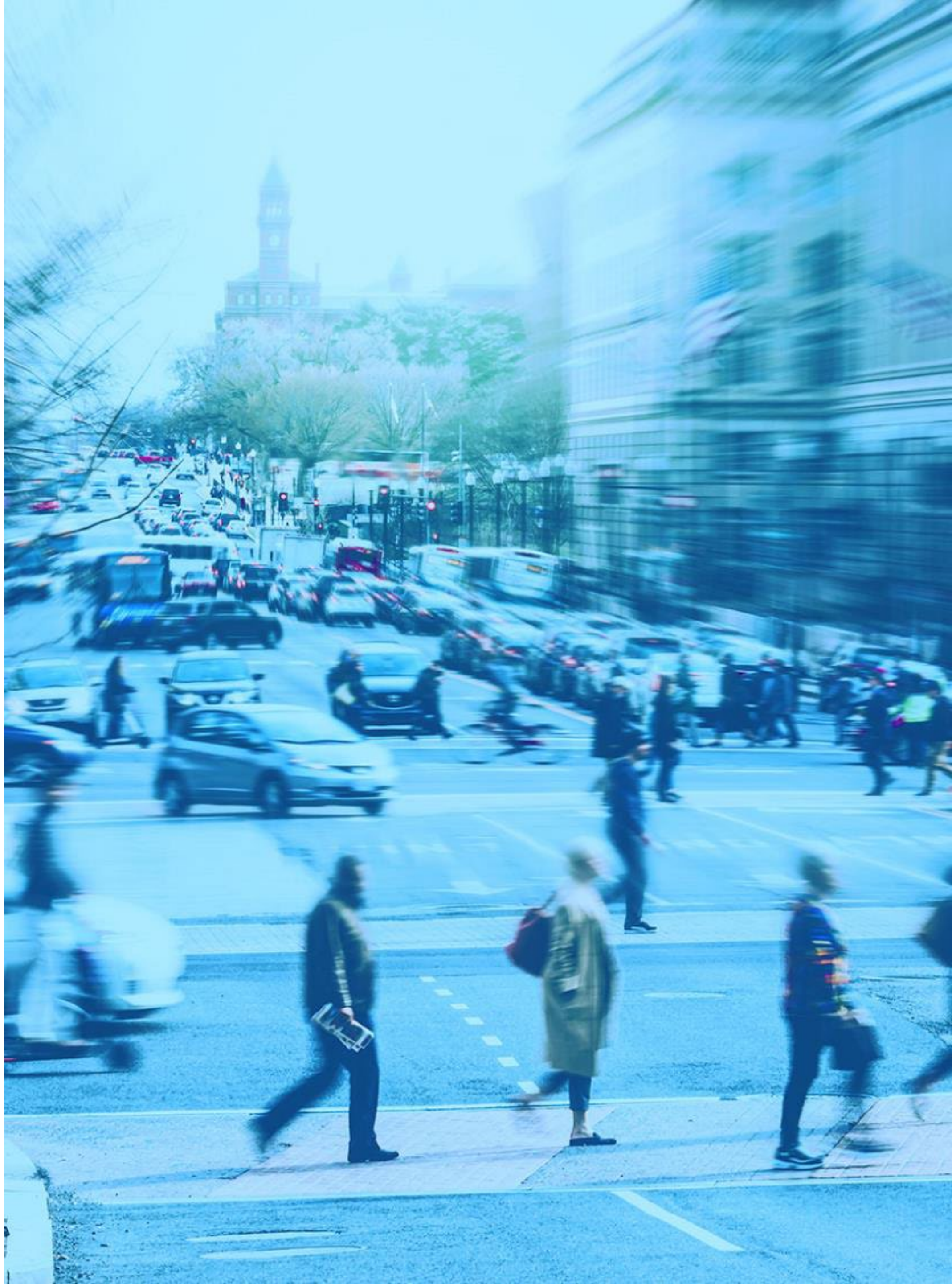
DMVMOVES

Moving our region forward, together.

Task Force Meeting #6

October 29, 2025



Agenda

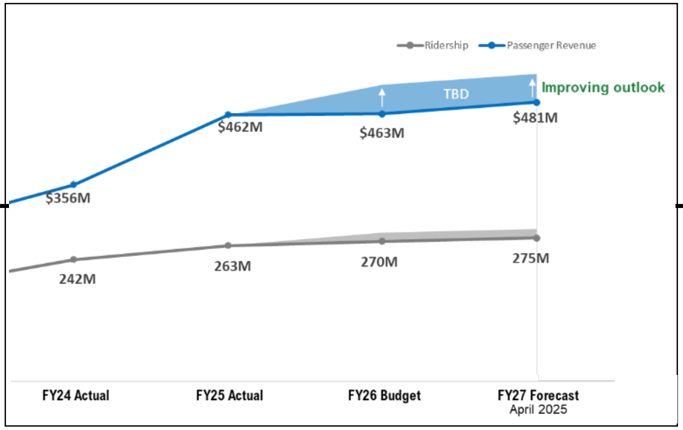
Welcome

1. Public Comment
2. Metro Update
3. Recap of DMVMoves Initiative
4. Transit Investment Plan
5. Actions for Regional Network Integration
6. Recommendation from Advisory Groups
7. DMVMoves Resolution and Recommendations to Joint Boards

Metro's recent successes

Recognizing Success

- **APTA Transit Agency of the Year**
- APTA awards for
    - **Heavy Rail Security** Gold
    - **Outstanding Partnership** in Public Transportation
- **Customer satisfaction of 92% on rail and 83% on bus**



Ridership and Revenue Growth

- **54 consecutive months** of ridership growth
- **Passenger trips +9%** in FY25
- **Crime down 55%,** lowest in 8 years
- 12 days this spring with 1M+ trips
- 24M+ trips each month – **first time in six years**

Financial Stewardship

- **Eliminated a projected $750M budget gap in FY2025** through high ridership growth, cost efficiencies, and regional investment
- FY25 ended in a **surplus – $120M under budget**
- **$480M saved in FY25** to be reinvested in **capital program**

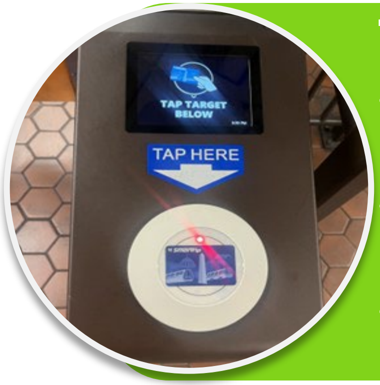
New wins for customers

Better Bus Network

- 7% more service using same resources
- More frequent service, new connections for customers

Safety and Security

- Crime down 55% - an 8-year low
- Fare evasion down 82% on Metro Rail
- Ramped up bus fare enforcement



Tap. Ride. Go.

- Maximum payment convenience
- 4.1M+ trips and $12.6M revenue to date
- Expanding to bus this year

Safer and More Reliable Service

- Restored Automatic Train Operations (ATO)
- 12.5 new miles of bus lanes in FY2025

Escalator & Elevator Availability

- Elevators: 97.3% in FY2026 Q1
- Escalators: 94.6% in FY2026 Q1

Region is growing and has aspirational goals

The region is still projected to grow significantly by 2050. That means more people making more trips – and a lot more traffic congestion, worse air quality, and pressures on quality and cost of living. But the region has many aspirational goals to guide that growth to better outcomes.

The region in 2050:

Population 7.2 million
+1.25M people (+21%)

Jobs 4.2 million
+800K jobs (+24%)

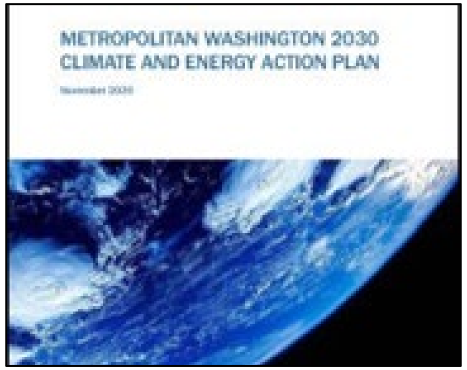
Vehicle miles traveled **+15%**
Vehicle hours of delay **+70%**

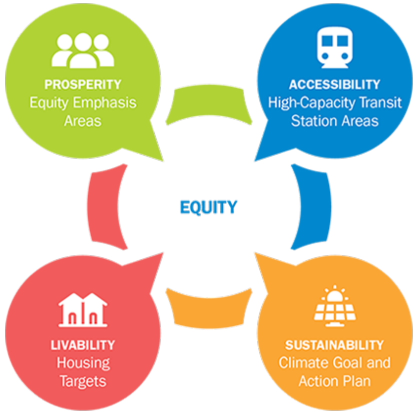
GHGs
GHGs -24% vs. target -80%

The region's plans and goals:

VISUALIZE 2050

Region Forward





World-class transit is critical to the region's goals

Transit drives economic activity

Within half-mile of Metro stations and bus stops:

- **60%** of population • **2.8M** people
- **70%** of jobs • **1.7M** jobs
- **50%** of employers • **134,400 businesses**
- **$9.4B** in business output supported by transit
- **$330B** in property value around Metro stations
- **$3.2B** in tax revenue generated around Metro stations

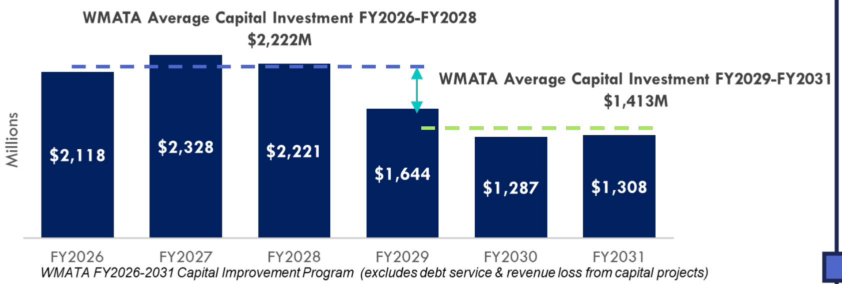
Transit connects the DMV

And connects us to the world

DMVMOVES is a joint initiative to develop a unified vision and sustainable funding model for public transit in our region

Transit Funding Crisis:

Metro will reach its debt capacity limit, **creating a serious and permanent capital funding gap starting in FY2029**. State and local systems also have funding shortfalls.



WMATA FY2026-2031 Capital Improvement Program (excludes debt service & revenue loss from capital projects)

Metro's capital program:

- Capital funding sources **not indexed to grow**
- **Inflation** significantly reduced capital buying power
- **Debt capacity limit will be reached in** FY2029
- Will be forced to **reduce annual capital investments**

DMV Transit Today:

14 transit operators and 12 bus systems each have their own service guidelines, fare policy, signs, fleet, assets and procurement, facilities

DMVMOVES

Regional Transit Task Force

22 regional leaders and elected officials who lead the effort

Government Partner Advisory Group
Community Partner Advisory Group

Government, transit, business, and community leaders to provide input, guidance, and recommendations to Task Force

Metropolitan Washington Council of Governments

metro

DMV*Moves* sets a new Vision and goals for transit

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."

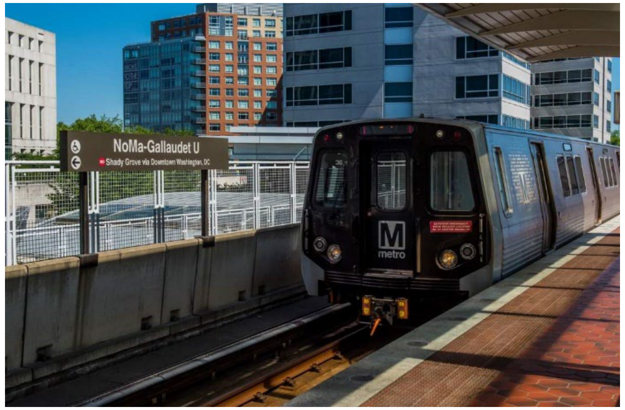
1. Make transit a preferred travel choice
2. Provide a seamless, connected, and convenient customer experience
3. Grow ridership through TOD and expanded connections to economic opportunities
4. Enhance quality of life, economic development, climate resilience, and equity
5. Ensure predictable and sustainable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

Task Force direction to maximize use and value of existing system before growth and expansion

First get maximum use and value from the existing transit and road network

Existing system in good repair

Frequent, all-day rail and bus service



Modernized, efficient assets

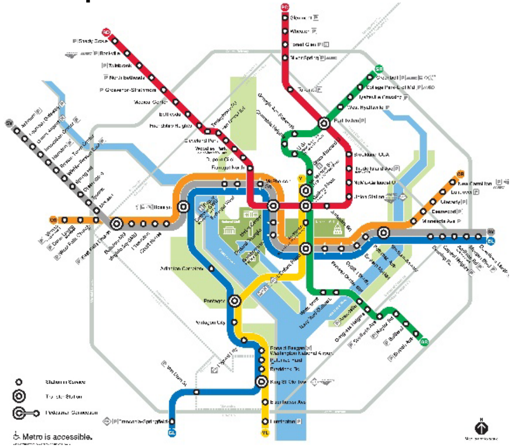
Bus priority network

Then consider long-term growth and expansion plans

Regional rail with all-day, bidirectional service

VRE VIRGINIA RAILWAY EXPRESS SYSTEM PLAN 2050

Expand into new markets



Metro worked with partners to revise the funding ask

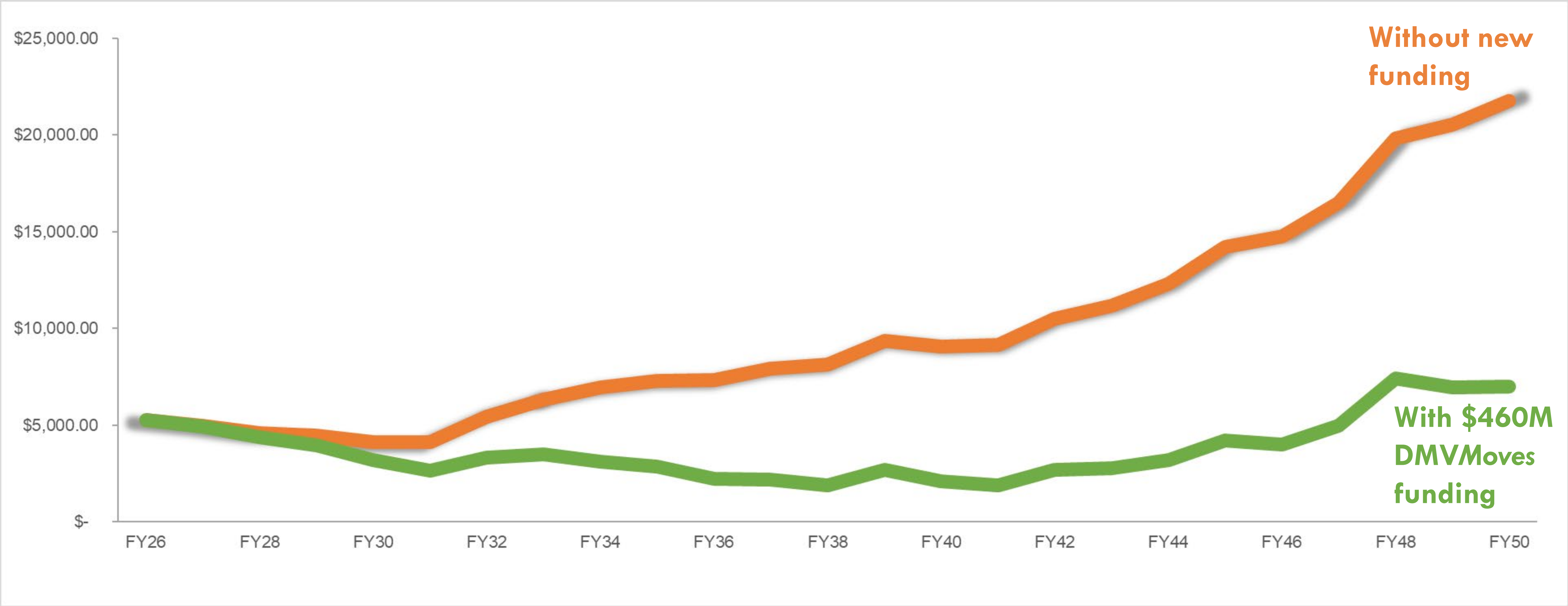
Metro Investment Concept Fall 2024	Metro Investment Concept Spring 2025	Advisory Groups Recommendation
~$700-$750M	**~$500-$600M**	**$460M**
• Close projected operating deficit • Increase bus and rail service • Fully eliminate capital backlog • Rail modernization program • Reinvest in and modernize other assets • Bus priority investments • No system expansions	Same as Fall 2024 except: • No new operating funds • Strategically manage capital backlog • Regional bus priority program	Same as Spring 2025 except: • Larger but manageable capital backlog • More efficient capital delivery program • Minimum needed to secure predictable revolving bond program

Additional funding grows at least 3% per year and starts before Metro reaches its debt capacity limit in FY2029

Additional funding will support Metro's capital program

This graph illustrates how DMVMoves funding will help Metro reduce and manage its capital backlog.

Capital Program Backlog Scenario Comparison

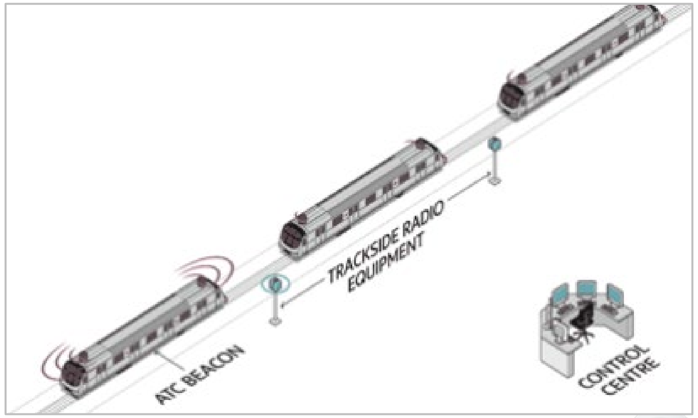


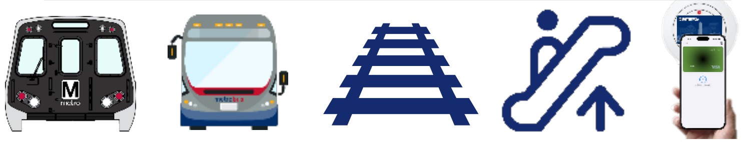
Proposed DMV*Moves* Plan prioritizes maximum use and value of the existing transit and road network

Additional Funding

Reinvesting in/Modernizing Metro

Metro Rail Modernization



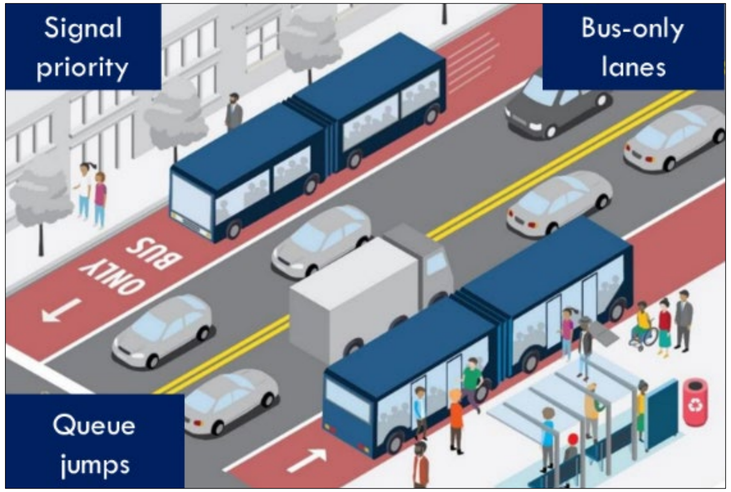


$460M before FY29* + 3% per year

*In advance of reaching debt capacity limit

Metro + Jurisdictional Partnerships

Regional Bus Priority Network



Joint project development
Local funding for priority infrastructure
Metro operates fast, frequent service all day/all week

Separate State and Local Needs

Improved Local Bus Service

Achieving new, customer-focused regional service guidelines.

$65-80M before FY29 + 3% per year

Commuter Rail to Regional Rail

Fully fund VRE and MARC long-range plans

VRE **System Plan 2050**

MARC **Growth and Transformation Plan**

+ Implementation of Action Plan for Transit Integration

DMV*Moves* calls on service providers to take action to deliver a more integrated, seamless transit 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,12 bus operators - but providing more consistent policies and better integrated service

- Implement bus priority on 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

Potential funding strategies

WMATA World-Class Transit Investments

$460M before FY29* + 3% per year

Rail Modernization

metro

Reinvesting in and Modernizing Metro

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

+ State/Local investments in priority bus corridors

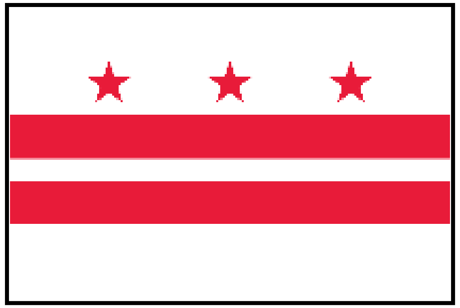
*In advance of reaching debt capacity limit

Potential funding mechanisms discussed by Task Force:

- Sales and use tax increase
- Expansion of sales taxes to services
- Payroll / income tax
- Real property tax
- Real estate transfer tax
- Motor vehicle sales tax
- Motor fuel tax
- Vehicle registration / impact fees
- Hotel / accommodations tax

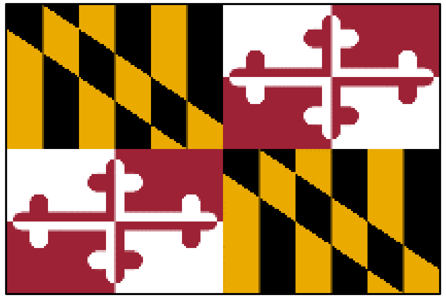
Estimated jurisdictional shares of Metro investment plan (subject to legislative agreement)

Metro's DMVMoves Investment Plan = **$460M** before FY29 + 3% per year



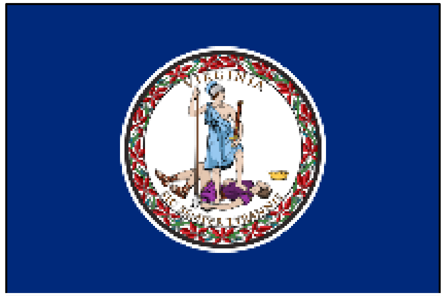
District of Columbia

$173M



Maryland

$152M



Virginia

(Commonwealth and Local)

$136M

Funding sources must be predictable, bondable, and sustainable.

* Totals may not sum due to independent rounding. Totals are *based on share of capital contributions in FY2026; proportional shares are subject to change*

Commitments and transparency

Region's Commitments

- Provide Metro $460M in additional funding growing at 3% annually before Metro's reaches its debt capacity limit in FY2029
- Apply Metro's 3% operating cap to per-unit costs of service
- Implement changes in 6 action areas to advance more integrated and seamless transit service / delivery
- Jurisdictions and Metro to partner to plan, develop, and implement bus priority corridors and continue to invest in bus priority, improving service for customers and reducing unit costs of service
- COG/TPB to deliver and publish an annual report on DMVMoves Plan implementation

Metro's Commitments to the Region

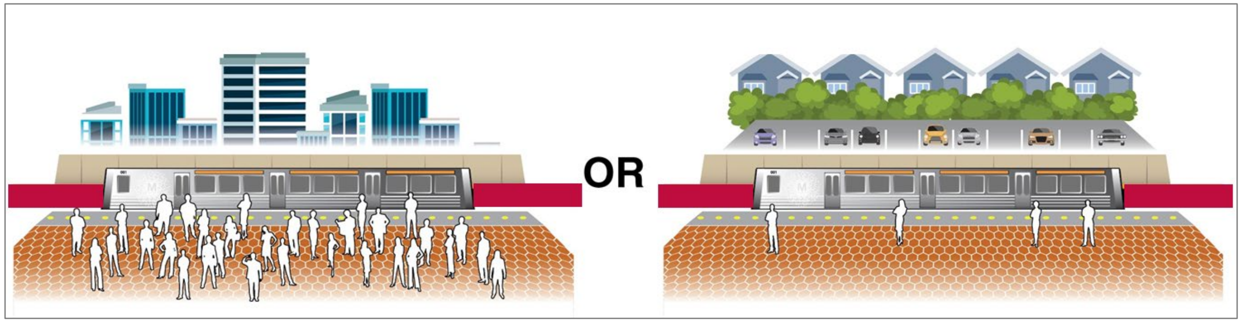
- Use additional funding to (i) reinvest in Metro system, (ii) modernize its rail system (iii) Metro's partnership in regional bus priority program
- Develop and publicize a 20-year capital plan every 5 years, including analysis of potential capital investments that reduce operating costs
- Deliver an annual report to COG/TPB on system performance and use of additional funds

Partnerships across agencies are necessary to grow transit

Increase annual ridership growth over baseline

Examples:

- Improve service to grow ridership
- Explore new non-fare revenue opportunities
- Zone and develop all stations and bus corridors to maximum potential
- Target economic development tools to station areas
- Implement programs that incentivize transit

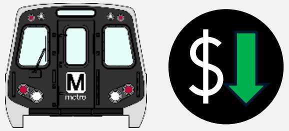


Implement productivity/ efficiency strategies and investments that reduce per-unit costs

Examples:

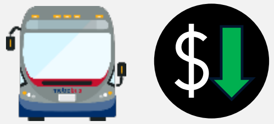
- Make capital investments that reduce per-unit costs
- Increase bus fare enforcement, explore new technologies and partnerships that help
- Continue modernization and efficiency actions
- Deploy an extensive network of bus lanes / bus priority
- Enact uniform bus fare policies and rates

Rail Modernization



~10% minimum estimated operating cost reduction

Bus Priority



~15% minimum estimated reduction in service hours

→ ***Reinvest cost savings into better service***

Advisory Groups recommend key actions for a more integrated and customer-focused regional transit network

Action Area	*Key Actions*	*Regional Benefits*
Regional Bus Priority	Endorse and implement priority bus corridors; Metro and jurisdictions partner on design, funding, and implementation, Metro operates main service	Faster, more reliable, and more cost-effective service in high-demand corridors
Service Guidelines & Reporting	Adopt common regional service guidelines and performance metrics; report progress annually	Consistent service quality and transparent regional accountability
Fare Integration	Provide transfer credits across modes and consistent fare discounts, adopt free fares for youth, and enable revenue sharing for regional passes	Simpler, more equitable fare experience
Customer Information & Facilities	Standardize bus stop design and common customer information; create a regional bus stop ID system and stop sign design; Metro maintains regional signs	Easier wayfinding, clearer rider information, and more uniform stop experience
Shared Resources	Pool purchasing power for vehicles and technology, share procurement opportunities, and coordinate contract terms	Reduced duplication, lower procurement costs, stronger negotiating power
Consistent Training & Requirements	Expand participation in Metro's training programs, create a working group to explore potential skilled trade training partnerships, and streamline reporting requirements across agencies	Strengthened regional workforce and reduced administrative burden

Proposed DMV*Moves* Regional Bus Priority Plan concept

Current DMVMoves investment plan does not fully address bus priority needs but defines a path for coordinated regional action on high-priority corridors

Proposed action plan for next 6-8 years:

1. **Identify limited set of top-priority, high-ROI corridors** based on objective criteria
2. **Set ideal outcomes and performance targets** that service and priority investments need to achieve
3. **Project development:** Metro and jurisdictions partner on designing investments to meet targets
4. **Implement:** Fund, build, and operate
   - Metro coordinates federal funding strategy, lead applicant when appropriate
   - Jurisdiction builds / implements roadway treatments
   - Metro operates "mainline" service; other bus providers may also operate service in corridors

Bus Priority Lines

-Crosstown DC

-Georgia Ave & 7th St NW

-Rockville Pike/MD-355 & Wisconsin Ave NW

-New Hampshire Ave to White Oak

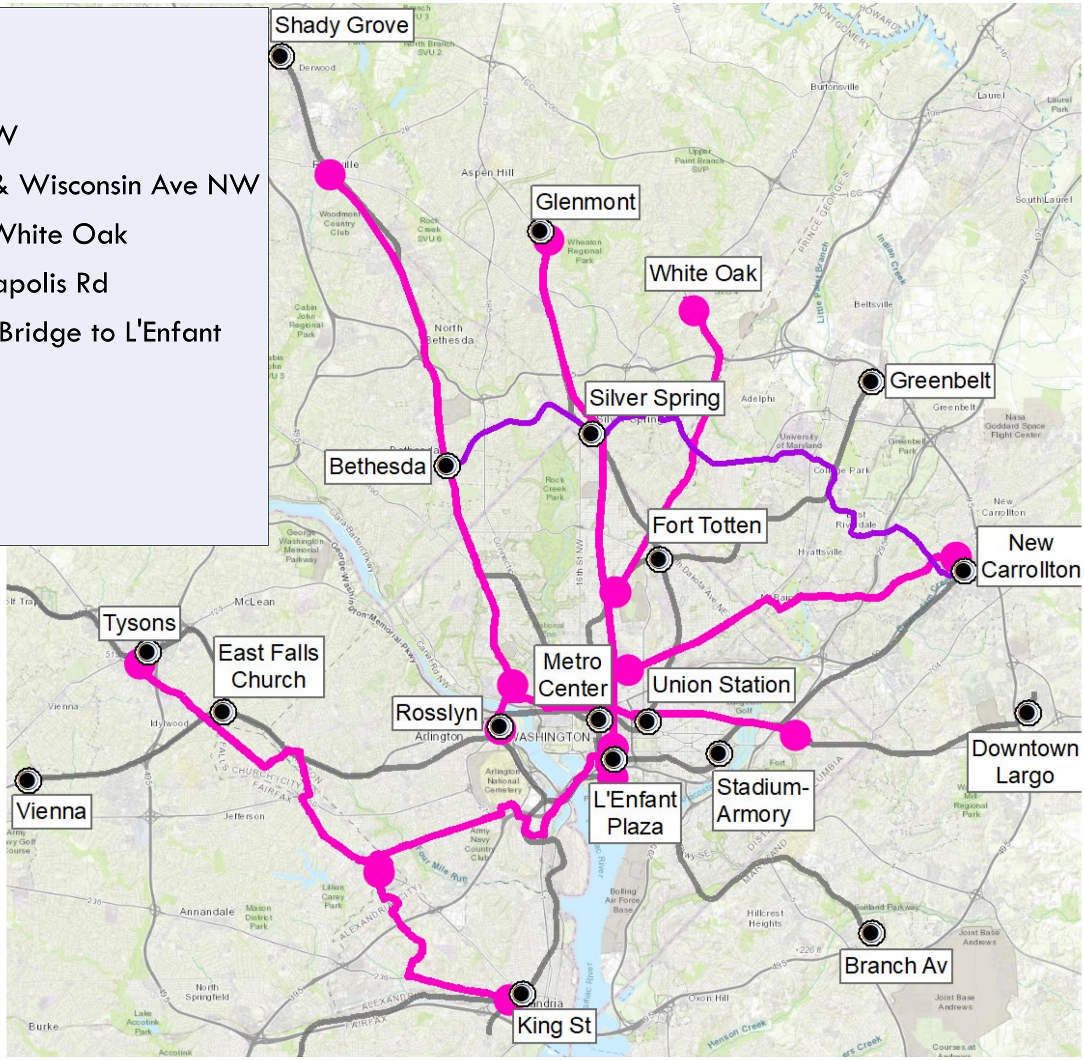
-Rhode Island Ave & Annapolis Rd

-Columbia Pike & 14th St Bridge to L'Enfant Plaza

-VA Route 7

Metrorail Lines

Purple Line



Why the region needs DMV*Moves*

Benefits

- Faster, safer, more reliable, and more cost-effective rail and bus service
- Higher ridership and revenue
- Enhanced customer experience and convenience
- Expanded access and faster trips to jobs, shopping, healthcare, and other needs
- Sets the stage for regional growth and potential future transit expansion

Safety

Reliability

Capacity

Efficiency

Convenience

Access to Opportunity

Risks of No Action

- Capital program and good repair backlog increases
- Declining reliability and customer experience, increased safety risk
- Reduced access to jobs and other opportunities
- Worse traffic and congestion, longer travel times

Recommendations from Advisory Groups

Community Partners Advisory Group

Chair: Jack McDougle,

President & CEO, Greater Washington Board of Trade

Government Partners Advisory Group

Chair: Bryan Hill

County Executive, Fairfax County

Discussion

Thoughts on the proposed Plan

- Key takeaways from the proposed Plan and its recommendations
- Opportunities to build momentum toward implementation

Your perspectives will help shape how we communicate the Plan's next steps and demonstrate regional alignment moving forward.

Resolution

Call to vote on a resolution adopting the DMVMoves Plan and recommending approval by the WMATA and COG Boards of Directors

Procedure

- Quorum: 50% plus 1 member
- Co-chairs call a motion to vote, must be seconded
- Discussion and questions

Amendments

- Any member may offer amendments during discussion
- Friendly amendments: minor changes that do not alter content/goals added by direction of Co-Chair
- Other amendments: must be approved by voice vote

Vote

- Vote by voice / show of hands
- YES / NO / ABSTAIN
- Results determined by Co-Chairs
- Requires majority of 50% + 1 member to pass

Path forward

October 2025 — Task Force Recommendation
Members discuss and endorse advancing DMVMoves recommendations to the Boards

November 2025 — Boards Review
WMATA and COG Boards consider the Plan and Joint Resolution

2026 — Regional Advocacy & Local Actions
Partners coordinate messaging and local councils adopt resolutions

2026 — Legislative Approval
State legislatures enact funding legislation

July 1, 2028 — Implementation Funding Begins
Dedicated regional funding available for Metro’s use

Call to action

We are at a pivotal moment. WMATA has stabilized its operations and led the nation in post-pandemic transit recovery. But the system will always require ongoing capital investment. Without action, we risk undermining the very progress we've made.

DMVMoves offers a path forward—one that is regional, sustainable, and forward-looking. Through a unified vision, a realistic funding solution, and bold leadership, we can build a seamless, modern transit network that powers our economy and enhances the lives of every resident.

Thank you for your collaboration, leadership, and continued commitment to strengthening our region's transit future.

APPENDIX: ACTION PLAN

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 regional corridors over the next 6-8 years.

Develop plans and implement regional 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

DMV*Moves* Regional Bus Priority Plan concept

Proposes a regional, collaborative approach to vastly improve bus service in key corridors while making that service more cost-effective.

Regional Bus Priority Plan facilitated by COG/TPB

Post-Plan Implementation progress reported by COG/TPB

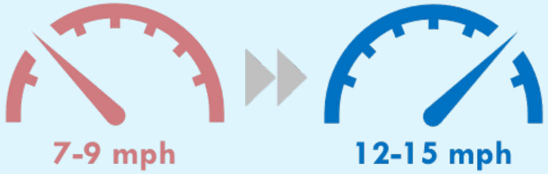
1. Identify limited set of top-priority, high-ROI corridors based on objective criteria:

- High bus ridership
- Slow bus speeds / delays
- High densities of people and jobs (2050)

2. Set ideal outcomes and performance targets that the service + priority investments need to achieve

Illustrative examples:

- Service **at least** every 12 minutes, all day, 7 days
- 95%+ on-time performance
- Average bus speed 12–15 mph



3. Project development: Metro and jurisdictions partner on investment plan that would meet targets in each corridor

- Bus only lanes
- Signal priority
- Queue jumps
- Floating bus stops
- Project delivery plan and schedule

4. Implement: Fund, build, and operate:

- Metro coordinates federal funding strategy, lead applicant when appropriate
- Jurisdiction builds / implements roadway treatments
- Metro operates "mainline" service; locals might operate additional service

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

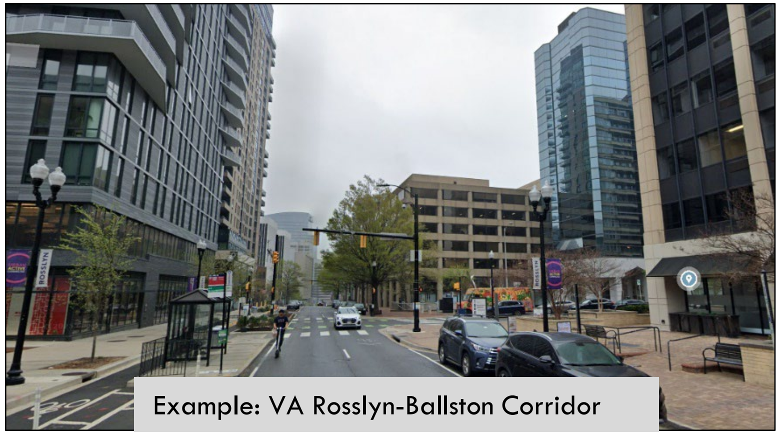
Service guidelines

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

Route class	Minimum service levels
Core	15 mins, 16-18 hours/day
Coverage	30 mins, 14-18 hours/day
Peak	As needed, 5 days, 4-8 hours



Example: VA Rosslyn-Ballston Corridor

Activity Tier 2

Route class	Minimum service levels
Core	20 mins, 14-16 hours/day
Coverage	30 mins, 12-14 hours/day
Peak	As needed, 5 days, 4-8 hours

Example: DC Military Rd / McKinley St area

Activity Tier 3

Route class	Minimum service levels
Core	30 mins, 12-14 hours/day
Coverage	60 mins, 10-12 hours/day
Peak	As needed, 5 days, 4-8 hours

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)

Following its first meeting in July 2025, COG will continue to convene a regional working group of transit agency procurement representatives semi-annually that shares updates on local procurement activities, informs members of purchasing opportunities, and serves as a medium to coordinate joint purchases. This group will develop a 24/7 list-serv for everyday communication and will advise on the contents of the regional transit procurement clearinghouse database. COG will also analyze transit procurement contract terms and conditions from across the region and convene agency legal representatives to discuss streamlining requirements. Projected outcomes include easier joint purchasing, cost reductions, and less administrative burdens.

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

Transit Training Working Group meets regularly to strengthen transit training across region. Representatives from local and state governments, transit agencies, WMATA, and labor partners collaborate to develop consistent, best-practice programs. The group identifies opportunities for shared training, works with community colleges on transit-focused curricula, promotes knowledge sharing, explores joint procurement, and assesses expanded apprenticeship opportunities.

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.