

**DMVMOVES**

Moving our region forward, together.

# Task Force Meeting #3

December 2, 2024



# Agenda

1. Welcome

2. Discussion:

- a) *Baseline required investment*
- b) *Getting best value from transit funding sources*
- c) *What is needed deliver a world-class transit system?*

# Welcome



Co-Chair: Charles Allen  
Councilmember, District of Columbia  
and Board Chair, Council of  
Governments (COG)

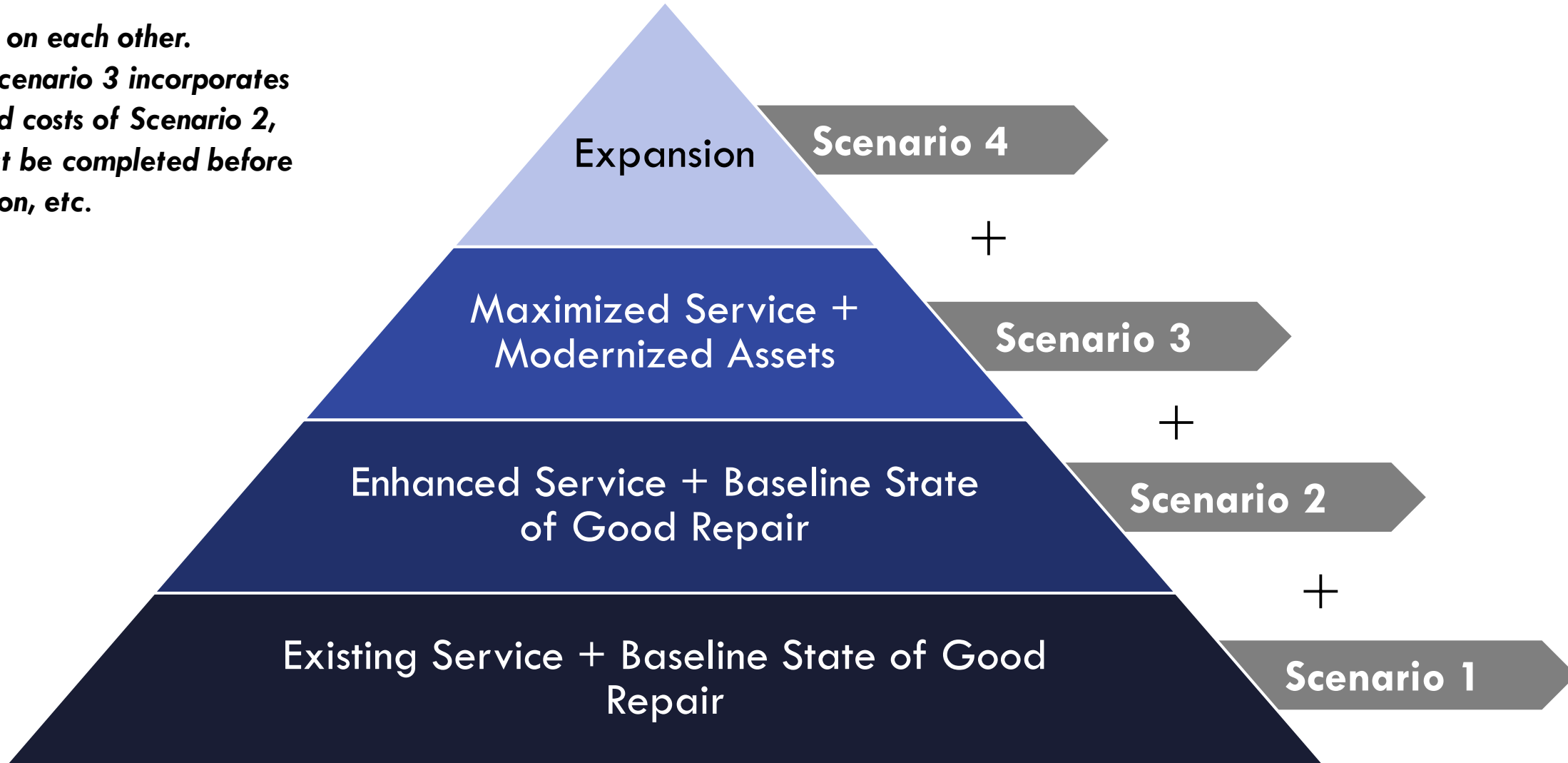


Co-Chair: Paul Smedberg  
Director, Washington Metropolitan  
Area Transit Authority (WMATA)

# Potential Transit System and Funding Scenarios

Four scenarios to support near-term needs and long-term opportunities:

*Scenarios build on each other.  
For example, Scenario 3 incorporates the changes and costs of Scenario 2, Scenario 3 must be completed before system expansion, etc.*



# Scenario 1: WMATA Sustainable Good Repair and Operations

## OPERATING BUDGET

\$140M + Indexing

New operating funding in FY2028 allows Metro to stop using federal capital funds (PM transfer) to cover projected operating deficit (Potential to decrease estimate based on FY2025 budget performance)

## CAPITAL INVESTMENTS

\$340M increase in baseline + Indexing all capital funding



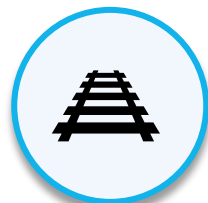
### Stations and Transit Centers

- Station rehabilitation
- Elevator/escalator rehabilitation & replacement
- Station power rooms
- Bus shelters and stops



### Fleet & Facilities

- Rail fleet maintenance & railyard state of good repair
- Bus fleet maintenance & bus garage rehabilitation
- Parking facility rehabilitation
- Maintenance and operational facility rehabilitation



### Right of Way

- Train signaling system
- Track rehabilitation
- Train power systems



### Software & Technology

- Customer information & enterprise video system
- Cyber security & software replacement





# Example State of Good Repair Needs: WMATA Escalators

**Access to Metro stations begins and ends with escalators and elevators**

Metro has the largest inventory of escalators of any organization in the United States

## Escalator State of Good Repair Progress

Metro has replaced over 250 escalators since 2016



## Escalator State of Good Repair Outlook

DMVMoves Scenario 1  
Results in No Escalator  
Backlog  
**\$0M**



*Absent increased funding,  
progress would erode as new  
escalators age*

Projected  
Escalator Backlog in 2031  
**\$178M**  
*Subject to change*



**!** Escalator replacement costs vary by length, ranging from \$900K to \$6M

# Scenario 2: Getting More Value from Existing WMATA Assets

Additional **\$120M** of investment in operations would serve more people and support the region's growth, without additional capital investment



## Metrobus

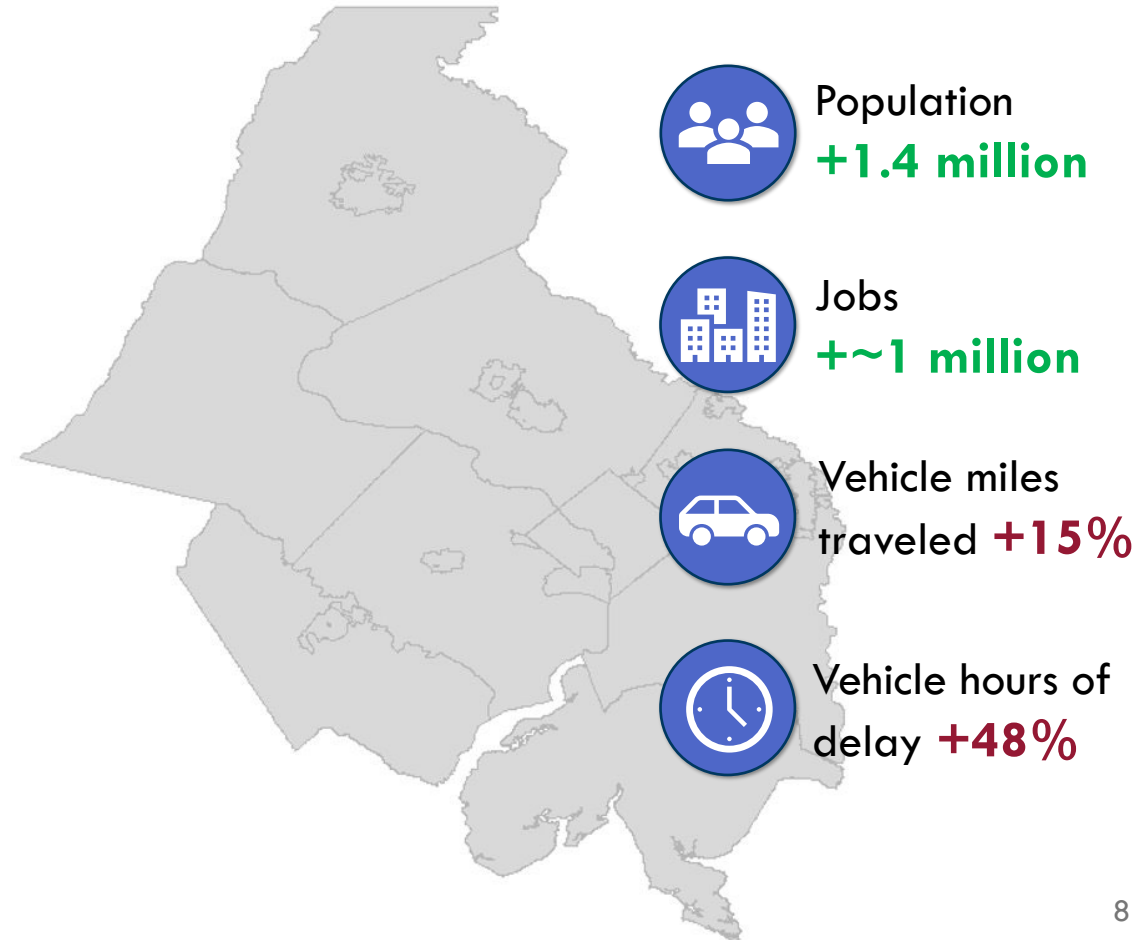
- Add 15+ more routes to the 48 frequent service routes in the 2025 Better Bus Network
- Add 5+ more routes to the 24-hour network, connecting to airports and other key destinations



## Metrorail

- More 8-car trains for capacity
- 3-4 hour peak periods
- More frequent trains **RD** **BL** **OR** **SV** **GR** **YL**
- Weekends open at 6am, close at 2am

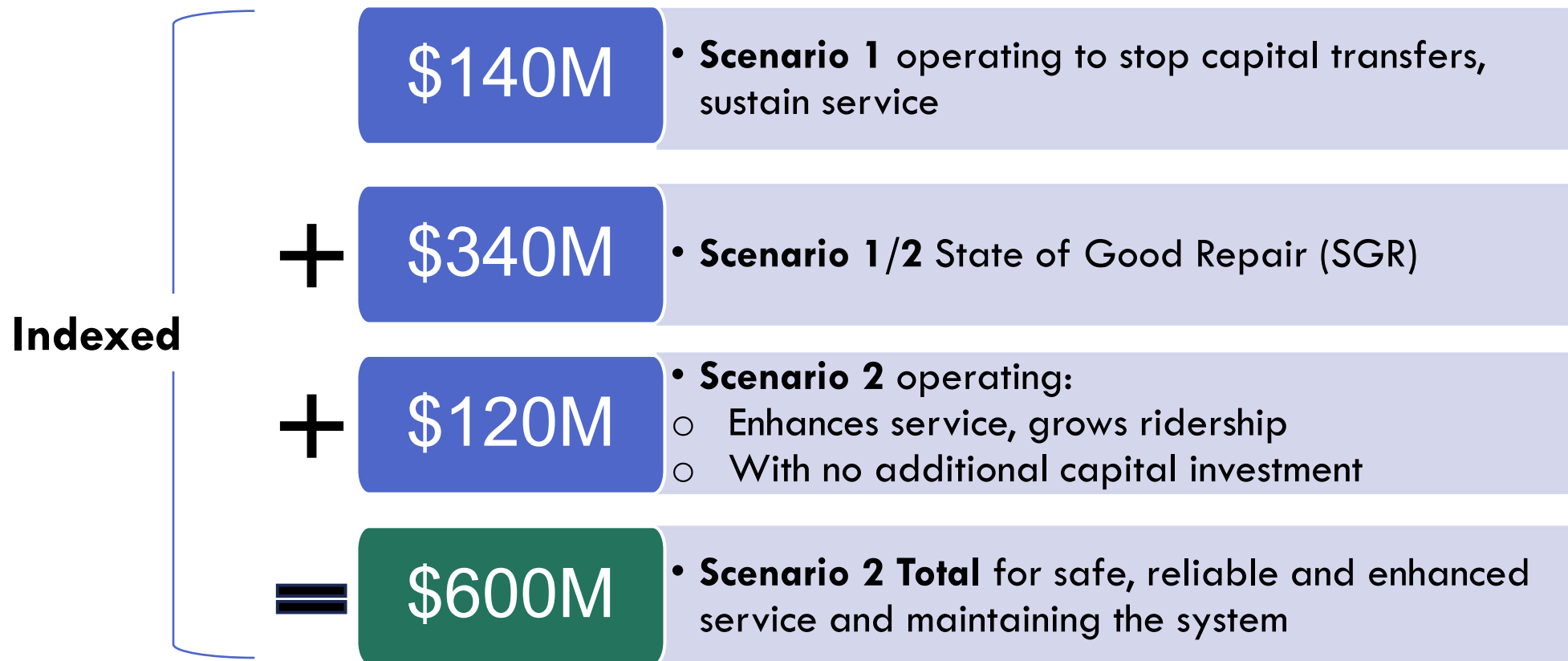
## The Region in 2045





# Scenario 1 & 2 Provide a Baseline for Enhancing WMATA Service and Sustaining it into the Future

**FY2028 WMATA Funding Needed: \$600M**, indexed to grow



# Scenario 1 & 2: State / Local Transit Needs

**FY2028 Funding Needed: \$250M** for state/local providers, indexed to grow

### Local Bus Service Enhancements

- Local bus provider service increase ~10%

### Commuter Rail and Bus Enhancements

- Increase in MARC and VRE
- Increase in MTA commuter bus

### State/Local Providers

<b>\$40M</b>	<ul style="list-style-type: none"> <li><b>Scenario 1</b> operating:                     <ul style="list-style-type: none"> <li>Continue existing FY2025 service levels</li> </ul> </li> </ul>
+	<b>\$140M</b>
<ul style="list-style-type: none"> <li><b>Scenario 1 / 2</b> State of Good Repair (SGR)</li> </ul>	
+	<b>\$70M</b>
<ul style="list-style-type: none"> <li><b>Scenario 2</b> operating:                     <ul style="list-style-type: none"> <li>Enhances local bus service</li> <li>Enhances MARC and VRE service</li> </ul> </li> </ul>	
=	<b>\$250M</b>
	<ul style="list-style-type: none"> <li><b>Scenario 2 Total</b> for reliable service, sustaining good repair</li> </ul>

# Discussion

Do you agree DMVMoves should recommend **Scenario 2, State of Good Repair and Enhanced Service, as the minimum investment the region should deliver?**

Scenarios 1 and 2 deliver:

- Sustainable state of good repair
- Enhanced service above current levels with existing assets

# Discussion

What is the best model for new DMVMoves funding:

- A. New uniform, regional revenue source flows directly to WMATA; WMATA responsible for managing within those revenues
- B. Transit funding needs allocated to jurisdictions; jurisdictions choose how to raise new revenues then dedicate those revenues to WMATA/local operators (2018 Dedicated Capital Funding model)

To maximize the value and utilization of the region's investment in transit, all WMATA funding sources need to be:

- Indexed to grow with inflation
- Bondable
- Have uniform and minimal requirements, encumbrances, and restrictions on use



# Scenarios 3 Modernization and 4 Expansion:

**100% 8-car  
trains**

**Fully  
automated  
Metrorail  
System**

**New Metro  
infill stations**

**Blue Orange  
Silver Capacity  
Program**

**MARC / VRE  
improvements**

**Full zero-  
emissions  
bus system**

**New station  
entrances and  
connections**

**New rail  
lines/  
extensions**

**Full Better Bus  
Visionary  
Network**

**Regional bus  
priority/ Bus  
Rapid Transit**

**Running  
Metrorail at  
maximum  
capacity**

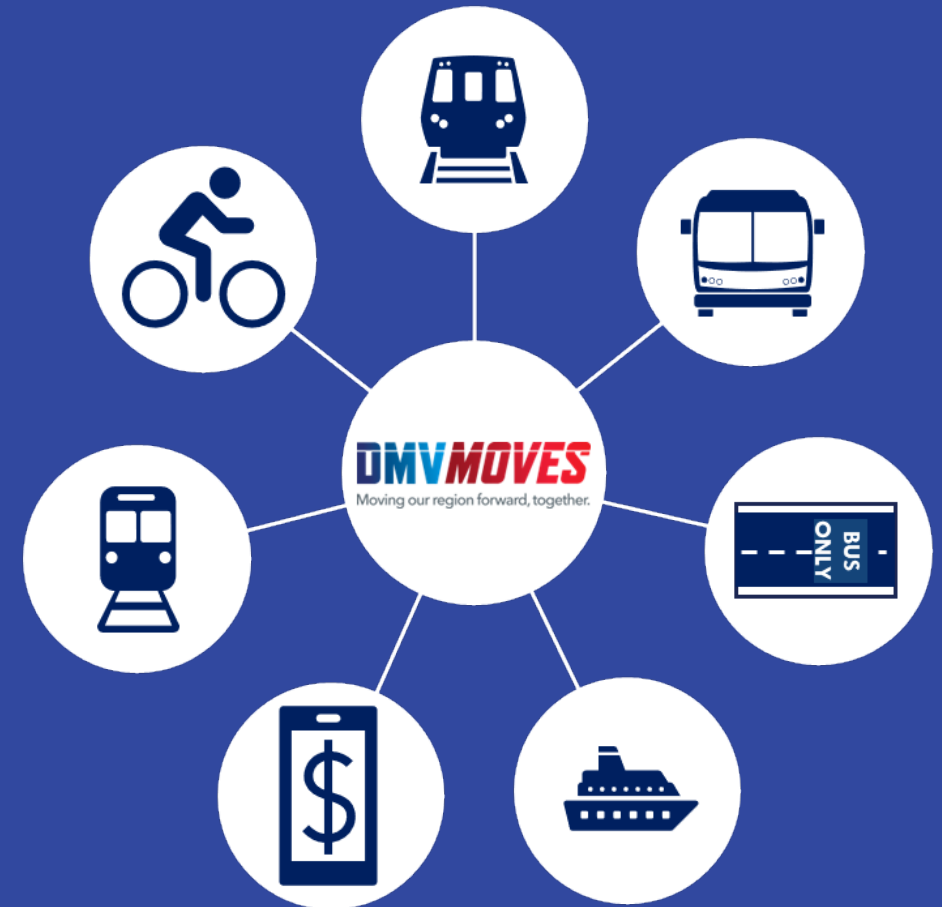
**Regional rail  
MARC / VRE  
growth plans**

# Discussion

Delivering a truly world-class transit system befitting the Nation's Capital requires investment in modernization, efficiency, and expansion. Should **the region** prioritize and fund:

- Operating current transit system to maximum frequency and capacity?
- Metrorail expansion?
- Regional Bus Priority and Bus Rapid Transit (BRT) network?
- Commuter rail to all-day regional rail?
- Full zero-emission bus implementation?

## Potential for World-Class Service



## 2. Discussion

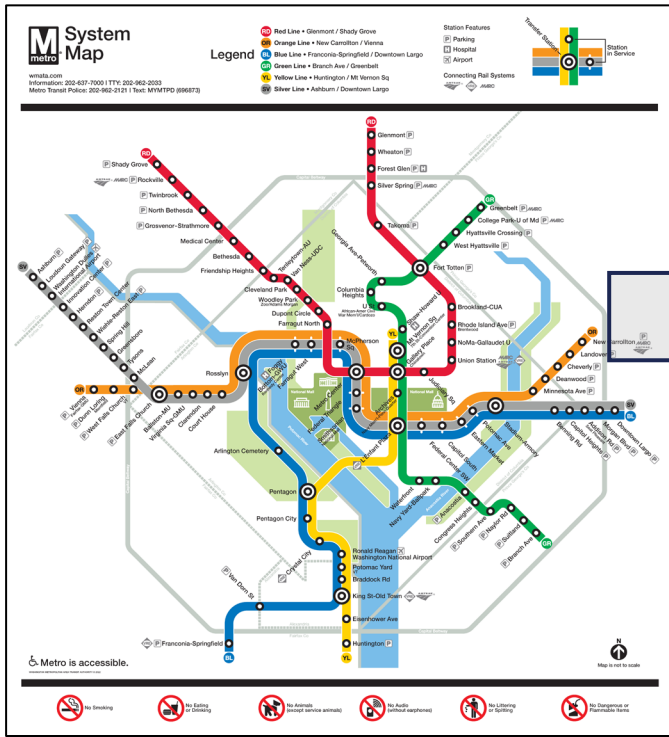
Potential Revenue Options	Rate Increase per \$100M Invested	Example Rate Increase	Revenue Generated (FY28 \$ in M)			
			DC	MD	VA	Total
<b>Sales and Use Tax Rate Increase</b>	0.08% pt.	1% pt.	\$360	\$363	\$509	\$1,233
<b>Sales and Use Tax Base Expansion to Services**</b>	1.48% pt.	6% pt.	\$39	\$161	\$204	\$405
<b>Sales and Use Tax Increase and Base Expansion to Services**</b>	0.05% pt. goods 0.62% pt. services	0.5% pt. goods 6.5% pt. services	\$223	\$356	\$476	\$1,055
<b>Real Property Tax Levy</b>	\$0.0066 per \$100 AV	\$0.05 per \$100 AV	\$156	\$208	\$398	\$762
<b>Payroll / Income Tax</b>	0.033% pt.	0.5% pt.	\$505	\$368	\$644	\$1,518
<b>Motor Vehicle Sales Tax</b>	0.79% pt.	1% pt.	\$1	\$59	\$67	\$127
<b>Vehicle Registration / Impact Fees</b>	\$27.40 per vehicle	\$1.00 per vehicle	\$0	\$2	\$2	\$4
<b>Accommodations Tax</b>	2.5% pt.	5% pt.	\$129	\$27	\$44	\$201
<b>Motor Fuel Tax (per gallon)</b>	6.2 ¢ per gallon	10 ¢ per gallon	\$7	\$92	\$61	\$161
<b>Real Estate Transfer Tax/Recordation tax</b>	0.1% pt.	0.1% pt.	\$27	\$31	\$46	\$104

\*These are the taxes raised within Metro jurisdictional stakeholders and excludes non-WMATA MWCOG counties of Charles, Frederick, and Prince William, etc.

\*\*Amount generated includes 1% on Agricultural, Personal, and Amusement Services.

# The Future Requires A Shared Vision

The region once had a unified transit vision...



...currently lacks one...



...but now has the opportunity for a new unified vision





# DMVMoves Look-Ahead

## Task Force January TBD

### Key Topics:

- Preferred funding scenario
- Draft funding plan

## Task Force 03/24/25

### Key Topics:

- Policy recommendations
- Draft Plan, Policies, and Action Steps

## Task Force 05/16/25

### Key Topics:

- Final Plan, Policies, and Action Steps

## Joint COG/WMATA Board Meeting TBD

### Key Topics:

- Adoption of DMVMoves Plan

Jan

Mar

May

Jun

Advisory Group Meetings  
Jan, Feb

Advisory Group Meetings  
Mar, Apr

Working groups meeting regularly to deliver Task Force six Action Plans for an integrated, seamless, more efficient transit system