



Moving our region forward, together.

# Regional Transit Initiative Update

October 4, 2024

TPB Technical Committee

Agenda Item #5



# The DMVMoves Regional Task Force met on September 23. Topics included the following:

1. DMVMoves Vision & Goals
2. Regional Survey
3. Recommendations for Regional Transit Integration and World Class Transit
4. Regional Transit Funding
5. Potential Mechanisms to Generate Dedicated Transit Funding
6. Future Schedule

**Presentations and other information available at [dmvmoves.org](https://dmvmoves.org)**

# DMVMoves 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.



# DMVMoves 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

# 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



## Top Priorities

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



## 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. New transit connections/routes
3. Longer operating hours

# Initial Recommendations for Advancing to World-Class Transit

## Customer-Experience Improvements



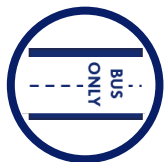
Integrate and align fare policies to provide consistent customer experience (e.g., transfers, youth fares, etc.)



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

**Action plans will be provided in November for Task Force adoption. Advisory Groups will provide more recommendations as the project progresses.**



# Advisory Groups Developing Regional Integration Action Plans

## Topics Under Development:

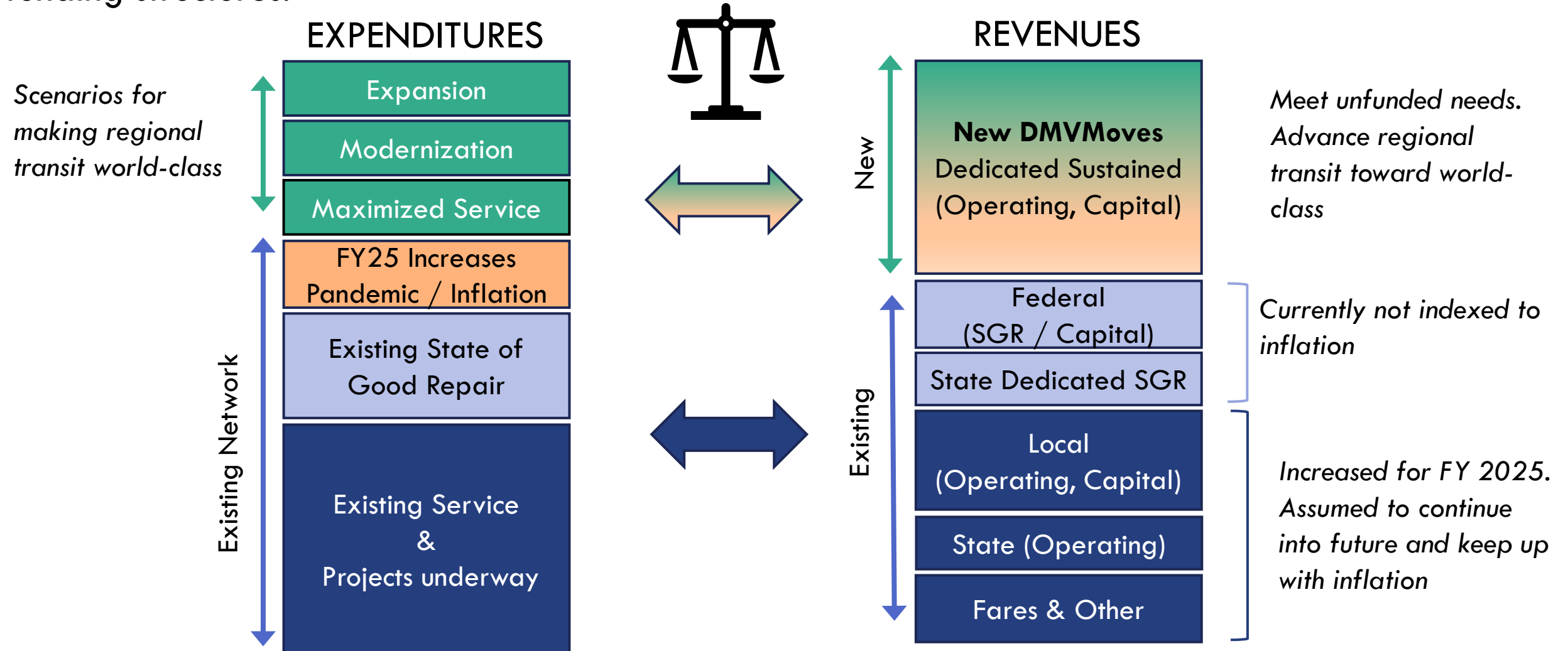
- Frequency and quality of service
- Maximized use and value of existing system
- An integrated and seamless network
- Improved customer experience
- Opportunities for shared transit services
- Efficiencies in transit operations

## Future Topics (including but not limited to):

- System coverage and expansion
- Transit-supportive land use
- Transit administration and delivery
- Potential: additional recommendations on service improvements, cost efficiencies, and seamless customer experience

# Regional Transit Funding - What DMVMoves Funding is Intended to Cover

The transit services and capital needs of all transit operators that cannot be covered by existing funding structures.



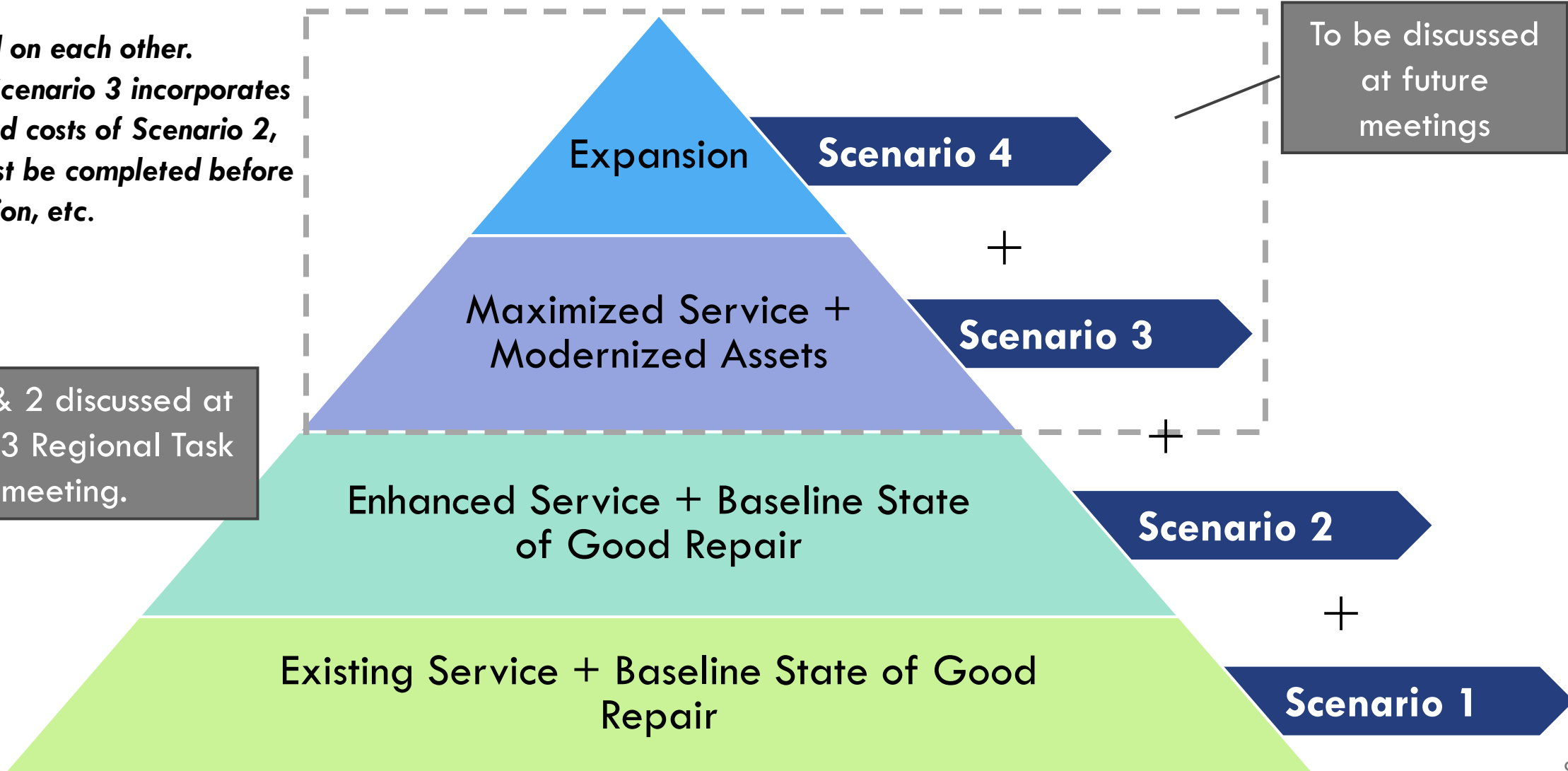


# Potential Transit Funding Scenarios

Four scenarios for the Task Force to consider:

*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.*

Scenarios 1 & 2 discussed at September 23 Regional Task Force meeting.



# Success Requires Regional Leadership, Partnership, and Commitment

## Transit Agencies

- Grow ridership and fare revenue
- Contain cost growth
- Report performance, costs, efficiency using consistent approach and data
- Identify opportunities to share resources and unify technologies for cost efficiencies

## Jurisdictions

*State, counties, cities*

- Prioritize existing and create new revenue resources for transit to better align with goals
- Implement transit supportive land use policies

## Regional Approach

- Support new public dedicated revenues indexed to inflation for transit

## Federal Government

- Index PRIIA to inflation
- Federal support for operations

## Transit Users

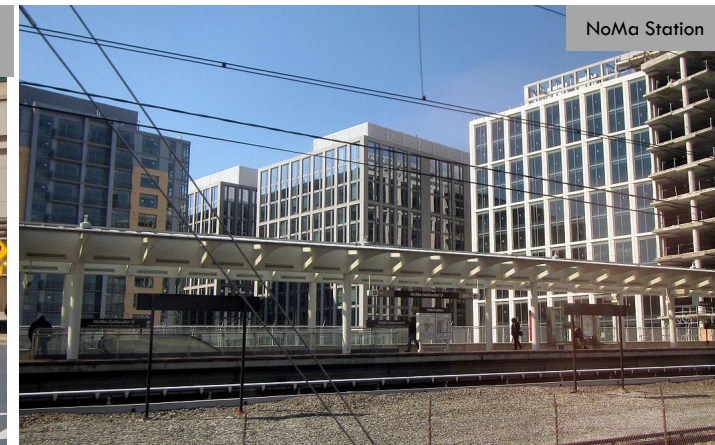
- Pay modestly increased fares to reflect inflation over time

# Strategy: Creating New Public Revenues

- Primary actors: States, counties, localities
- Potential mechanisms:
  - General sales tax
  - Motor vehicle sales tax
  - Fuel (gasoline and diesel) tax
  - Land value tax
  - Transit station area property tax
  - Real estate transfer fee
  - Hotel fee and Surcharges on for-hire vehicles (e.g. taxis, limos, Uber/Lyft)
  - Vehicle registration fee
  - Payroll tax
  - Tolls/congestion charge
  - Local assessments
  - Each mechanism has considerations of size, sustainability, burden and equity, administration, etc.

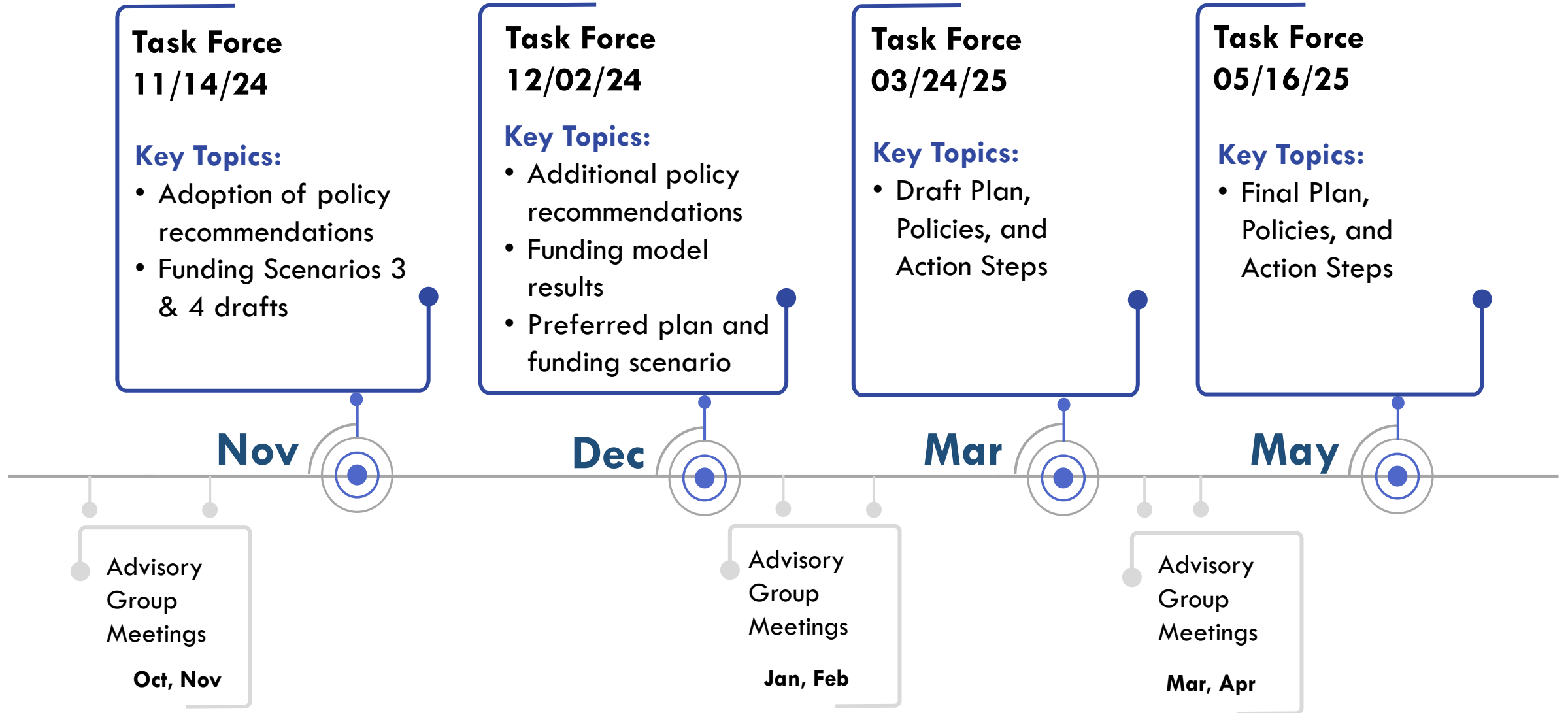
The region has the economic resources:

**\$1.38 trillion\***  
in Annual Regional Economic Activity  
(Gross Domestic Product) 2025-2050



\*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

# Task Force Schedule



***THANK YOU***