakers to propose merging Chicago...

BUSINESS > TRANSPORTATION

Illinois lawmakers to propose merging Chicago area's transit agencies, amid CTA complaints and looming budget woes

The proposal is part of a broader look at the future of transit, as the region's agencies brace for federal COVID-19 relief funding to start running out in the coming years

ROUTE FIFTY
Connecting state and local government leaders

Transit Agencies Turn to States to Avert Fiscal Cliff

San Francisco Chronicle

BAY AREA

'This is an emergency': BART, Muni, state transit agencies to ask California for \$5 billion bailout

The Philadelphia Inquirer

TRANSPORTATION

SEPTA is running out of federal pandemic relief and expects this to be its 'last budget without service cuts and fare increases'

SEPTA expects to have spent the last of its federal COVID relief...

3C. Vision for World-Class Transit

The DMV Set the World-Class Standard 60 Years Ago

“I want you to search worldwide for concepts and ideas that can be used to make this system attractive as well as useful. It should be designed so as to set an example for the Nation, and to take its place among the most attractive in the world.”

– President Lyndon B. Johnson,
1966

THE WHITE HOUSE
WASHINGTON
February 22, 1966

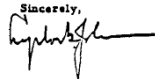
Dear Mr. McGarter:

The Congress, in enacting the National Capital Transportation Act of 1965, authorized construction of a rail rapid transit system that eventually will be expanded to serve the entire National Capital Region. Transportation is a critical problem for all major urban centers, and what is done here will have significance far beyond this region.

While we seek to resolve problems of moving people and goods within the congested National Capital area, our concerns must not be confined to the utilitarian requirements of transportation alone. We must take this opportunity to make our Capital a more attractive and inspiring place in which to live and work. The Congress has already enacted legislation to assure that beautification is a major consideration in the development of our highway system. The same concern must guide development of plans for mass transit.

In designing the system for the Nation's Capital, I want you to search worldwide for concepts and ideas that can be used to make this system attractive as well as useful. It should be designed so as to set an example for the Nation, and to take its place among the most attractive in the world. In selecting the architects for this system, you must seek those who can best combine utility with good urban design. As you search for the new and innovative, you must also take advantage of the experience of other cities.

I know that your efforts to accomplish these objectives will be of great interest to this community and to other cities faced with the task of coordinating mass transportation facilities with other urban needs. I ask that you report to me periodically on your accomplishments so that we can join in encouraging public discussion of your plans and in taking steps that others may benefit from your experience.

Sincerely,


Honorable Walter J. McGarter
Administrator, National Capital
Transportation Agency
Washington, D. C. 20432



World-Class Requires Investment and Innovation

All Day Service

- Weekday and weekend, fast and frequent service
- Safe and on-time operation
- Customer-focused service with limited & predictable outages



Passeig de Colom
Barcelona

Modern Vehicles and Infrastructure

- Stations with clear wayfinding and platform screen doors
- Efficient computer-based train control
- Streets that prioritize people, bus, bikes
- Trains capable of automated operation
- Open gangways
- Zero-emission bus fleet
- High-capacity buses on busy routes



Châtelet Station – Métro Line 14
Paris



Elizabeth Line Train—Class 345
London

Integrated System

- Customers experience transit as one system
- Seamless connections between rail, bus, bike, and pedestrian networks
- Integrated fares, policies, and payment



Yishun MRT Station
Singapore

3D. Project and Roadmap

Opportunity: An Integrated DMV Transit Network That Advances Regional Goals

COG Goals for the Region



Move more people on transit



Fight climate change



Continue to grow the economy



TOD and affordable housing



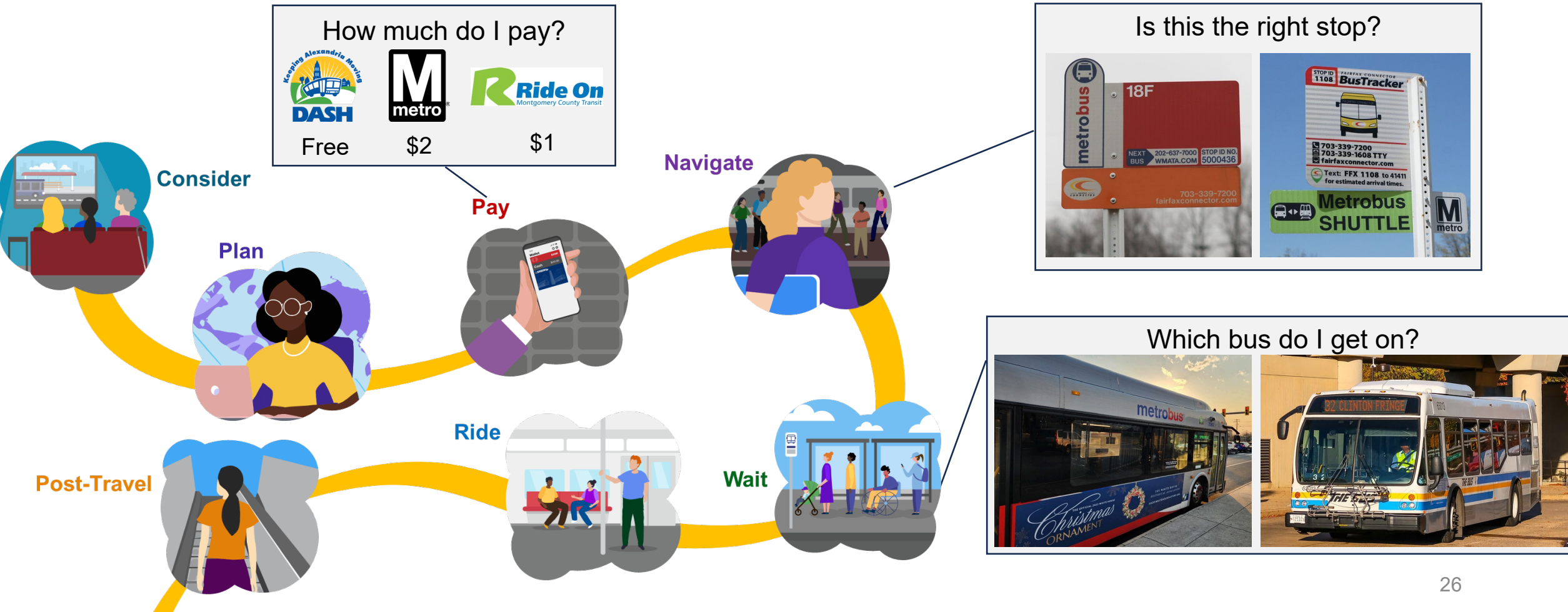
Advance equity and justice

Transit already moves the needle, but comprehensive and coordinated transit will achieve the region's goals

- Providing equitable, accessible, safe travel
- Positioning transit as people's first choice, before the car
- Expanding connections to jobs, healthcare, and education
- Increasing businesses access to more employees
- Reducing traffic and harmful emissions
- Improving air quality and general health
- Encouraging TOD, affordable housing, and strong economic growth
- Reducing fatalities and injuries

Opportunity: A Consistent, Excellent Customer Experience

- 14 different transit providers = 14 different customer experiences
- A lot of potential for confusion, especially for visitors and occasional customers



Need: A More Sustainable Approach to Funding and Delivering Transit

- Current funding structure is unpredictable and unsustainable
- Transit delivery and administration is fragmented and inefficient
- Issues are structural and pervasive, have been well-documented for over 50 years; all DMV transit providers are impacted
- Inability to do short- and long-term planning for workforce, fleet, facilities, technology, capital, and service

14 transit agencies = different planning, operating, and funding approaches



The Time is Right

COG and Metro Partnership Opportunity

Why COG?

- Leader on issues of regional importance
- Convener of government partners who are critical to success
- Developer of long-range transportation plan and transportation improvement program

Why Metro?

- Interstate Compact designates and empowers Metro to “*plan, develop, finance, and operate*” the region’s mass transit system
- Provider of 85% of all transit trips in the region
- Technical scale and capacity

Why Now?

- Region is at a crossroads
- Existing transit planning and operating and capital funding model is broken
- Jurisdiction-based projects vs. regionally planned and connected investments
- Opportunity for a new vision that
 - Leverages decades of plans and investments;
 - Is financially predictable and sustainable;
 - Advances region’s goals; and
 - Creates a world class transit system

Project Sets the Path to an Integrated, World-Class Transit System

DMV Transit Plan



Vision and System Plan

Craft a Vision for a future integrated mobility network

Identify projects, and service levels, and improvements needed for Vision



Supporting Policies

Develop policies to deliver a unified, integrated system and meet regional goals: service standards, fare payment, procurement, fleet management, hiring and training, land use, etc.



Funding Scenarios / Tools

Identify total capital and operating funding needs for existing transit plus the future Plan

Model funding scenarios with range of tools / sources



Funding / Oversight Plan

Explore the best-in-class, “best fit” funding and oversight models

Develop and approve Plan and action steps

Project Leadership and Delivery

Task Force

Advisory Groups

Project Management

- Leads the initiative to produce consensus-based vision, plan, funding model, and action steps for world-class transit
- 20 regional leaders
 - 15 COG appointees
 - 4 WMATA appointees
 - 1 Federal representative
- Informed by opportunities for public input
- First meeting: June 10, Virginia location to be determined
- Second meeting: September, Maryland location to be determined

Community Partners Advisory Group

- Provides input and guidance on tasks and deliverables
- Includes business interests, advocacy groups, and community-based organizations

Government Partners Advisory Group

- Provides input and guidance on tasks and deliverables (e.g. future network, service standards, funding mechanisms)
- Includes staff from local transit agencies, planning organizations, and jurisdictions



Metropolitan Washington
Council of Governments



Project facilitators

- Nuria Fernandez
- Nick Donohue

4. Board Member Discussion and Feedback

1. What does world-class transit mean to you and your constituents?
2. What opportunities and challenges do you see?

5. Consideration of Joint Resolution

DMV *MOVES*

Moving our region forward, together.

6. Adjourn