



Moving our region forward, together.

Overview

COG Commuter Connections Subcommittee
July 16, 2024



1. Why DMVMoves

- a) DMVMoves Mission Statement
- b) Work Plan and Schedule
- c) Organization and Membership
- d) Task Force June 10 Meeting and Direction

2. DMV Transit

- a) DMV Transit Network, Markets, Customers
- b) Opportunities

3. DMV Transit Funding

4. Next Steps

- a) Region's Planned Projects, Needs, and Concepts
- b) Shaping the Vision
- c) Website

Why DMVMoves

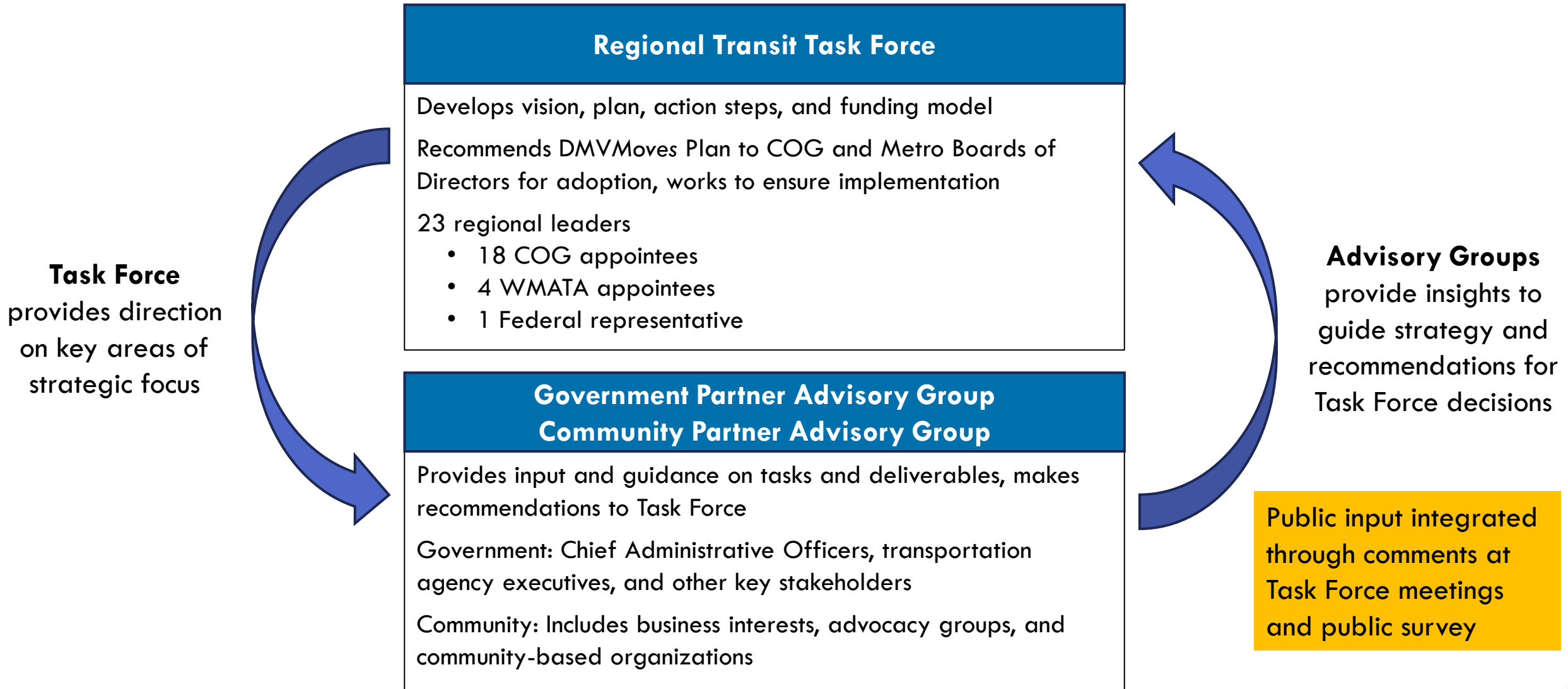
DMVMOVES Mission Statement

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
- On May 1, the COG and Metro Boards of Directors resolved to:
 - Develop a long-term, unified **vision** for transit service
 - Identify and secure predictable, dedicated, and **sustainable funding** for transit
 - Convene a Task Force to provide **leadership** for this effort
 - **Partner** with regional stakeholders to seek expert advice, input, and support through two Advisory Groups

DMVMoves Organization and Leadership



DMVMoves Work Plan



Vision and System Plan

Craft a Vision for a future integrated mobility network

Identify projects, 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 Analysis

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

Model funding scenarios with range of tools / sources

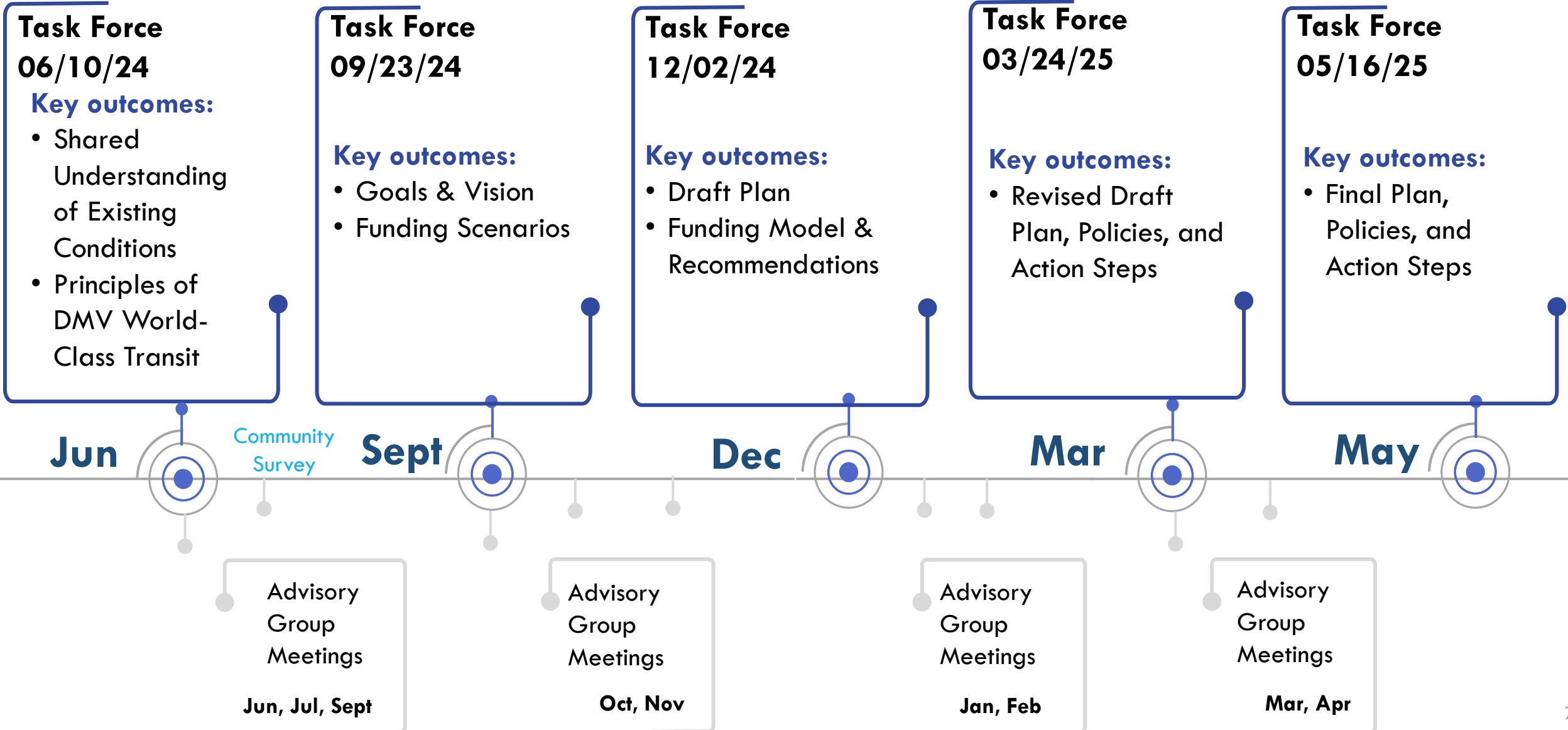


DMVMoves Plan, Funding and Transit Delivery Models

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

Develop and approve Plan and action steps

Project Schedule








Task Force June 10 Meeting Summary

- Reviewed the region's existing network of transit services, typical transit budgets and funding structures, and the realities of Metro's structural funding issues
- Discussed what world-class transit means and key principles: accessible, affordable, easy, equitable, frequent, integrated, reliable, safe, seamless
- Identified options to advance world class transit, in addition to investing to maintaining the existing system:
 - Operate more frequent service all day/all week across the region
 - Integrate transit agencies' customer experience, technologies, and standards
 - Growing ridership through land use, affordable housing, and incentive programs

Some members brought forward additional topics, including ridership trends, procurement processes, past policies, and cost trends. If you have other subjects of interest, please share them with the DMVMoves Project Team. The team will be working on gathering information on these topics for the Task Force and Advisory Groups.

Task Force Direction

The Task Force identified priority options to advance world-class transit, in addition to investing to maintain the existing system:

- #1  Operate more frequent service all day/all week across the region
- #2  Integrate transit agencies' customer experience, technologies, and standards
- #3  Create policies that disincentivize driving (re-framed as incentivize transit use)
- #4  Other: Coordinated emphasis on transit-oriented land use and affordable housing
- #5  Expand transit to connect to more places

DMV Transit

DMV Transit is a Complex Network of Multiple Providers

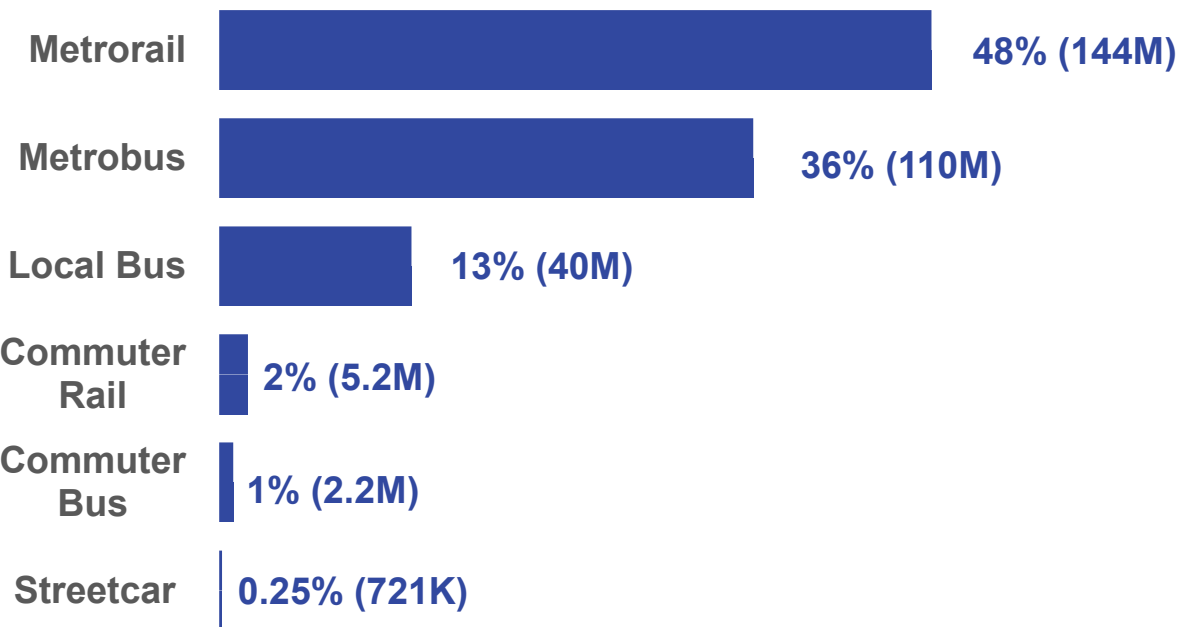
- WMATA Metrorail
- WMATA Metrobus (regional bus network)
- 12 local bus systems
 - Two also operate commuter bus
- 3 commuter bus systems
- 2 commuter rail systems
- DC streetcar
- Purple Line light rail (under construction)
- Multiple paratransit providers
- Multiple planning and funding organizations



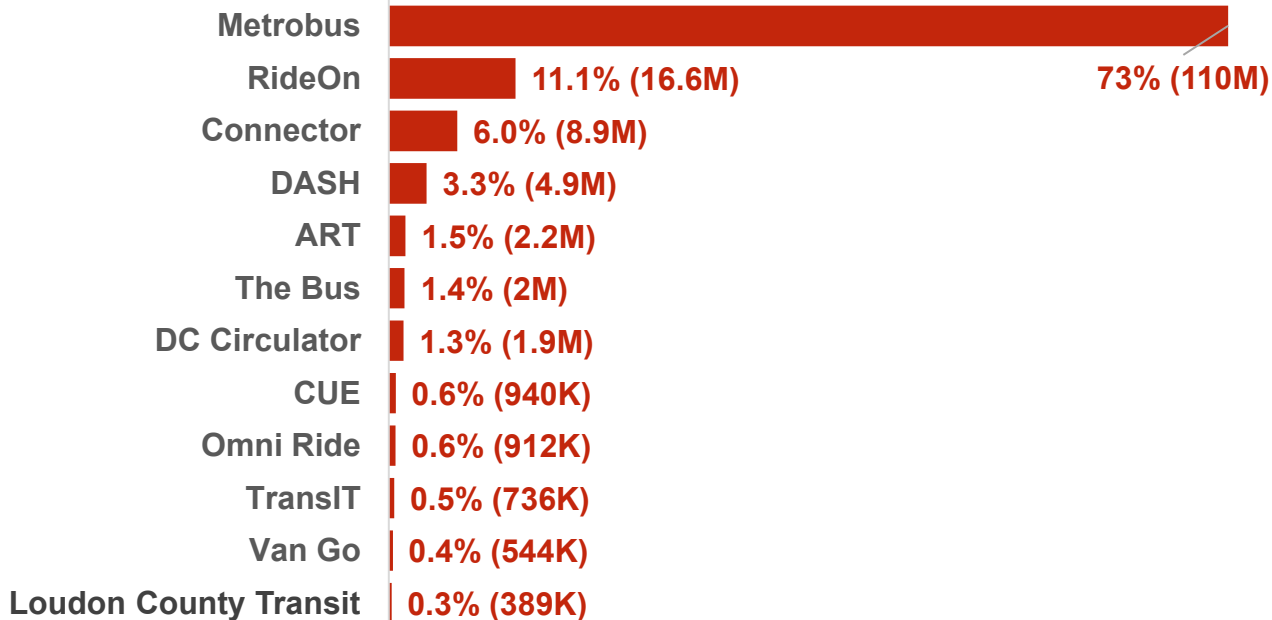
In 1967, the Washington Metropolitan Area Transit Authority (Metro) was created by an interstate Compact to **plan, develop, finance, build, and operate a comprehensive, unified mass transit system.**

DMV Transit Markets

DMV Transit Ridership by Mode



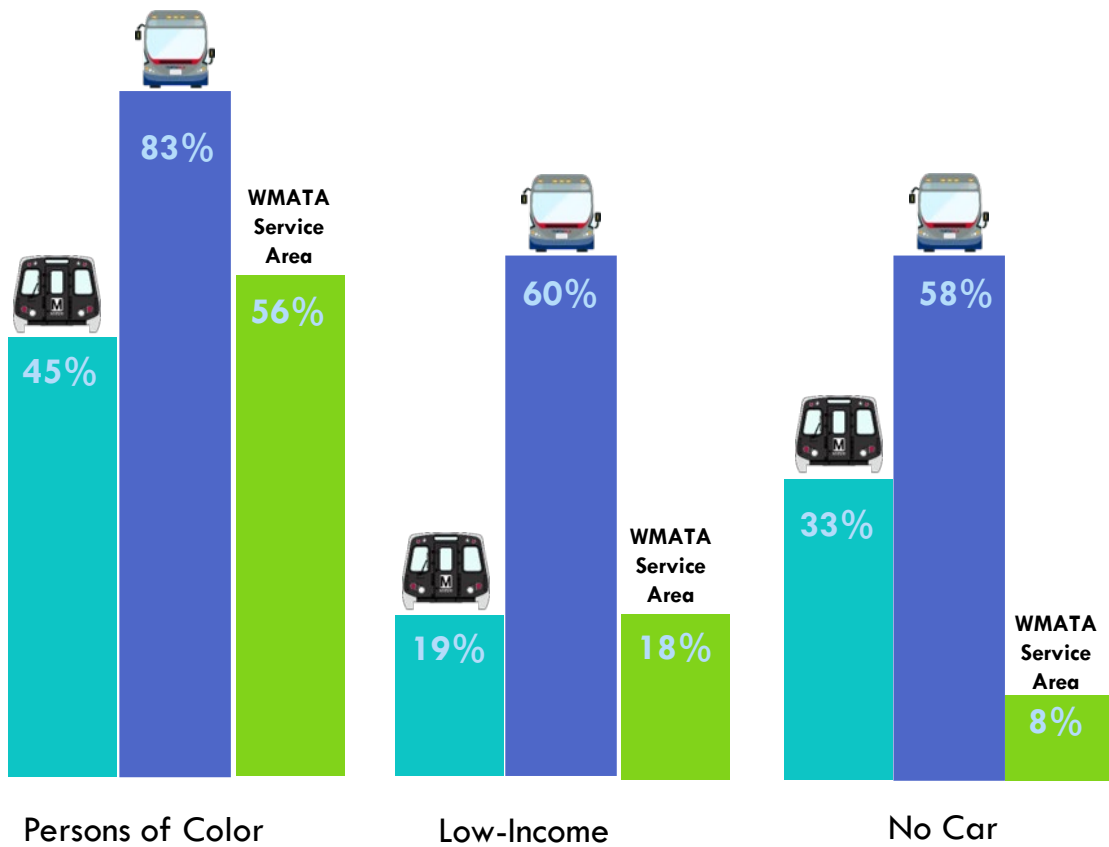
DMV Bus Ridership by Provider



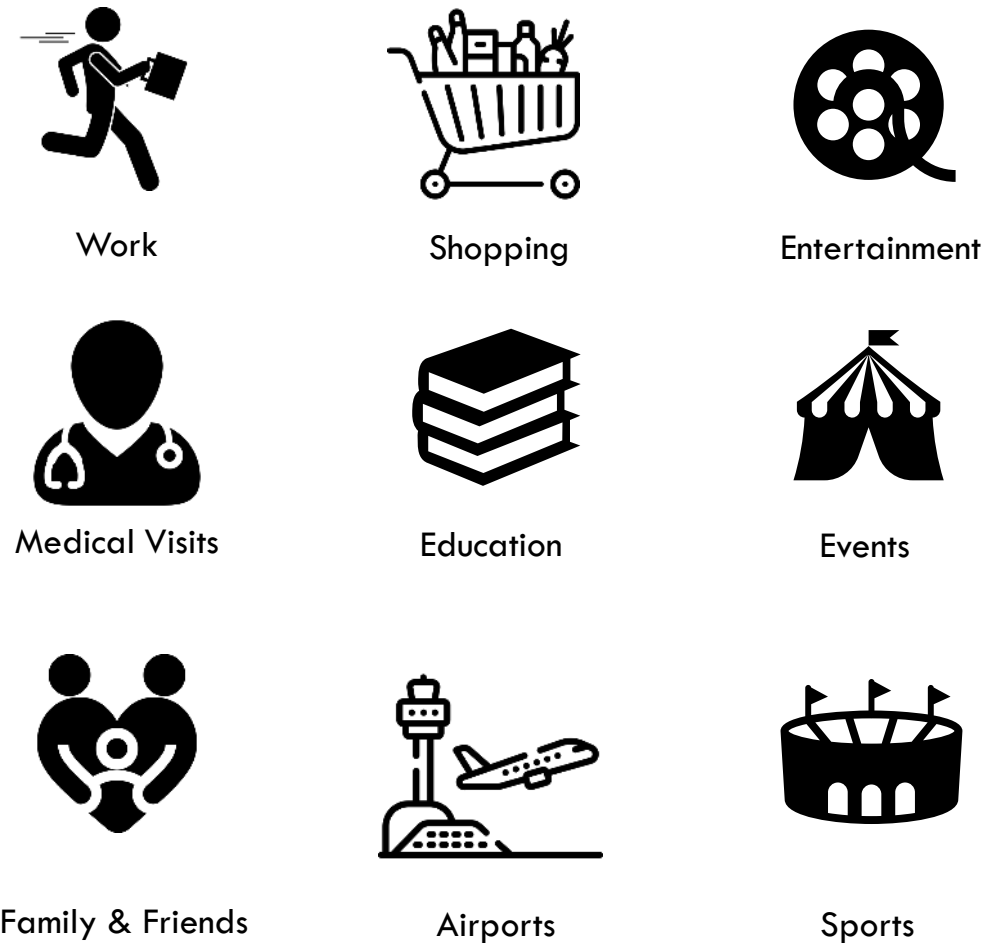
- Local bus systems connect across the region
- Commuter rail and bus serve long-distance trips
- Metro carries ~85% of all transit customers

DMV Transit Customer Profile

Who's On Board?*



Where Are They Going?*



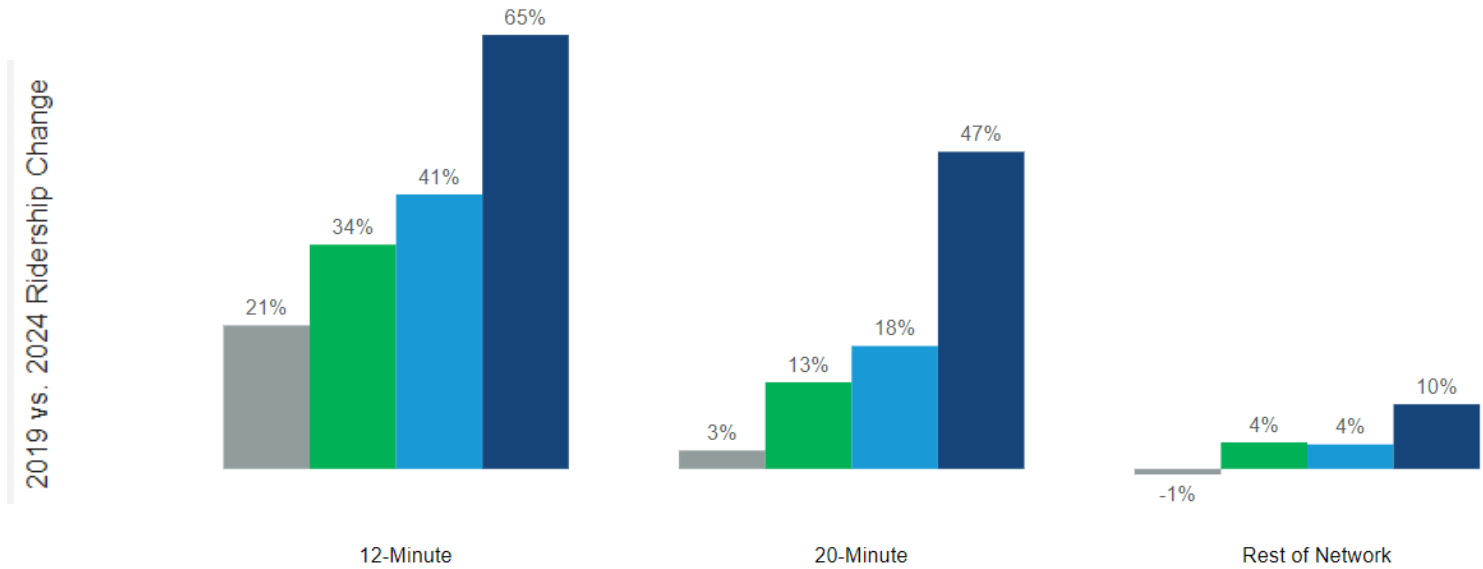
*Source: WMATA passenger surveys, proxy for regional customer base. Metro ~85% of ridership.

Customers Want Frequent, Reliable, and Faster Trips

For example, Metro delivered an all-day Frequent Service Network and ridership responded

Change in Ridership, Feb 2019 vs. Feb 2024

Time Period ● Weekday Peak ● Weekday Off Peak ● Saturday ● Sunday



Includes routes that have existed since 2019. Does not include eliminated or new routes.



1% of street miles in four DMV jurisdictions* have bus lanes; in San Francisco it's 6.3%!

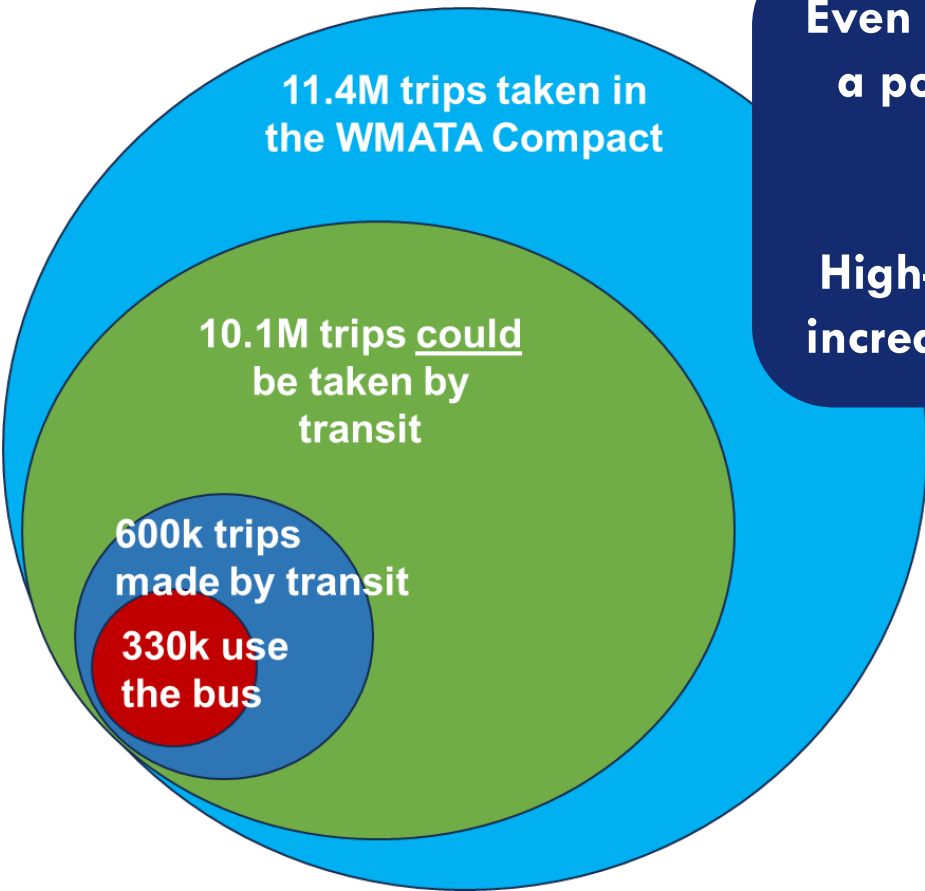


ONLY BUS

*Includes road miles maintained by DC, Arlington, Alexandria, and Montgomery County
Sources: National Transit Database, Metro Ridership Data

Huge Opportunity to Grow Transit Ridership in the DMV

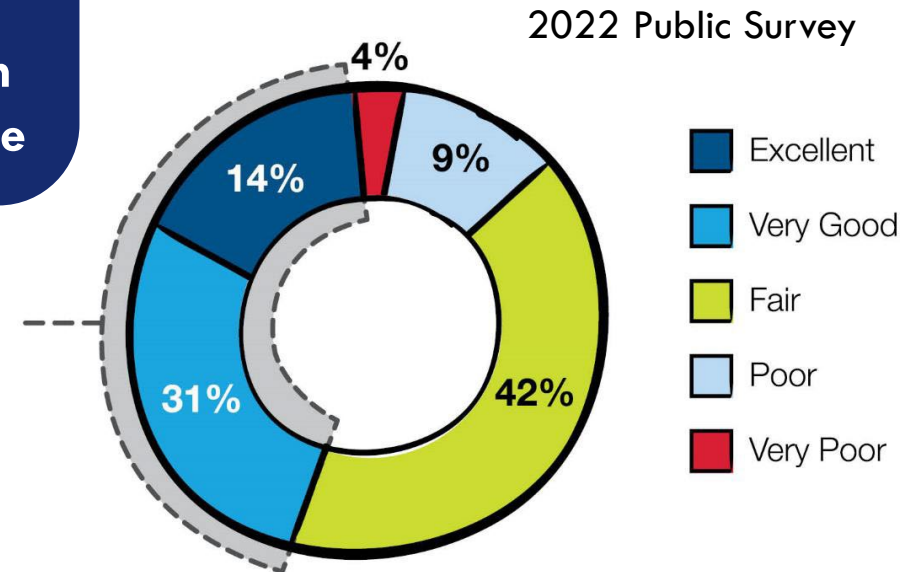
Delivering a consistently world-class transit experience will expand ridership across markets and demographics



Average Daily in 2023

Even though 88% of daily trips have a possible transit connection, only 5% of trips are on transit

High-quality transit and density can increase that to 20% of trips or more



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

Opportunity: Deliver 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

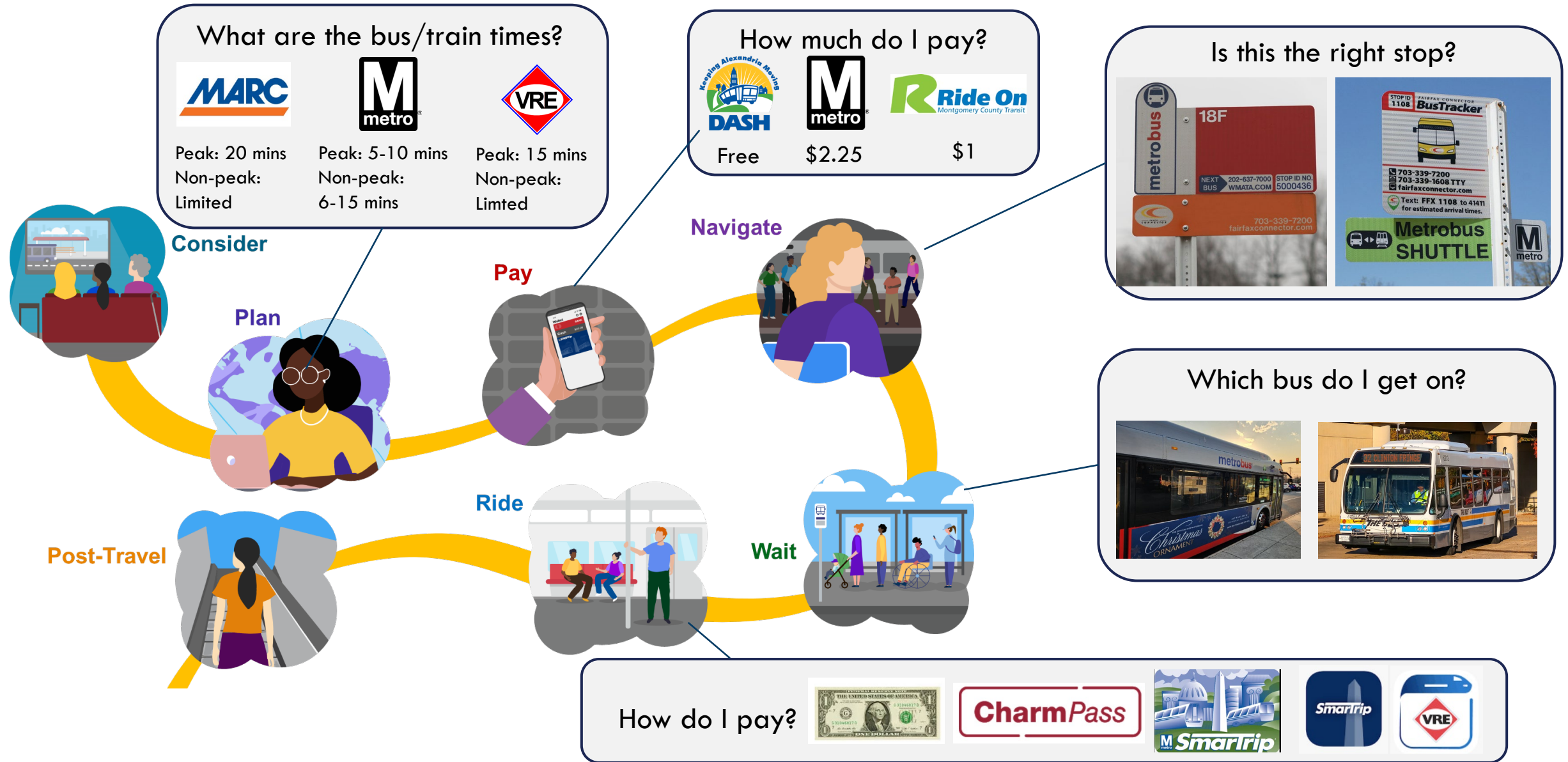


Advance equity and justice

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: Consistent, Excellent Customer Experience



DMV Transit Funding

Existing Funding Structures Cannot Sustain Current Services, Let Alone Meet Future Needs

The DMV has at least \$100 billion in unfunded transit capital needs though 2050



It also has the resources to fund them

- **\$65 billion:** Capital funding commitments and current capacity to 2050
- **~\$35 billion:** Estimate of Metro's unfunded state of good repair and modernization needs to 2050
- **~\$60-~\$120 billion*:** Estimated range of the region's other unfunded projects though 2050 (planned rail and BRT extensions, commuter rail improvements, capacity needs)

\$34 trillion**

Estimated Regional Economic Value
(Gross Domestic Product) 2025-2050

An additional \$1 billion per year invested in transit is
0.12% of the region's estimated economic value

* Initial estimate will be workshopped and confirmed with Advisory Groups

**CY2024 Gross Regional Product in current-year dollars. 2024 estimated based on applying average growth rate 2002-2022 to 2021 actual. Source: Bureau of Economic Analysis, County and MSA gross domestic product (GDP) summary

All Public Services Require Public Investment

- Local, state, and the federal government invest in many public goods
- Those investments provide a wide range of benefits to residents, businesses, and visitors - social, economic, educational, and environmental
- Transit is a vital public service and powerful economic development tool, and must be treated similarly



National defense



Healthcare



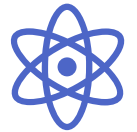
Agriculture



Roads



Air Travel



Energy



Schools



Fire



Police

DMV Transit Budgets and Sources

FY2025 Operating

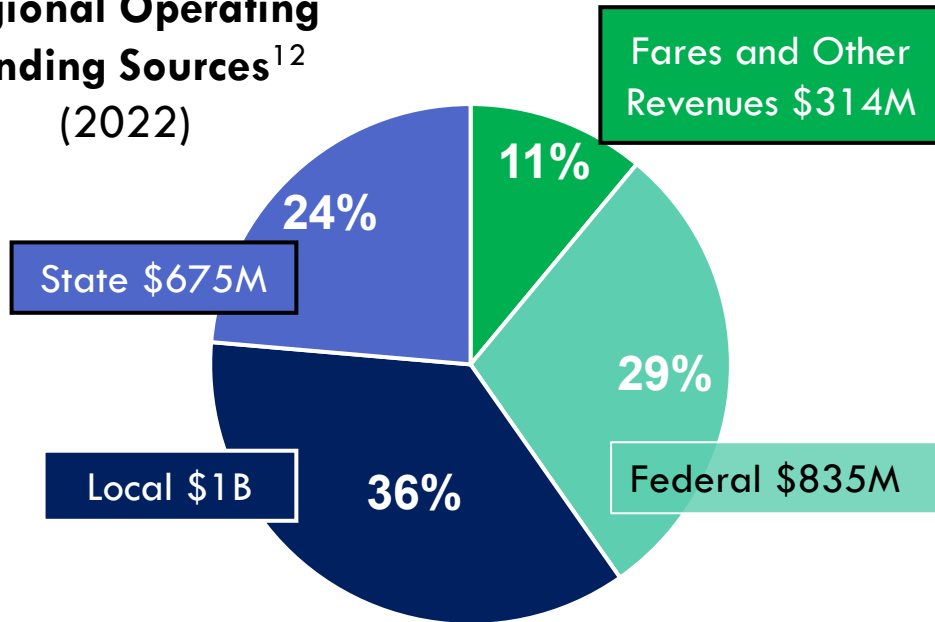
Total Regional²: ~\$3.4B
 Metro = ~70% (\$2.5B)

FY2025 Capital

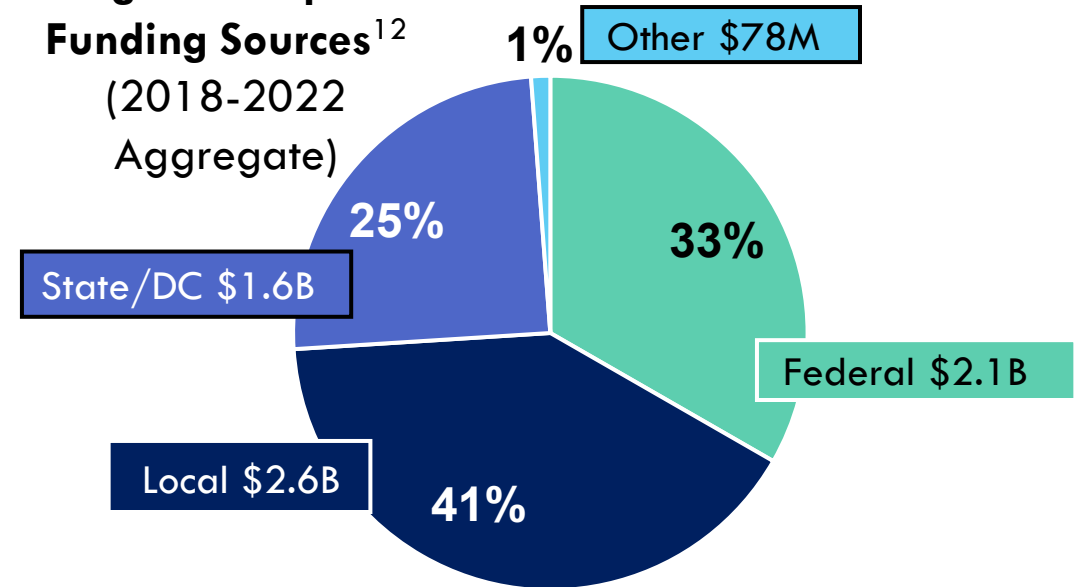
Total Regional¹²: ~\$2.8B
 Metro = ~90% (\$2.5B)

Historic Funding Sources

Regional Operating Funding Sources¹²
 (2022)



Regional Capital Funding Sources¹²
 (2018-2022 Aggregate)



¹Does not include MDOT MTA.

²Estimated. To be confirmed with Advisory Groups.

Sources: Published budget books and National Transit Database.

Next Steps

Need: Address Structural Challenges to Sustainable, Predictable Funding and Efficient Transit Delivery

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

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

Potential for more efficient, cost-effective approach?



Projects Included in Regional Constrained Long-Range Plan

Regional Metro SGR and Modernization – significantly unfunded beyond FY2028
Better Bus Network – constrained to current resources

DC DC Streetcar – Benning Rd extension
Bus lanes on 14 major corridors

MD Purple Line completion
MARC service improvements, all lines
BRT: MD 355
BRT: New Hampshire Ave
BRT: North Bethesda Transitway
BRT: Randolph Rd
BRT: Veirs Mill

VA VRE track expansions: Broad Run, Alexandria 4th Track, L'Enfant, Franconia to Occoquan
VRE Potomac Shores rail station
VRE service improvements, Fredericksburg and Manassas lines
New Long Bridge (VPRA)
BRT: Metroway Crystal City to Pentagon City extension
BRT: US 1/Richmond Highway
BRT: Duke Street Transitway
BRT: Landmark Transit Center
BRT: Alexandria West End Transitway
DASH service expansion (Alexandria Transit Vision 2030)



National Capital Region Transportation Plan



Aspirational Needs and Concepts

Improvements to the Existing Network

- Implement Better Bus Visionary Network
- Maximize Metrorail frequency and capacity of existing system
- VRE and MARC capacity expansion and bi-directional, all-day, run-thru service MD, DC, and VA
- Regional network of dedicated bus lanes
- Rail automation
- Improved and expanded multimodal hubs (Union Station, Farragut Super-Station)
- Integrated fare payment
- Extensive network of bike paths and bike lanes

Concepts for Expansion

- Bus Rapid Transit (BRT) and all-day express bus network
- High-capacity transit extensions to National Harbor, Gainesville, Hybla Valley/Fort Belvoir
- Southern Maryland County Rapid Transit to Waldorf
- Metrorail east-west capacity and reliability project
- DC streetcar extensions
- High-frequency transit between Tysons and Bethesda
- Expanded and improved ferry services



Additional needs and concepts may be identified by DMVMoves Advisory Groups

Shaping the DMVMoves Vision: Goals and Principles

Question: How can the DMV incentivize transit ridership?

Consider land use policies:

- Share of new development and affordable housing in walking distance of high-frequency transit by 2050?
- Rebalance the region's mix of housing and commercial uses to better generate and support all-day transit trips?
- Regional funding to catalyze TOD in weak and emerging markets?
- Funding programs to produce and/or maintain housing affordability on high-frequency transit corridors?
- Other?

Consider incentive strategies:

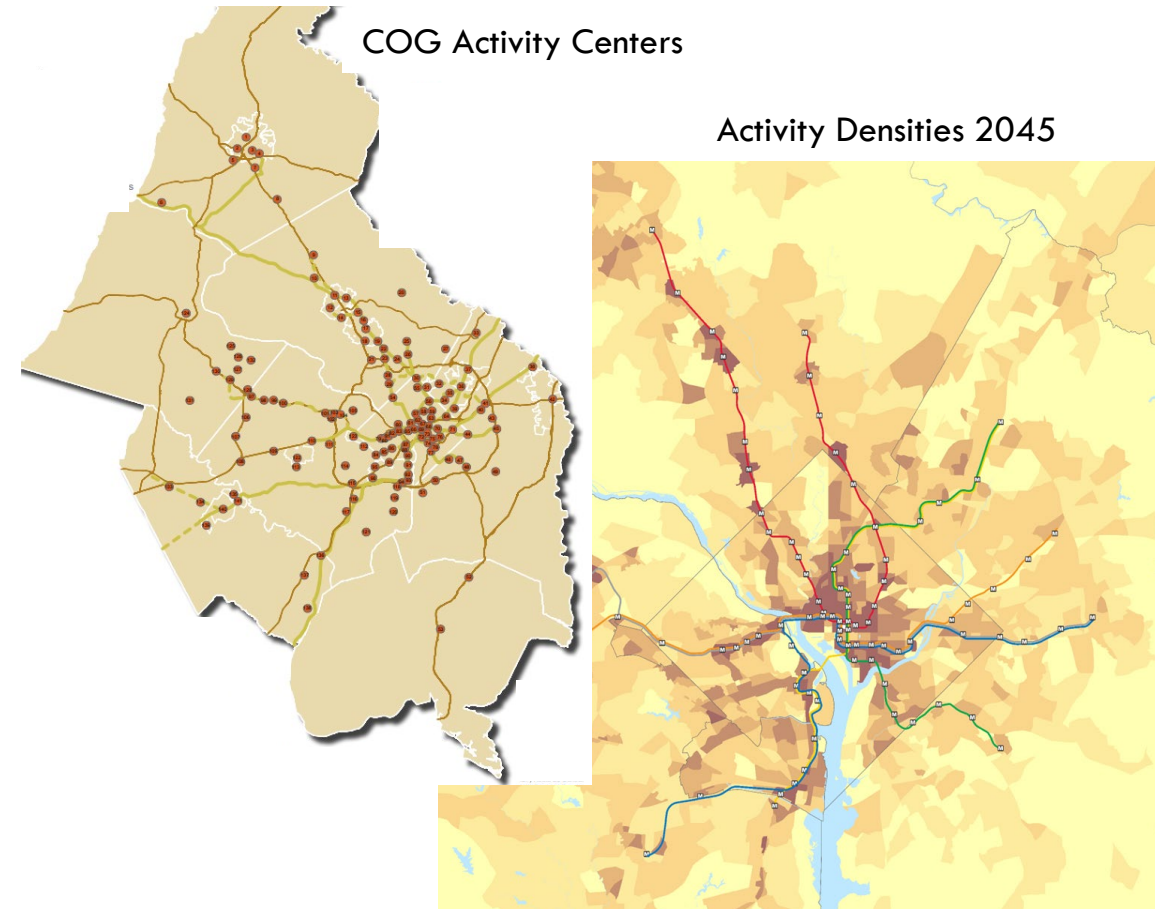
- Regional transit mode-share goal?
- Pricing strategies, such as?:
 - *Additional subsidized passes / reduced fares*
 - *Developers/property managers providing transit passes*
 - *Employer programs such as pre-tax transit passes*
 - *Fare-free transit in the DMV*
 - *Free parking at Park & Ride facilities*
- Marketing campaigns to promote transit and educate non-users?
- Other?

Shaping the DMVMoves Vision: Goals and Principles

Question: Whether and where to expand transit system?

Consider:

- Every Regional Activity Center has at least one high-capacity or high-frequency transit line by 2050?
- Focus on areas with specific densities of people and jobs forecasted for 2050?
- Focus on equity communities?
- Focus on areas with high levels of planned growth?
- Ensure the most common trips forecasted for 2050 have a high-capacity or high-frequency transit option?
- Other?





Moving our region forward, together.

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DMV Moves

We are bringing leaders in the District of Columbia, Maryland, and Virginia together like never before to develop a unified vision that will deliver a more efficient, reliable, and seamless experience for transit users across our region. To get there, we pledge to look at our network holistically, invite input from regional stakeholders and the public, and consider a wide range of solutions. Let's get moving!

[About Us](#)



Thank you