TOWARDS A WORLD CLASS TRANSIT SYSTEM

UPDATE ON DMV*Moves* WORK ACTIVITIES

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Transportation Planning Board
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Agenda Item # 9

Metropolitan Washington Council of Governments

Briefing Topics

- DMVMoves – Vision and Goals

- Input from the public

- Service and Cost Efficiency Opportunities

- WMATA's State of Good Repair

- Operating and Capital Funding – Needs and Options

- DMV*Moves* look ahead

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DMV*Moves* Vision

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.

DMV*Moves* Goals

1. Make transit a preferred travel choice by delivering safe, frequent, reliable, accessible, and affordable service that takes people where they want to travel, when they want to travel

2. Provide a seamless, connected, and convenient customer experience that is intuitive, easily understandable, and consistent across operators and areas of the region

3. Grow ridership by focusing development near transit, expanding and improving transit connections to economic opportunities, and establishing other supportive land use policies

4. Enhance quality of life and advance economic development, regional environmental sustainability, climate resilience, and equity goals through innovative and inclusive transit solutions

5. Ensure long-term, predictable, and sustainable transit funding with accountability and transparency for all providers

6. Establish standard, best-in-class transit workforce policies and skills training that ensures a robust labor force and helps transit better compete in the labor market

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What We Heard From the Public

Survey conducted regionwide June-August 2024. Over 5,000 respondents.

Over 80% of respondents support more and better transit services, even if it requires higher investment by the region

Main Challenges:
1. Not frequent enough
2. Too many transfers
3. Lack of real-time information

Main Challenges:
1. Stops too far away from home and/or destination
2. Not frequent enough

Top Priorities
1. More frequent off-peak and late-night service
2. Bus-only lanes
3. New transit connections/routes

Top Priorities
1. More frequent off-peak and late-night service
2. New transit connections/routes
3. Longer operating hours

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Service And Cost Efficiencies

Customer-Experience Improvements

Integrate and align fare policies to provide consistent customer experience (e.g., transfers, youth fares, etc.)

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

Administrative & Cost Efficiencies

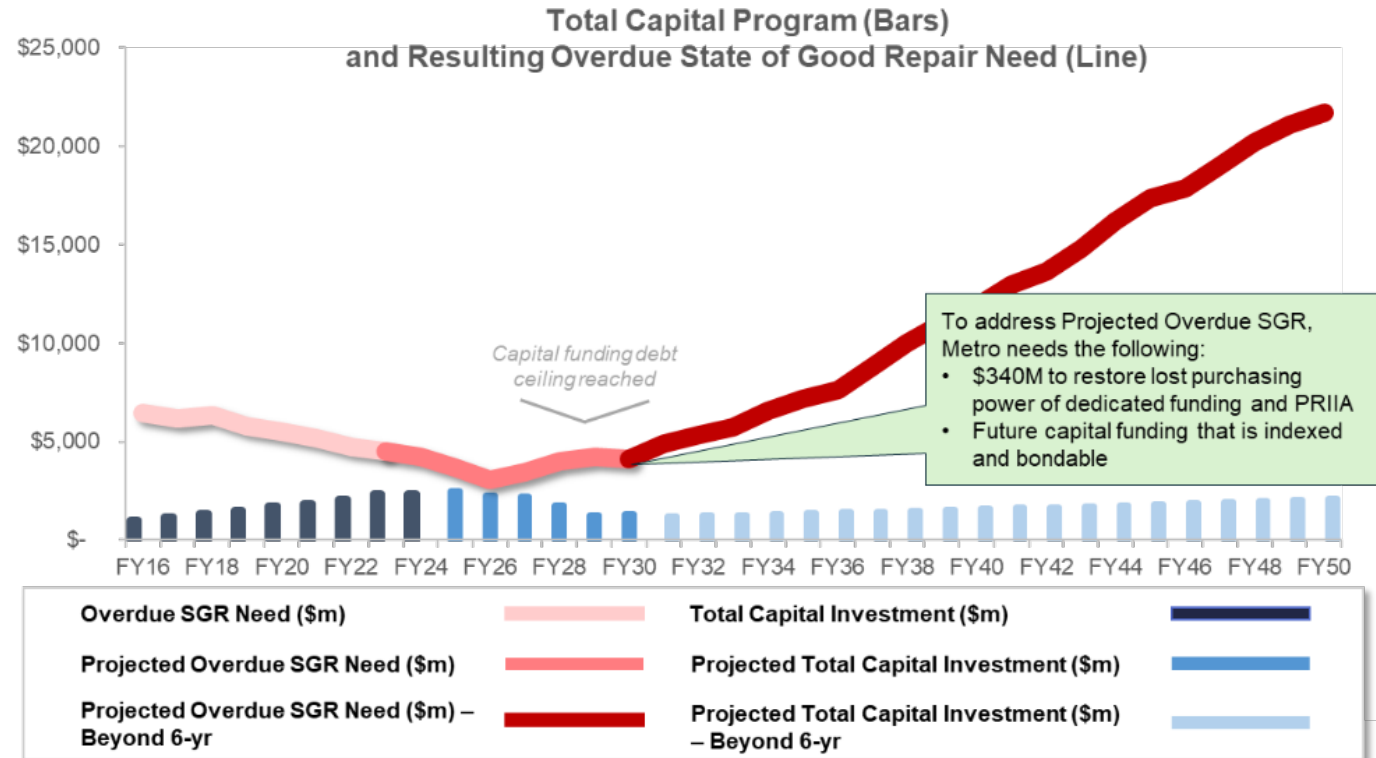Explore shared use of resources and assets and grouped procurements

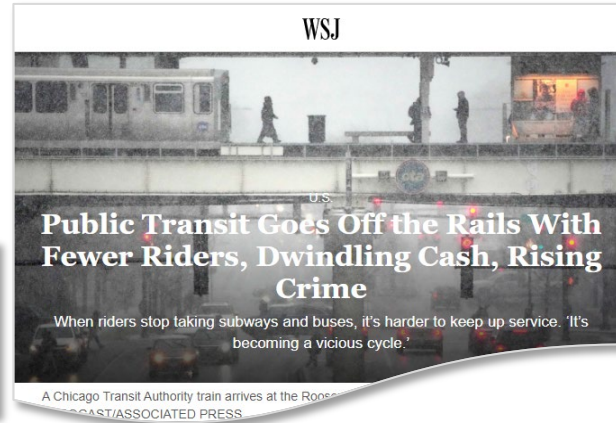Make training, certification, and inspection programs more consistent across the region

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Current Capital Funding Deficits Threatens Progress Made

- Causes of WMATA's deficit:
  - PRIIA and Dedicated Funding were not indexed to inflation
  - Unusually high inflation has reduced WMATA's purchasing power
  - Capital funds are being used for preventive maintenance operating costs

- Borrowing capacity anticipated to run out by ~FY2028

- As backlog SOGR grows, performance and reliability decreases and risk increases

- WMATA must maintain essential SOGR programs to avoid asset failure, as experienced prior to SafeTrack and Platform Improvement projects

- Inadequate funding will result in declining reliability, worsening customer experience, and increased safety risk

Total Capital Program (Bars) and Resulting Overdue State of Good Repair Need (Line)

Capital funding debt ceiling reached

To address Projected Overdue SGR, Metro needs the following:
- $340M to restore lost purchasing power of dedicated funding and PRIIA
- Future capital funding that is indexed and bondable

Overdue SGR Need ($m)	Total Capital Investment ($m)
Projected Overdue SGR Need ($m)	Projected Total Capital Investment ($m)
Projected Overdue SGR Need ($m) – Beyond 6-yr	Projected Total Capital Investment ($m) – Beyond 6-yr

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Transit Funding Shortfalls – Nationwide Problem

Boston Herald
LOCAL NEWS
MBTA budget gap could hit $542M by 2028

TRANSPORTATION
State legislature moves toward expanding transit funding, a change SEPTA needs to avoid 'fiscal cliff'
Under the bill, public transit would get 6.4% yearly of state sales tax revenue, up from 4.4%. That would raise an additional $295 million.

WSJ
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.'
A Chicago Transit Authority train arrives at the Roose... COMCAST/ASSOCIATED PRESS

NBC BAY AREA
BART
BART seeks tax measure to address budget shortfalls
By Jodi Hernandez • Published May 9, 2024 • Updated on May 9, 2024 at 6:48 pm

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

Operating Deficits faced by U.S. Transit Agencies	MBTA	CTA	LA Metro	NJ Transit	NY MTA	BART	Muni
Deficit	$475 Million	$400 Million	$1 Billion	$958 Million	$3 Billion	$340 Million	$234 Million
Year	2026	2026	2026	2027	2025	2027	2028

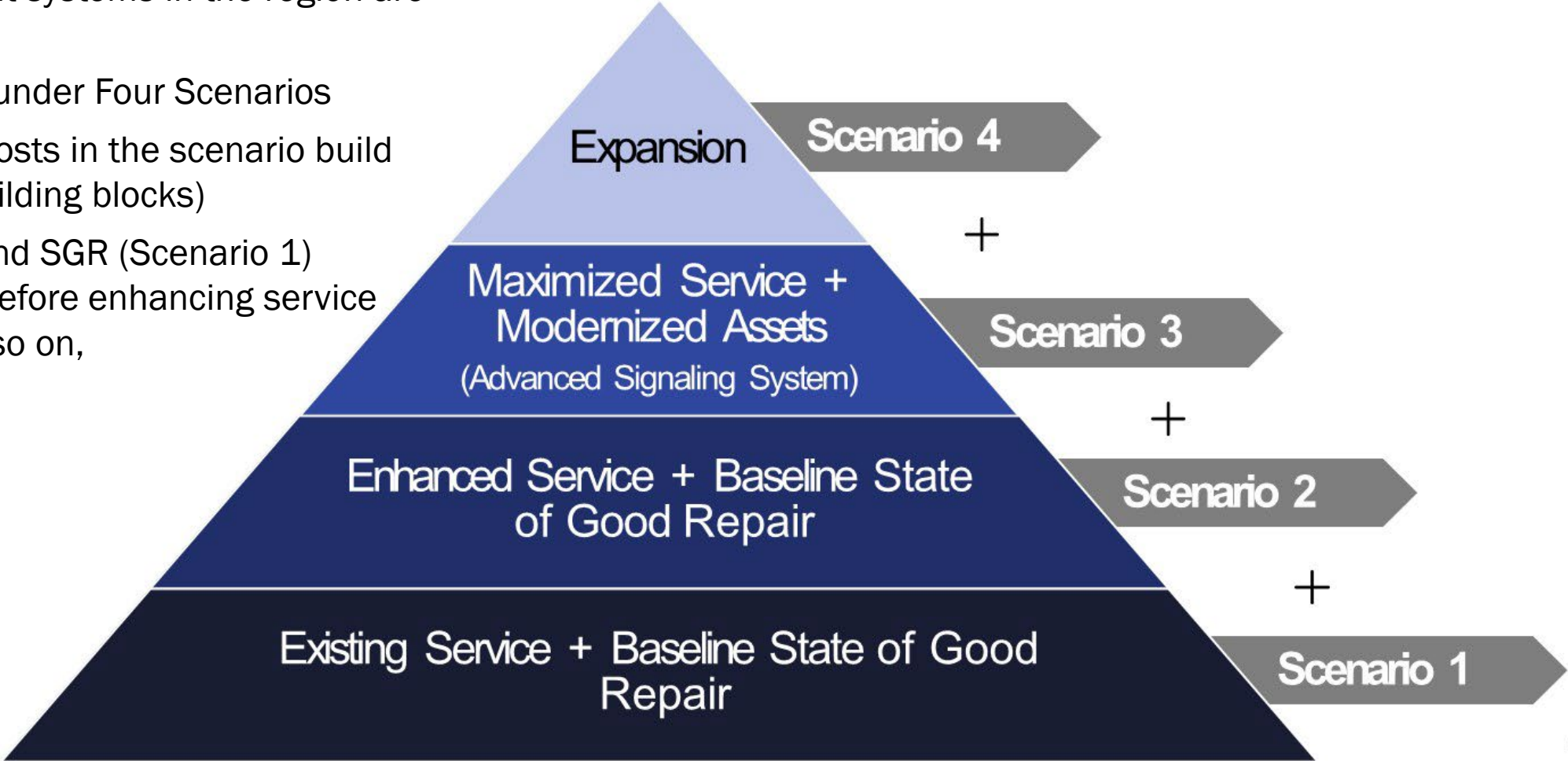Metropolitan Washington
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Region's Transit Funding Needs

Needs of all transit systems in the region are considered

Needs examined under Four Scenarios

The service and costs in the scenario build on each other (building blocks)

Existing service and SGR (Scenario 1) must be funded before enhancing service (Scenario 2) and so on,

Expansion — **Scenario 4**

Maximized Service + Modernized Assets (Advanced Signaling System) — **Scenario 3**

Enhanced Service + Baseline State of Good Repair — **Scenario 2**

Existing Service + Baseline State of Good Repair — **Scenario 1**

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Scenario 1 Run Current Metro Service: WMATA Needs

$140M, indexed, for operations
(keep existing system running)

$140M
New operating funding in FY2028

Metro could stop using federal capital funds (PM transfer) to cover operating deficit

✓ **Metro would commit to maintaining current service levels with Scenario 1 investment**

Metro's current structural operating budget deficit remains

Metro Access®

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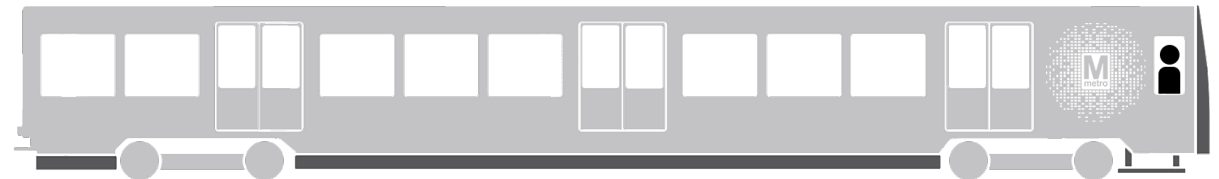
Scenario 1 Keep Metro in Good Repair: WMATA Needs

$340M, indexed, for capital
(maintain current system in State of Good Repair)

$340M

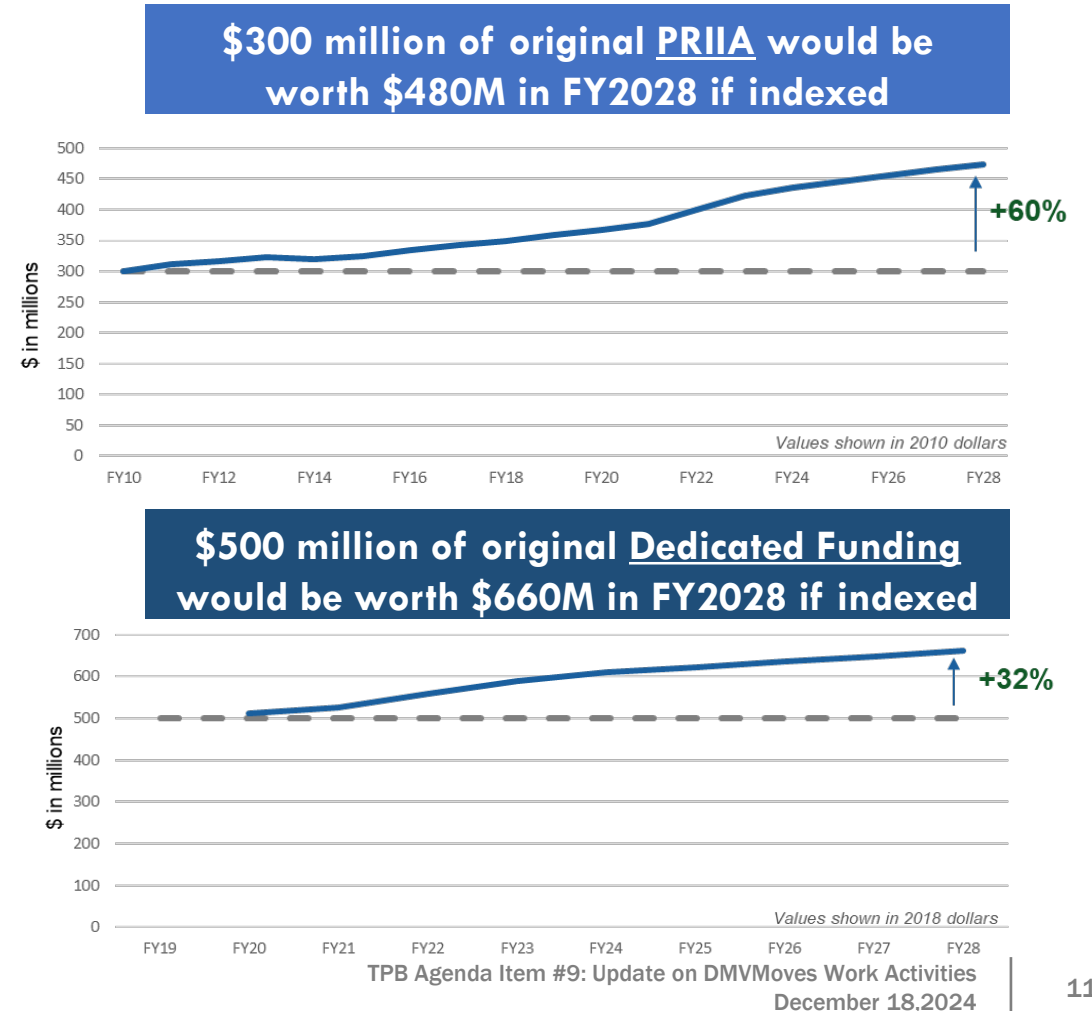Restores lost purchasing power of Dedicated Funding And PRIIA *

+

Indexing new base capital funding creates revolving state of good repair bond program

✓ Metro would commit to maintaining system State of Good Repair with this investment

Capital funding value has eroded – was not indexed to inflation

$300 million of original PRIIA would be worth $480M in FY2028 if indexed

+60%

Values shown in 2010 dollars

$500 million of original Dedicated Funding would be worth $660M in FY2028 if indexed

+32%

Values shown in 2018 dollars
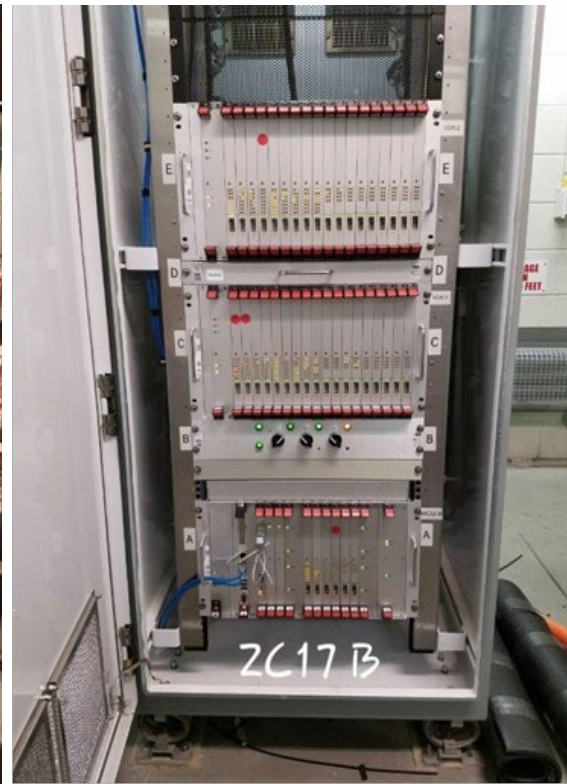
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WMATA Major SGR Investment: Advanced Signaling System

1970s era train signaling system must be replaced with modern system

Current System

Advanced System

Replacement is not optional

- Largest and highest priority state of good repair need

- Legacy system is old, inefficient and will be obsolete

- #1 cause of infrastructure-related service disruptions

- Long-term potential for reliability and safety issues

- Replacement parts increasingly hard to source
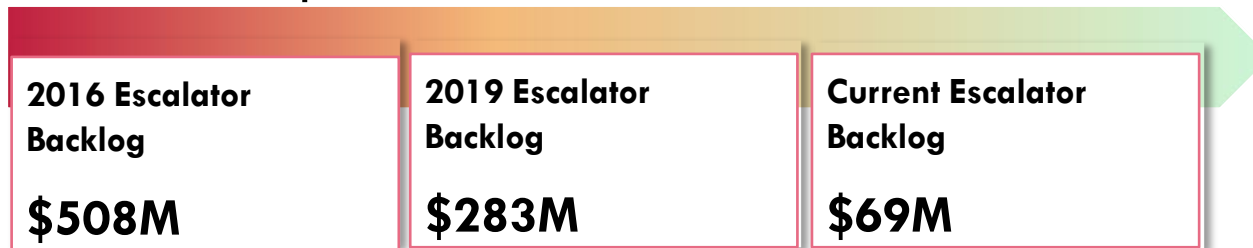
- High and growing costs to maintain

WMATA Major SGR Investment: Escalators And Elevators

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

2016 Escalator Backlog	2019 Escalator Backlog	Current Escalator Backlog
$508M	**$283M**	**$69M**

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

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Scenario 1 Local/State Transit Operating and SGR Needs

Operating: $40M

All providers continue existing (FY2025) service levels

+

Capital: $140M

Capital investments limited to necessary repair/maintenance

Scenario 2 Existing System Enhanced Service: WMATA Needs

Additional $120M of investment in operations would serve more people and support the region's growth

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
- Weekends open at 6am, close at 2am

Metro and region can leverage the system's existing capital assets and ramp up service through FY2028, increasing connections and frequency at low marginal cost

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Scenario 2 Existing System Enhanced Service: Local / State Transit Systems Need

Additional $75M of investment in operations would serve more people and support the region's growth

Local Bus Service – Scenario 2
• Local bus provider service increase ~10%

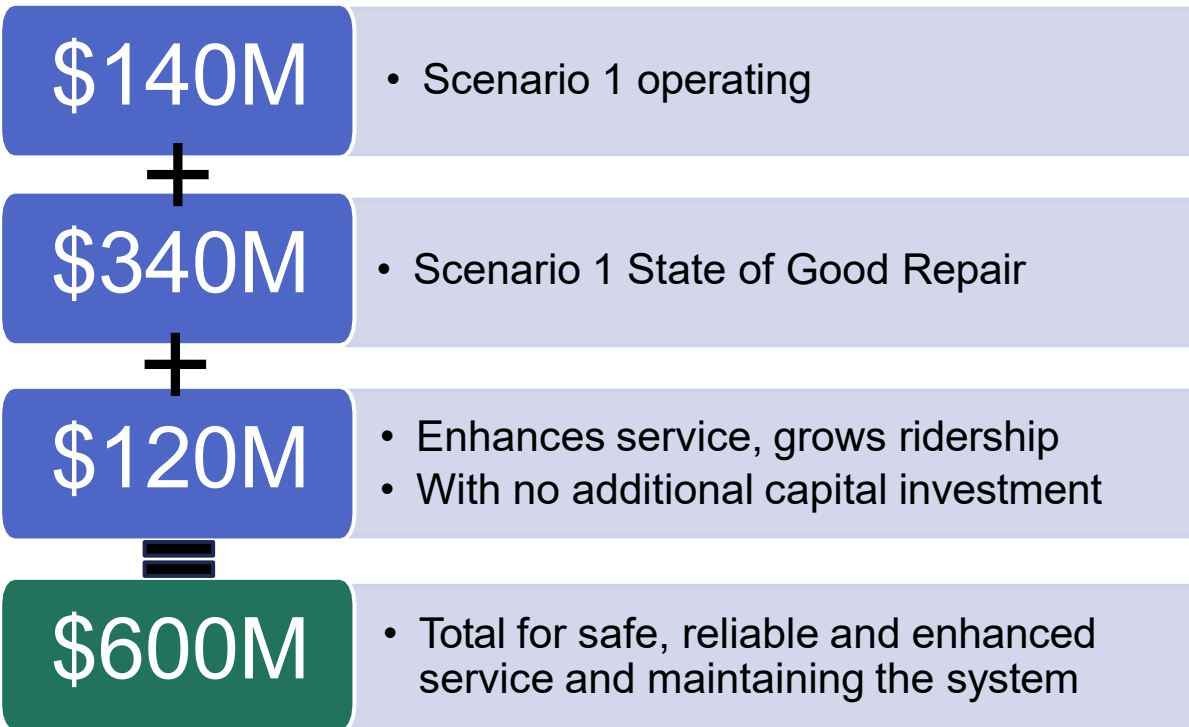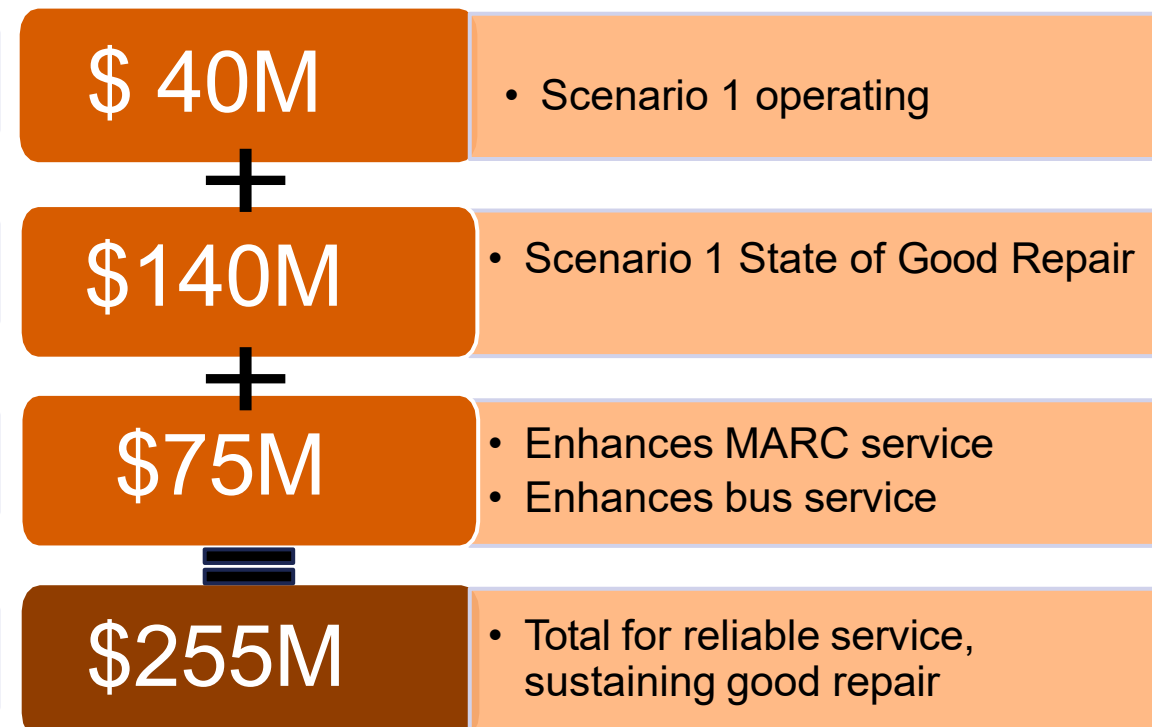| Commuter Rail and Bus – Scenario 2 |
| --- |
| • Increase in MARC and VRE

• Increase in MTA commuter bus |

Scenarios 1 and 2 Summary: Baseline for Enhancing Service and Sustaining it into the Future

FY2028 Funding Needed: ~ $855M indexed to grow
$600M Metro and $255M local providers

Metro

$140M
- Scenario 1 operating

+

$340M
- Scenario 1 State of Good Repair

+

$120M
- Enhances service, grows ridership
- With no additional capital investment

=

$600M
- Total for safe, reliable and enhanced service and maintaining the system

Local / State

$ 40M
- Scenario 1 operating

+

$140M
- Scenario 1 State of Good Repair

+

$75M
- Enhances MARC service
- Enhances bus service

=

$255M
- Total for reliable service, sustaining good repair

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Scenario 3 Modernization Scenario 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

New Funding Assumptions

- Funds are provided to WMATA in a manner that allows for bonding

- New capital funds and existing capital funds are indexed to grow at 3%

- Assumes non-federal funding partners assume costs of restoring purchasing power of federal PRIIA funds

Analysis shows that above can provide for a sustainable, revolving bond program for WMATA's State of Good Repair needs

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World Class Transit Requires A Shared Vision

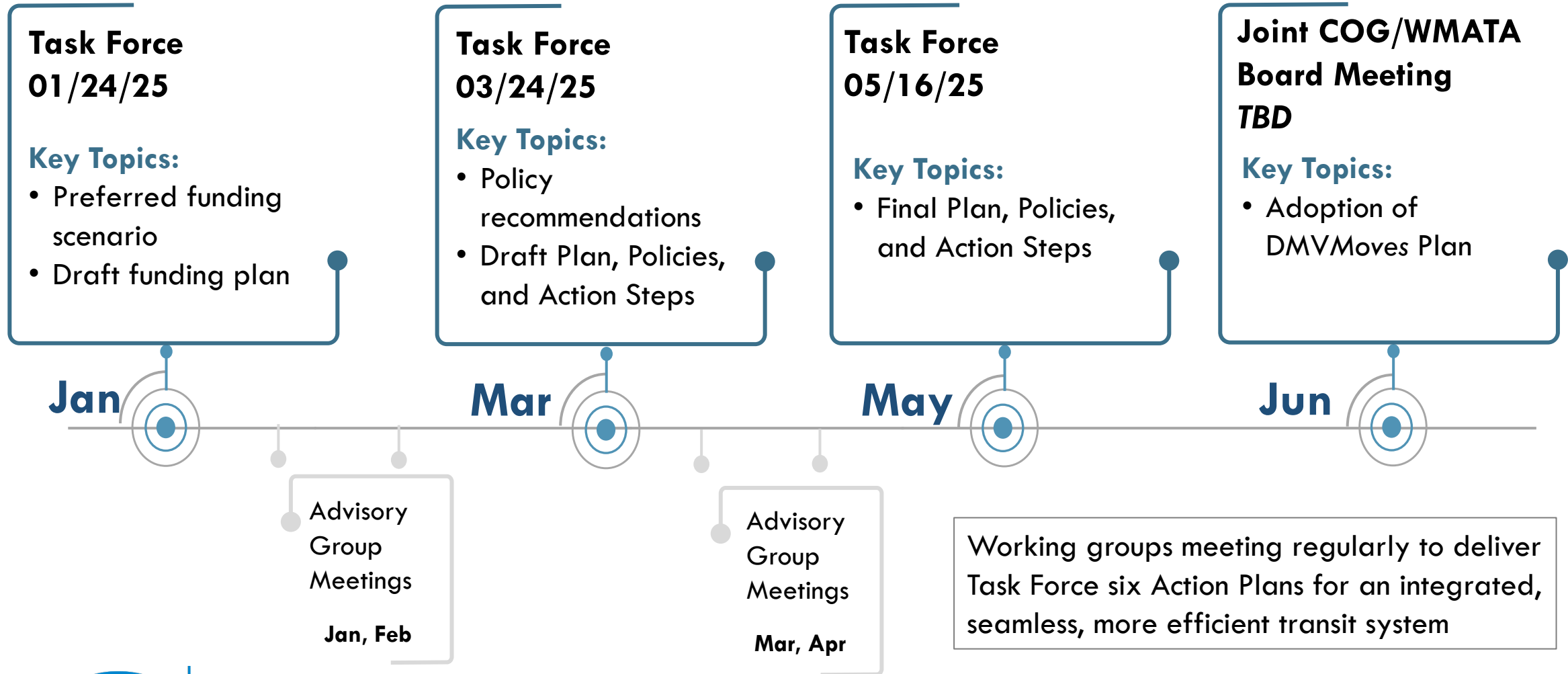**The region once had a unified transit vision...**

...currently lacks one...

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

DMV*Moves* Look Ahead

**Task Force
01/24/25**

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

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