

DMVMOVES

Moving our region forward, together.

DMVMoves Task Force

March 24, 2025



Agenda

- Updated Approach to WMATA's Funding Needs
 - Revised budget and financial outlook
 - Investments that meet region's goals and needs
 - WMATA's DMVMoves funding needs
- Estimated Local Transit Needs
- DMVMoves Funding Goals
 - Approach and outcomes
- Next Steps

Path to World-Class Transit

Goal: Deliver world-class, cost-effective service that maximizes transit ridership and supports a growing, dynamic economy



Fully utilize existing capacity



Maximize ridership



Drive cost-efficiency



Support future ridership and improve connections to opportunity

Approaches to WMATA's Funding Needs

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

~\$700-\$750M beginning in FY28
+ 3% annual growth

- Included \$140M to close projected operating deficit
- Assumed existing dedicated funding and PRIIA (\$800M) would be re-baselined and begin to grow with inflation
- Eliminate SGR backlog to ~\$0 to achieve maximum performance
- Increase bus and rail service using existing assets
- No regional bus priority program
- No rail extensions

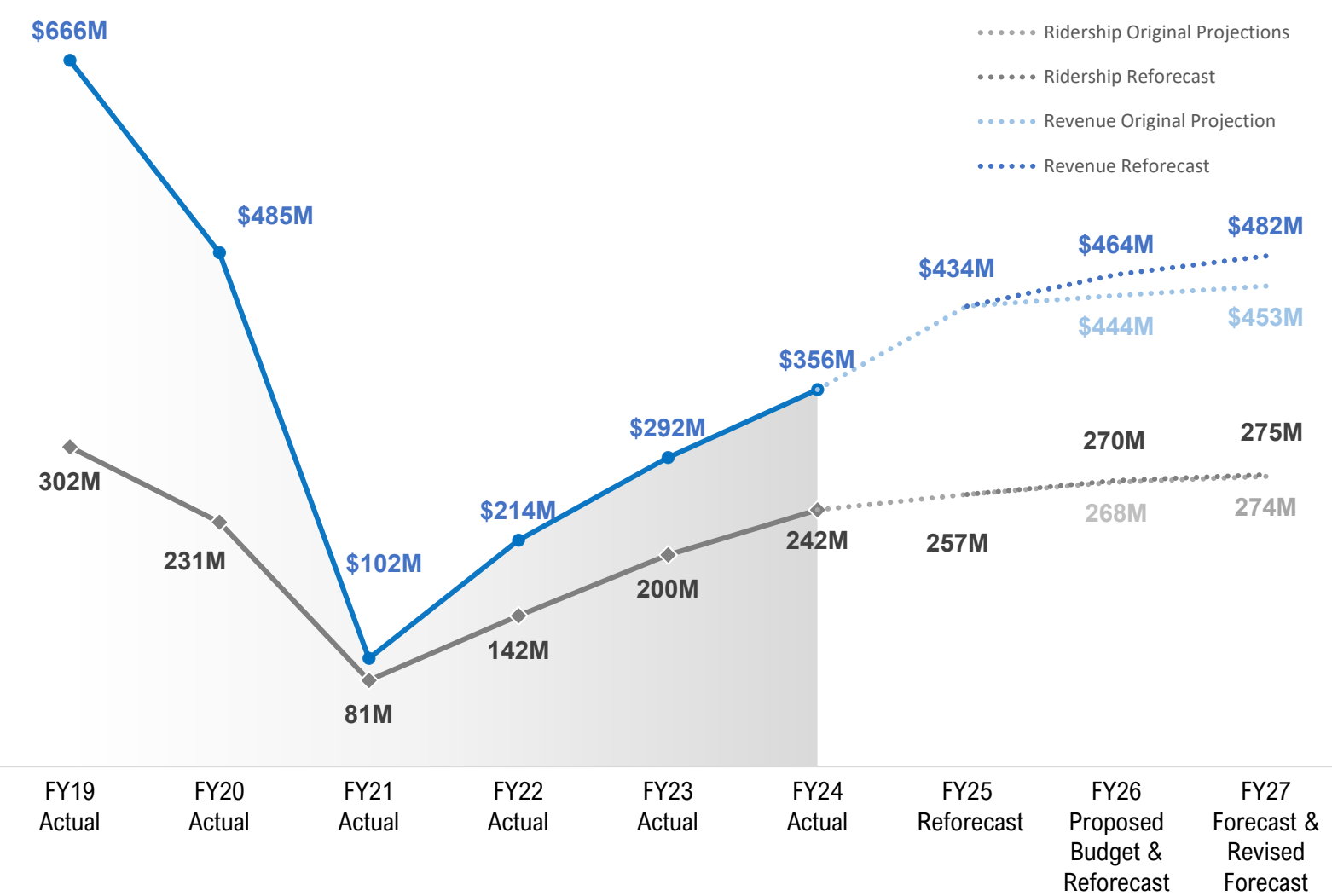


Alternate Concept (Spring 2025) – Manageable SGR Backlog

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

- Improved ridership/revenue and operating cost efficiencies close previously projected deficit
- Assumes existing Dedicated Funding and PRIIA (\$800M) does not change, reducing long-term funding amount
- Strategically manage SGR backlog to sustain and improve performance, safety, and reliability
- Targeted future service investments
- Includes rail automation program (addressing antiquated signaling system)
- Invest in regional bus priority program
- No rail extensions

Good News! WMATA Ridership and Passenger Revenue Growth Exceed Expectations



Drivers of Revenue Growth

- Strengthening **ridership** and **revenue growth**
- FY26 passenger revenue estimates **+ \$20M**
- FY27 passenger revenue estimates **+ \$29M**

Proposed FY26 Budget Improves Service and Grows Ridership while Modernizing to Deliver Efficiencies and Reduce Costs

Rail

- Automatic Train Operations (ATO) = faster trains, more frequent service
- **More service at same projected cost**
- Expanded hours of service
- More passenger capacity on Red and Silver lines
- Increase in job access

Hours of Operation

Mon-Thu:	5 am to Midnight
Fri:	5 am to 2 am
Sat:	6 am to 2 am
Sun:	6 am to Midnight



Bus

- Better Bus: **More frequent and** reliable network **at no extra cost**
- 30% increase in Frequent Service
- 20,000+ people with weekend service
- 5% increase in access to opportunity
- Increases ridership **and** efficiency



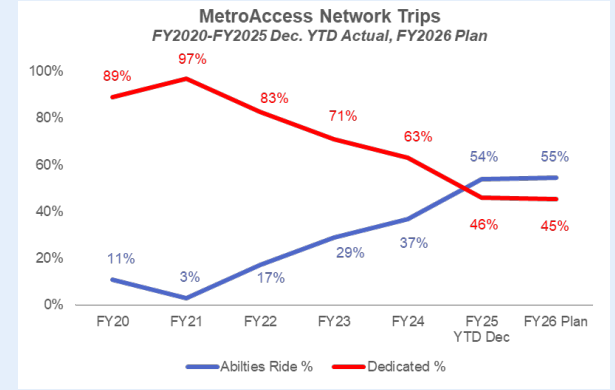
Prioritizes the customer experience



Need to use limited resources efficiently

MetroAccess

- AbilitiesRide use is growing, **reducing Metro's paratransit costs**
- Shifting some fleet purchases from vans to sedans also saves money



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

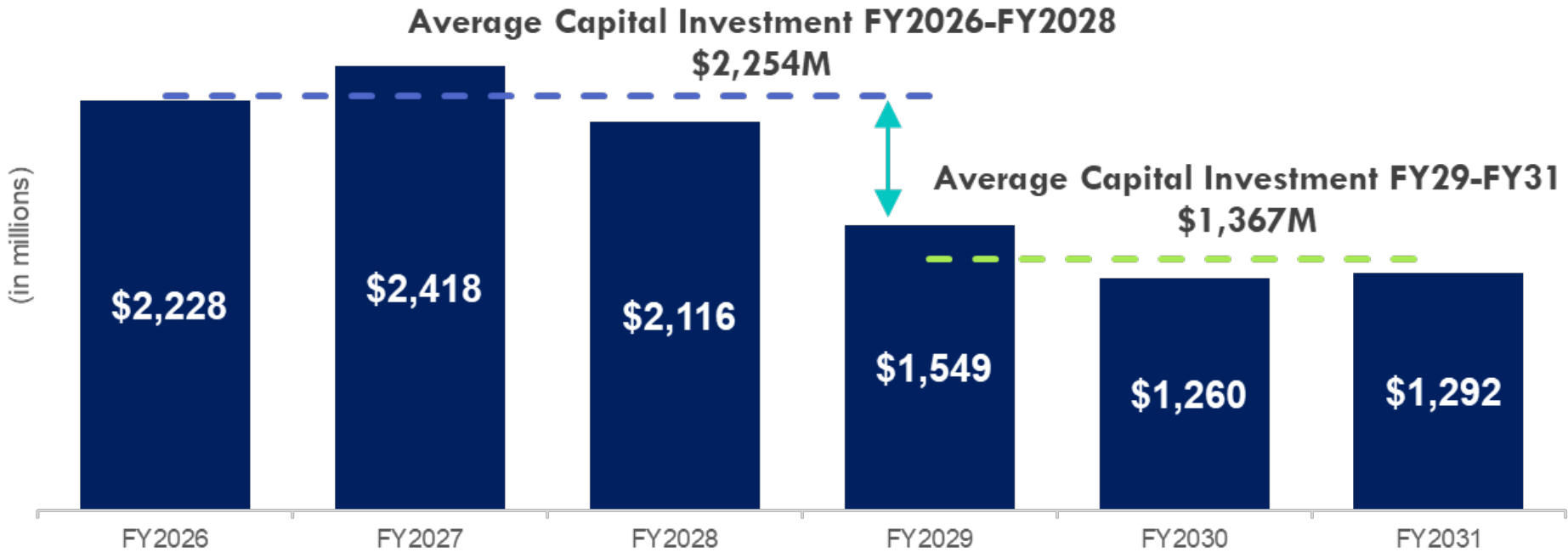
- ✓ Recurring budget management savings
- ✓ Service and asset modernizations to drive efficiencies and reduce costs
- ✓ Ridership & revenue growth

Assumes FY26 planned service levels continue

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

WMATA and Region Still 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 addresses infrastructure issues only as they arise, rather than proactively

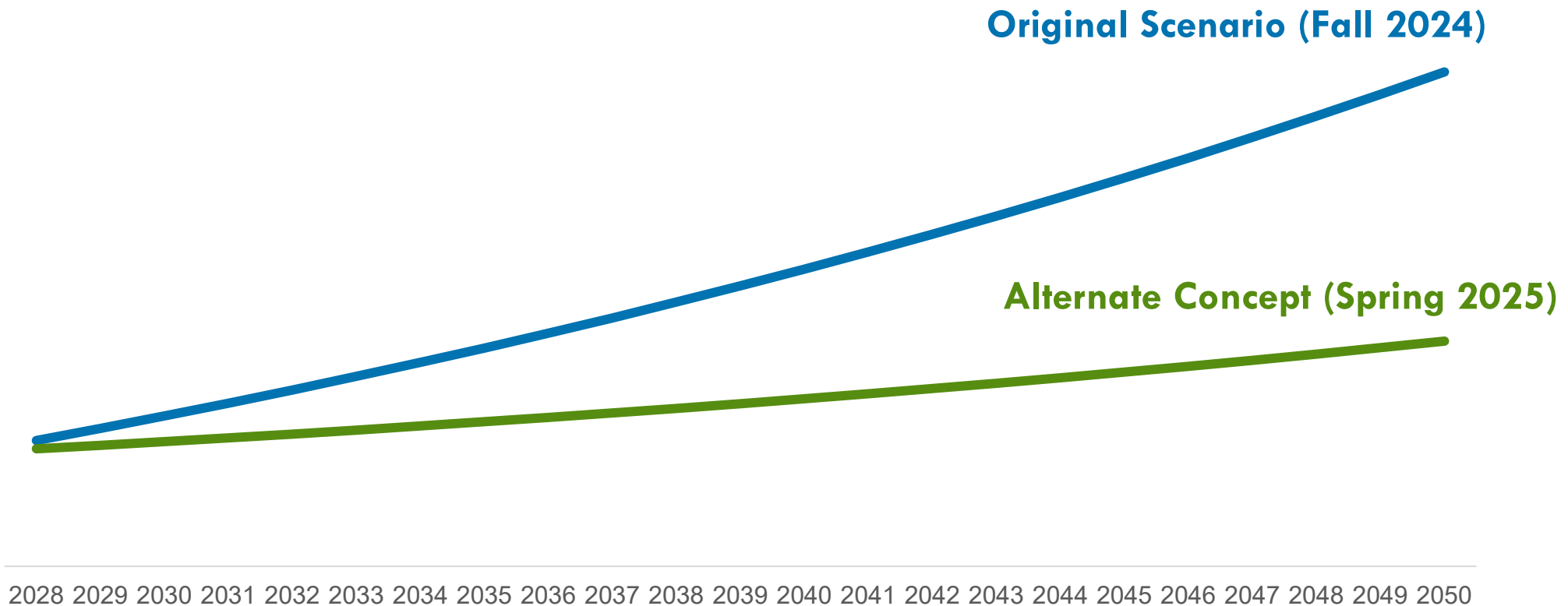


Excludes debt service and revenue loss from capital projects

Approaches to Funding WMATA’s Needs

The Original Scenario (Fall 2024) assumed WMATA’s funding partners would re-baseline and grow existing capital funding sources and add and grow new funding. The Alternate Concept (Spring 2025) adds and grows new funding and assumes current funding sources continue as they are structured today.

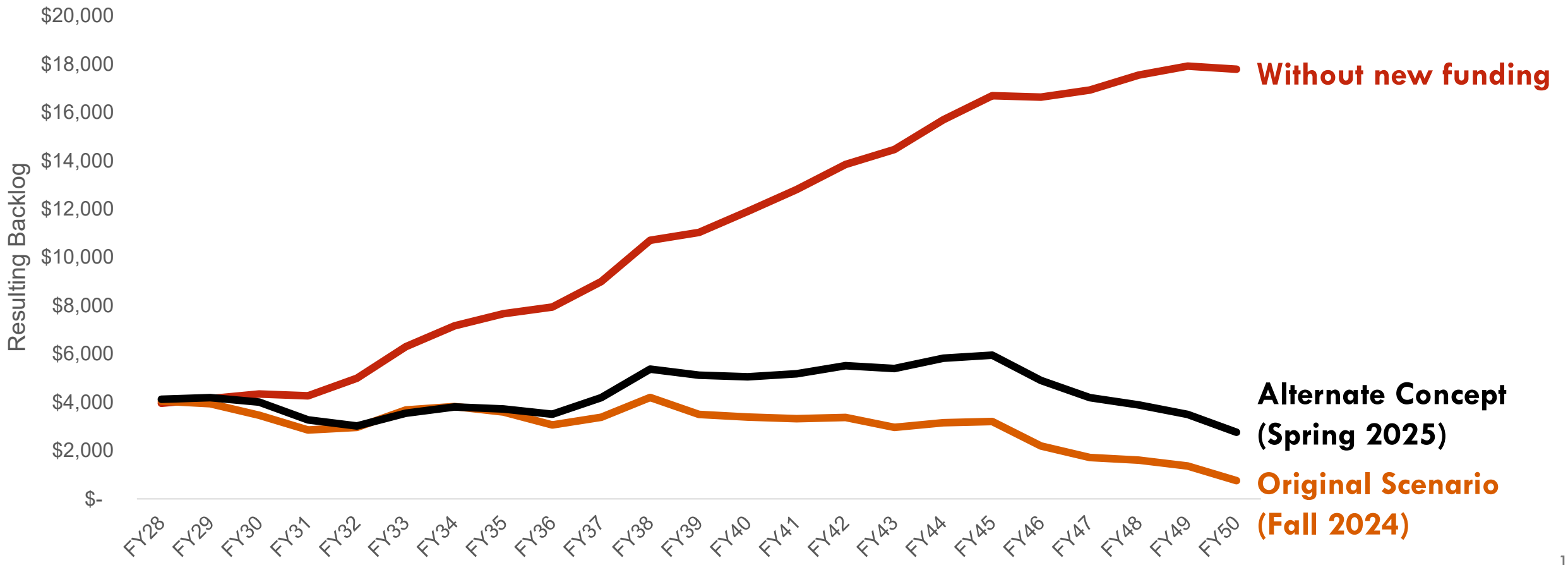
Difference in Funding Assumptions



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.

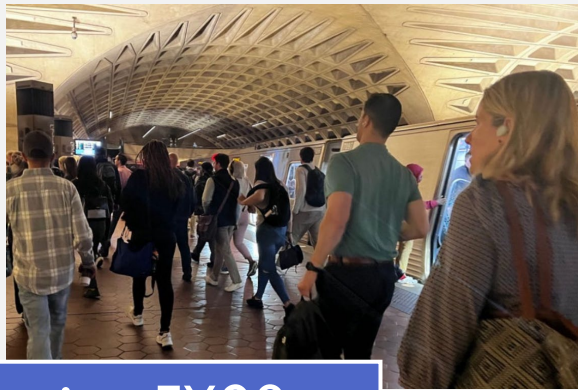
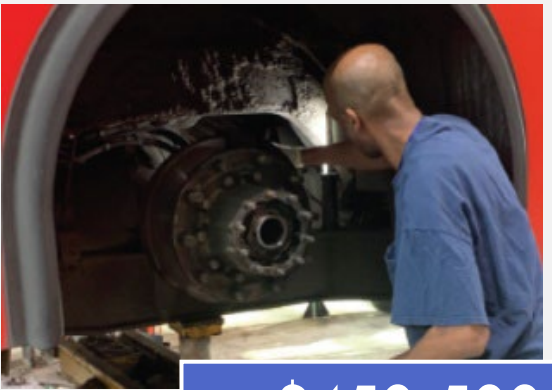
SGR Backlog Scenario Comparison



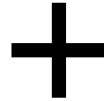
DMVMoves: Alternate WMATA Funding Concept

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**

Leverage the Existing System

Essentially Scenario 2 from December Task Force meeting


 **Metrorail Concepts**

- More 8-car trains for capacity
- More frequent trains **RD** **BL** **OR** **SV** **GR** **YL**
- Extend Yellow Line to Greenbelt
- Weekends open until 2am

 **Metrobus Concepts**

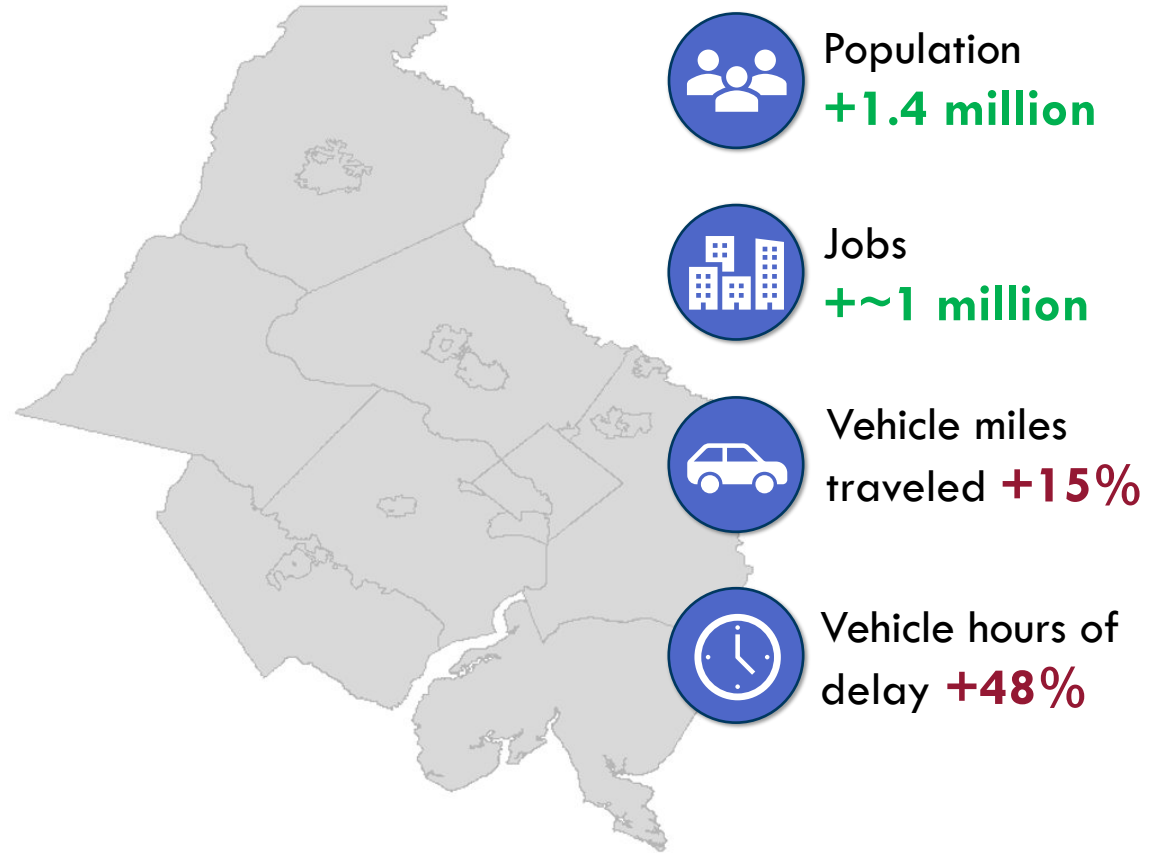
15% increase to 2025 Better Bus Network

- 15+ more Frequent Service routes
- 5+ more routes to the 24-hour network

 **Local Bus Concepts**

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

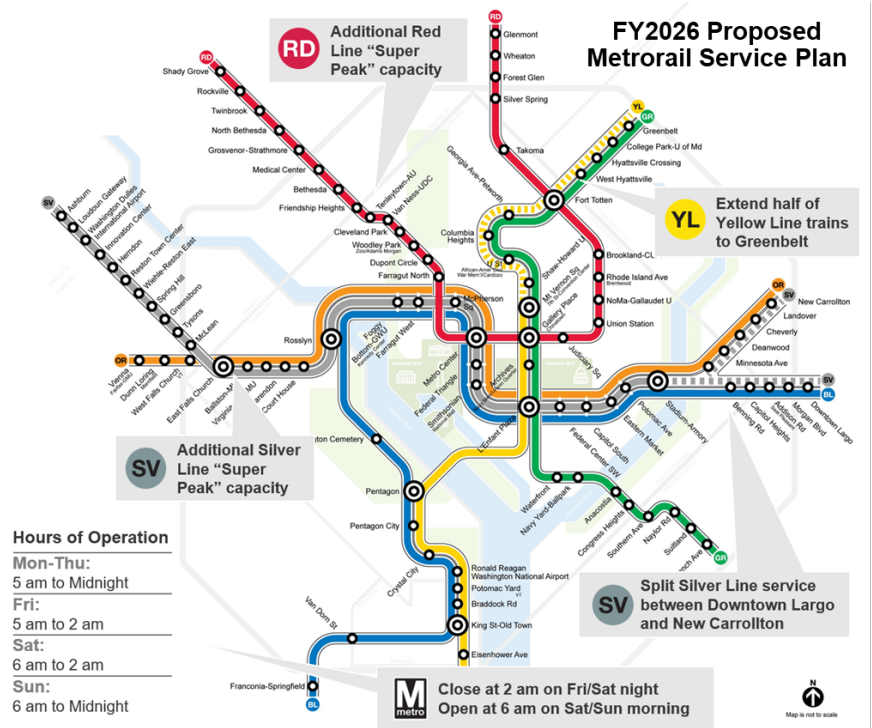
The Region in 2045*



*MWCOCG Cooperative Forecast

While Making Service More Cost-Effective

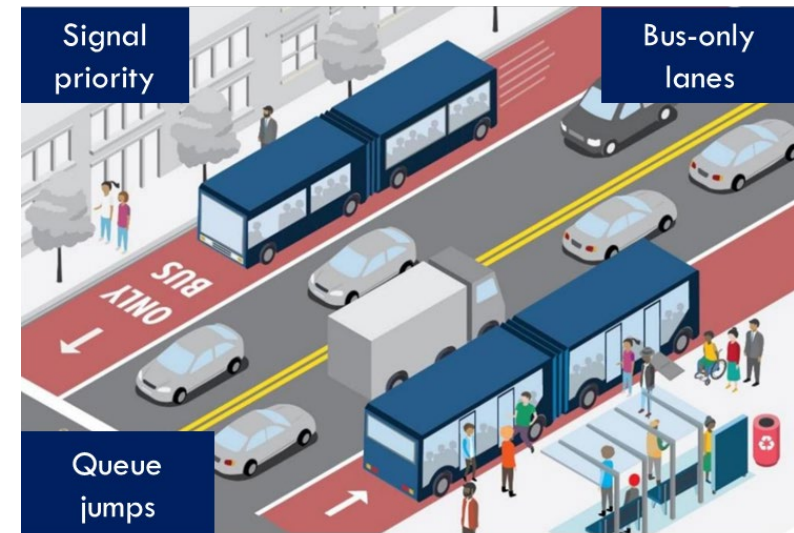
Rail optimization improves efficiency



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:



X 20

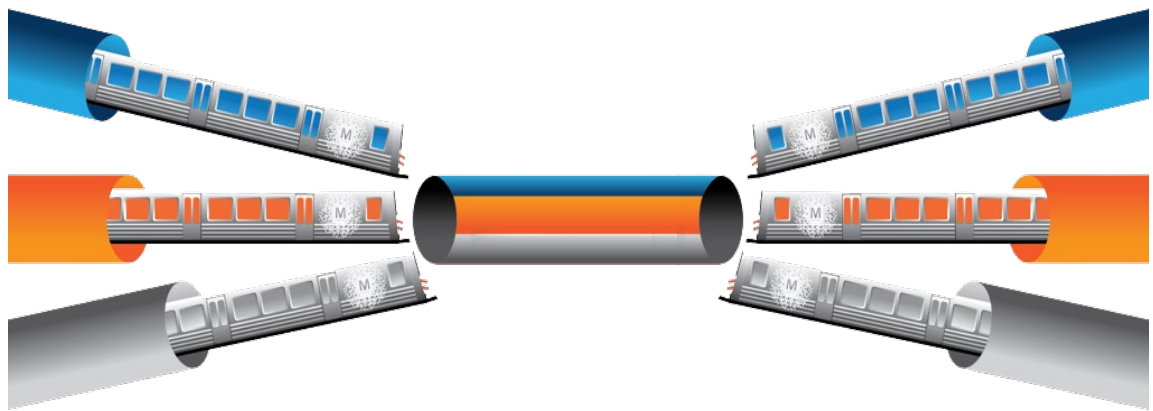
Prioritized peak service:



X 17

Move More People + Generate Economic Activity

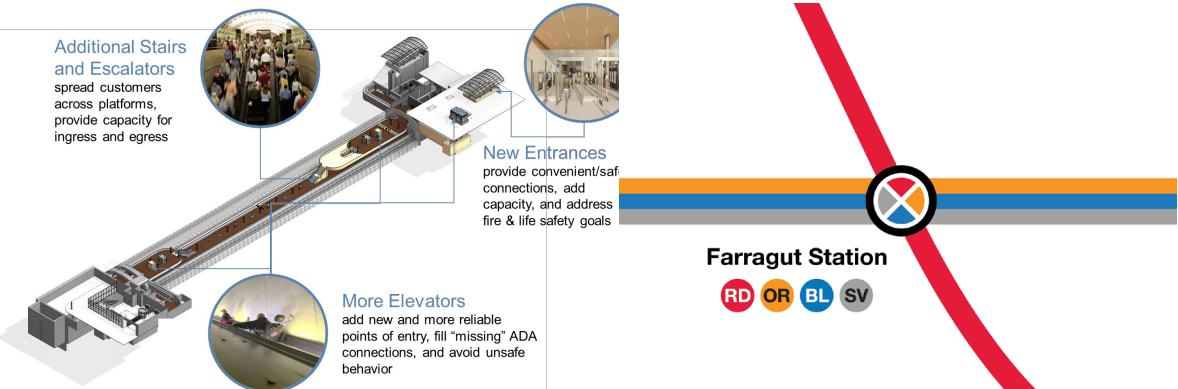
Address the system's capacity needs to make Metro service more frequent and reliable



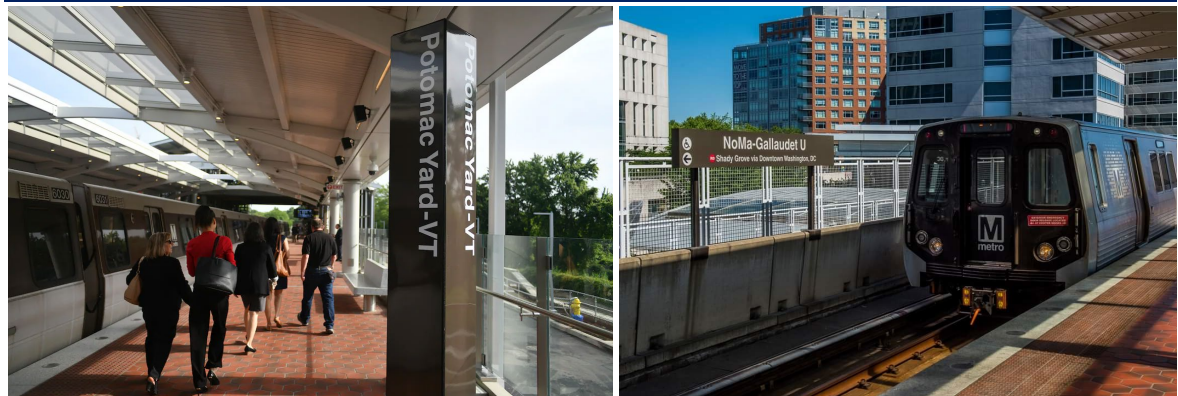
Move more people to more places with bus rapid transit (BRT) lines and bus priority treatments



Build new station entrances to connect them to more housing/jobs and increase accessibility



Support growth and planned development with new infill stations and more station entrances



Current Metrorail System Challenges

Safety



Ongoing trespassing incidents

- Trespassers, slips/trips/falls
- Human error in operation
- Challenging to mitigate with current system design

Reliability



Aging & unreliable infrastructure

- Human variability in operations and signal system failures causing delays
- Maintenance costs are growing and replacement parts are increasingly difficult to source

Capacity



Outdated concept of operations

- Rising operating expenses & inflexible service model
- System bottlenecks at key locations limiting service
- Alternatives to add capacity are challenging to build and expensive

Rail Automation

1. Signaling Systems



Metro Integrated Command & Communications Center (MICC)

Modern Communications-Based Train Control (CBTC) with capability to control all aspects of train operations, including detection of obstacles

2. Vehicles



Paris Metro: MP05 rolling stock

Railcars must be equipped with CBTC technology – systems use more onboard equipment but less wayside infrastructure

3. Platform Doors



Barcelona Metro

Protect customers on the platform with physical barriers, such as platform screen doors

Automation is Global Standard, Including for Legacy Systems



Copenhagen Metro

Designing for driverless operation is the **global standard for newly built rail** transit lines



Washington Dulles AeroTrain

More than **25 fully automated systems operate in US airports**; the oldest operating since the 1970s.

These are often “must-ride” systems, demanding high reliability 24/7



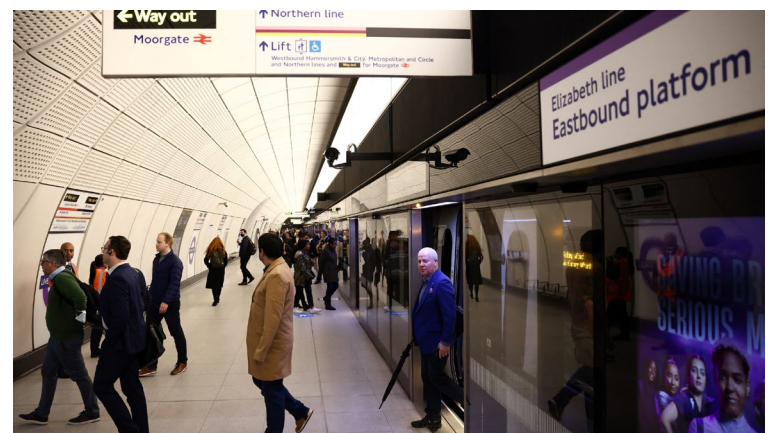
Paris Metro: Line 4 Platform Screen Door Testing

Cities are retrofitting legacy, conventional lines (including 100+ year old Lines 1 & 4 in Paris) for full automation to add capacity, improve service, and decrease cost

Rail Automation Addresses Key Needs and Challenges

Benefits / Impacts

- ✓ Highest on-time performance: 95-99%
- ✓ Reduced operating cost profile
- ✓ Run same level of service with fewer trains, or run more service with same resources
- ✓ Less physical infrastructure to pay to maintain
- ✓ Safer operations and doors keep trespassers off tracks, reduce track fires
- ✓ Grow ridership and address system capacity needs



Regional Network of Fast, Frequent Buses Can Move More People, Improve Travel Time, and Increase Safety

- Implement bus priority on a network of high-frequency routes to provide fast, reliable service
- Operate same frequency with fewer buses; savings can be used to increase service frequency
- Bus priority treatments:
 - Move more people in and through a corridor
 - Increase transit ridership
 - Reduce travel time for riders and drivers
 - Improve safety for all road users
 - Generate foot traffic for businesses
 - Can support economic development



16th Street (DC) Bus Lanes



Crashes **-28%**
 Bus travel time **-15%**
 Vehicle travel time **+/- 1%**

Georgia Ave (MD) Bus Lanes

900 more people per hour moved in corridor on buses and other vehicles.

^ Equivalent to building a new travel lane

Discussion

Is this alternate concept moving the region in the right direction?
Will it advance DMVMoves goals?

Reinvesting in & Modernizing the Existing System



\$450-500M starting FY28
+3% per year

+

Additional Frequent Bus & Bus Priority



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

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)

\$146M

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)

\$126M

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

Discussion

DMVMoves funding needs to:

- Be **reliable** and **predictable**
- **Grow** to keep up with inflation
- Be **bondable**
- Have **no restrictions or encumbrances** on use and uniform requirements

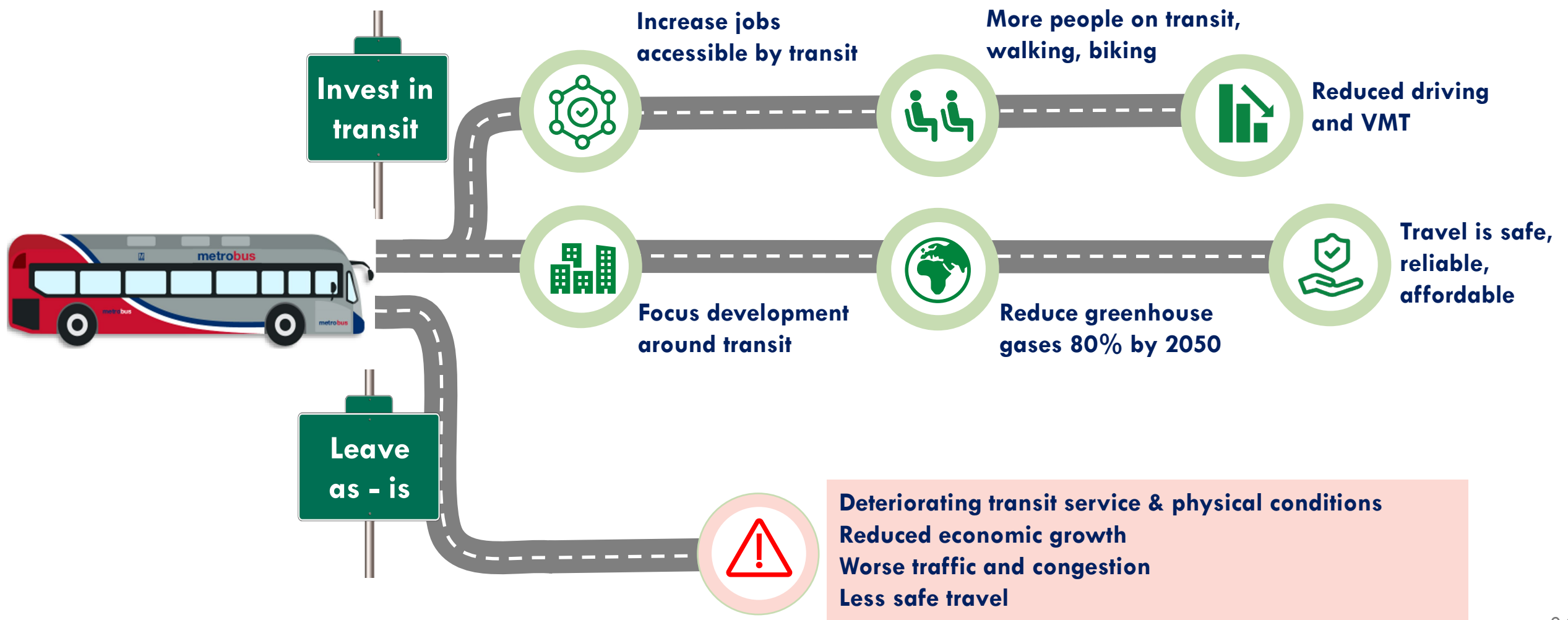
What is the best model for DMVMoves funding?

- 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 model)

Appendix

Achieving COG Goals Requires More People on Transit

The region will continue to grow. Transit is key to supporting that growth and achieving the region's goals.



Acknowledging Factors Outside Region's Control that Impact Transit Over the Next 25 Years

Any 25-year plan or financial analysis must rely on a range of assumptions. Some factors are within regional leaders' control or ability to influence. Others are not but have implications for ridership, travel demand, and overall levels of economic activity.



Within Region's Control/Influence

- Transit routes and service levels
- Transit fares
- State/local transit investments
- Investments in other modes
- Land use and development
- Economic activity taxes
- Other fees



Outside Region's Control

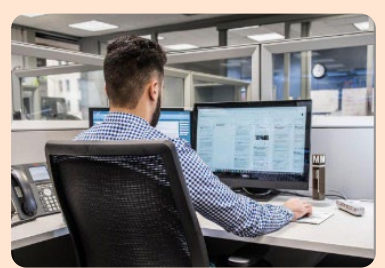
- Federal policies and actions
- Large-scale economic shifts
- Gas prices
- Individual business decisions
- Unanticipated emergencies
- Interest rates
- Other factors

Improving Service on the Existing System Relatively Affordable

Metro's low variable costs mean incremental service improvements are relatively inexpensive

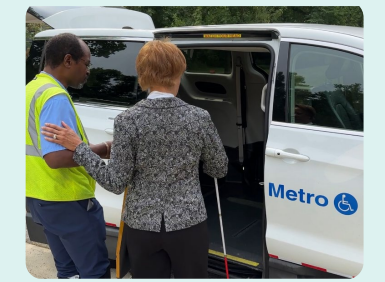
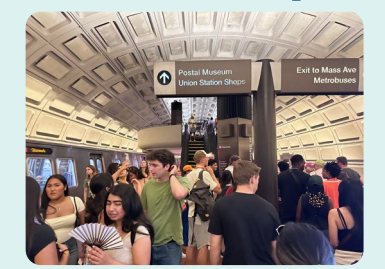
Transit has high fixed costs that do not change with service

- Inspecting and repairing vehicles and facilities
- Track maintenance
- Police / security
- Fixing escalators, elevators
- Fare collection / accounting
- Safety compliance
- Management
- Information technology



Variable costs do change with service levels, and Metro's are matched to all-day demand

- Number of rail and bus operators and hours worked
- Number of MetroAccess trips provided
- Fuel or power for vehicles
- Maintenance and parts for daily upkeep



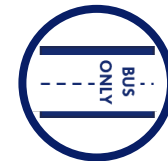
About 80% of Metrorail operating costs are not directly determined by service levels

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



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

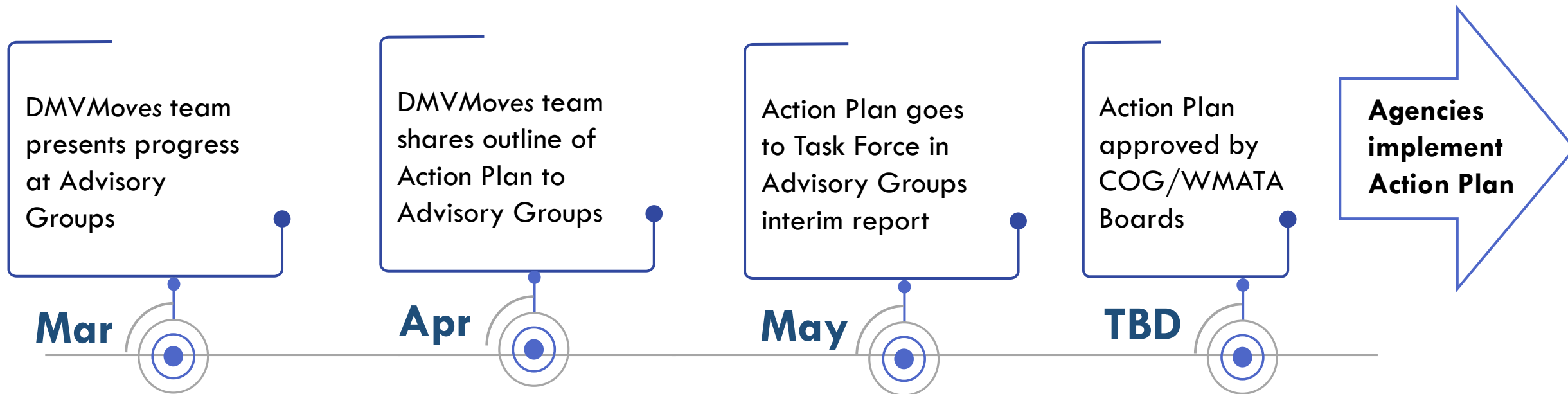


Improve wayfinding, customer information, and amenities at transit stops



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

Current Working Groups Timeline and Products



Monthly Working Group Meetings →

Work plans: The schedule and list of tasks and deliverables for each working group; inputs for Action Plan

Action Plan: The DMVMoves implementation plan: the combined list of changes the working groups agree to recommend to the Task Force, expressed as action steps for each agency, benefits, costs, and implementation timelines

DMVMoves Look-Ahead Through May

Task Force Meeting

05/16/25

Key Topics:

- Advisory Groups Interim Report
- Update on WMATA Rail Automation Program, Regional Bus Priority Planning, BOS Lines capacity options
- DMVMoves Vision, Investment Plan, Funding Options

Today



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

May



Advisory Group Meetings

May