



Moving our region forward, together.

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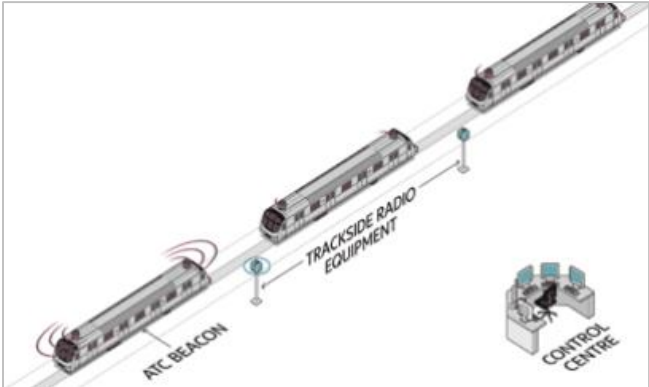
Metropolitan Washington  
**Council of Governments**

# DMVMoves Plan summary

## Additional Funding for Metro

### Reinvesting in/Modernizing Metro

#### Metrorail Modernization



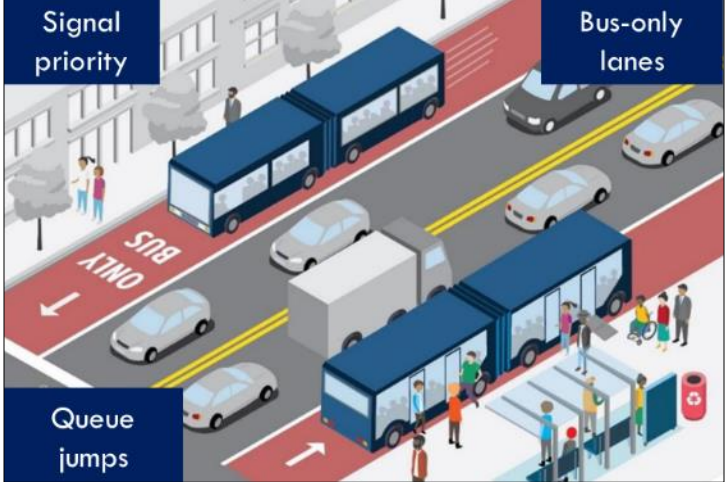
#### Maintaining and Reinvesting in Metro



**\$460M before  
FY29\* + 3% per year**

## Metro + Jurisdictional Partnerships

### Regional Bus Priority Network



- Joint project development
- Discretionary and local funding for priority infrastructure
- Metro operates fast, frequent service all day/all week, where Metro is the primary service provider in the corridor

**\$ To be determined**

## Separate State and Local Needs

### Improved Local Bus Service

Indication of need to implement new, customer-focused regional service guidelines.

**\$65-80M + 3% per year**

### Commuter Rail to Regional Rail

Maintaining existing service and systems:

**\$60M + 3% per year**

Leveraging recent investments to provide regional rail service:







**\$ To be determined**



\*In advance of reaching debt capacity limit

**+ Implementation of Action Plan for Transit Integration**

# Recommendations 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 in corridors where it is the primary service provider	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	Identify opportunities for pooled purchasing power and shared procurements for vehicles, technology, etc., coordinate contract terms	Reduced duplication, lower procurement costs, stronger negotiating power
	Consistent Training & Requirements	Create a working group to share best practices in transit training and collaborate to develop opportunities for shared training and resources; streamline reporting requirements across agencies	Strengthened regional workforce and reduced administrative burden

# Prince George's County Role in Implementation

DMVMoves calls for TPB, Metro, and local bus operators to work cooperatively on regional transit integration actions, including:

- Support implementing a regional network of seven bus priority corridors, including on Annapolis Road (MD 450) and New Hampshire Avenue (MD 650).
- Adopt regional service guidelines, creating consistent expectations for customers across jurisdictions
- Provide performance data to TPB to report on common set of measures for TPB's annual State of Public Transportation report
- Participate in working group to align on bus stop amenity and customer information standards appropriate at a regionwide scale; commit to using the regional guidelines when undertaking capital projects that involve bus stops
- Transition to using a consistent bus stop ID numbering system– a required step for unified bus stop flags
- Participate in the Joint Transit Procurement Committee (JTPC) that coordinates grouped purchases, shares contracting opportunities, and creates a regional venue for discussion of transit procurement issues



## Call to Action and Path Forward

- Advance necessary legislative and budget actions to raise \$460M/year that grows annually and is dedicated for WMATA's capital needs
- Advocate for necessary legislative and budgetary actions to increase PRIIA funds to reflect inflation since 2010
- Work to secure state and local funding to meet the needs of local bus and commuter rail systems
- Commit to work with partners to implement the action plan to better integrate the services of the various transit systems in the region

### November 2025 — Joint Boards Meeting

WMATA and COG Boards approved the Plan and issued a Joint Resolution

### 2026 — Regional Advocacy & Local Actions

Partners coordinate messaging and local councils adopt resolutions

### 2026 — Legislative Approval

State legislatures enact funding legislation

### Before FY29\* — Implementation Funding Begins

Dedicated regional funding available for Metro's use

***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.***

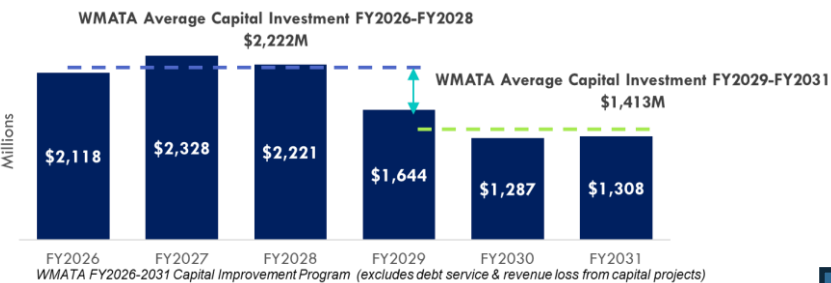
*ADDITIONAL SLIDES*



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

**Transit Funding Crisis:**

Metro faces a **serious and permanent capital funding gap starting in FY2029**. State and local systems also have funding shortfalls.



Metro’s capital program:

- ⚠ Capital funding sources **not indexed to grow**
- ⚠ **Inflation** significantly reduced capital buying power
- ⚠ Debt capacity will be exhausted by FY 2029
- ⚠ 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**

Officials appointed by COG and WMATA Boards

**Government Partner Advisory Group  
Community Partner Advisory Group**

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



# 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%)**

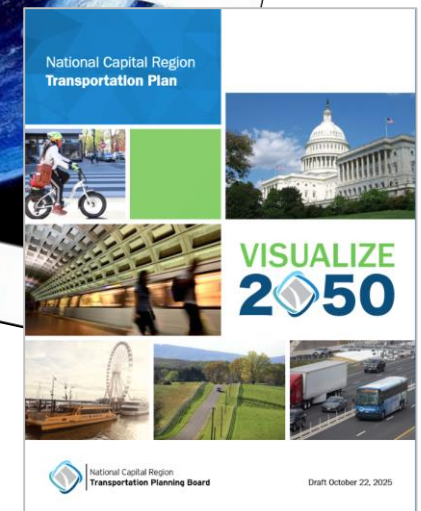
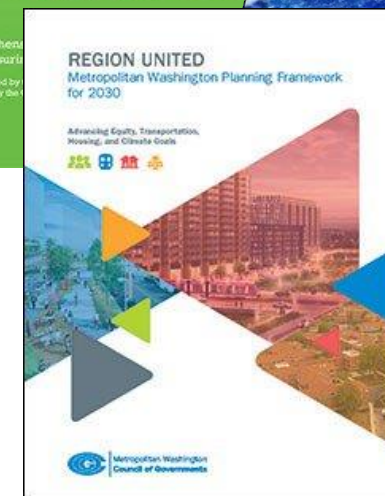
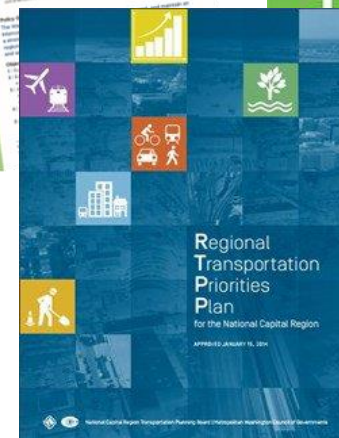


Vehicle miles traveled **+15%**  
Vehicle hours of delay **+70%**



**GHGs -24% vs. target -80%**

## The region's goals & priorities:





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

**In the DMV, transit drives economic**



**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

**improves mobility & accessibility regionwide**



**and connects us to the world**

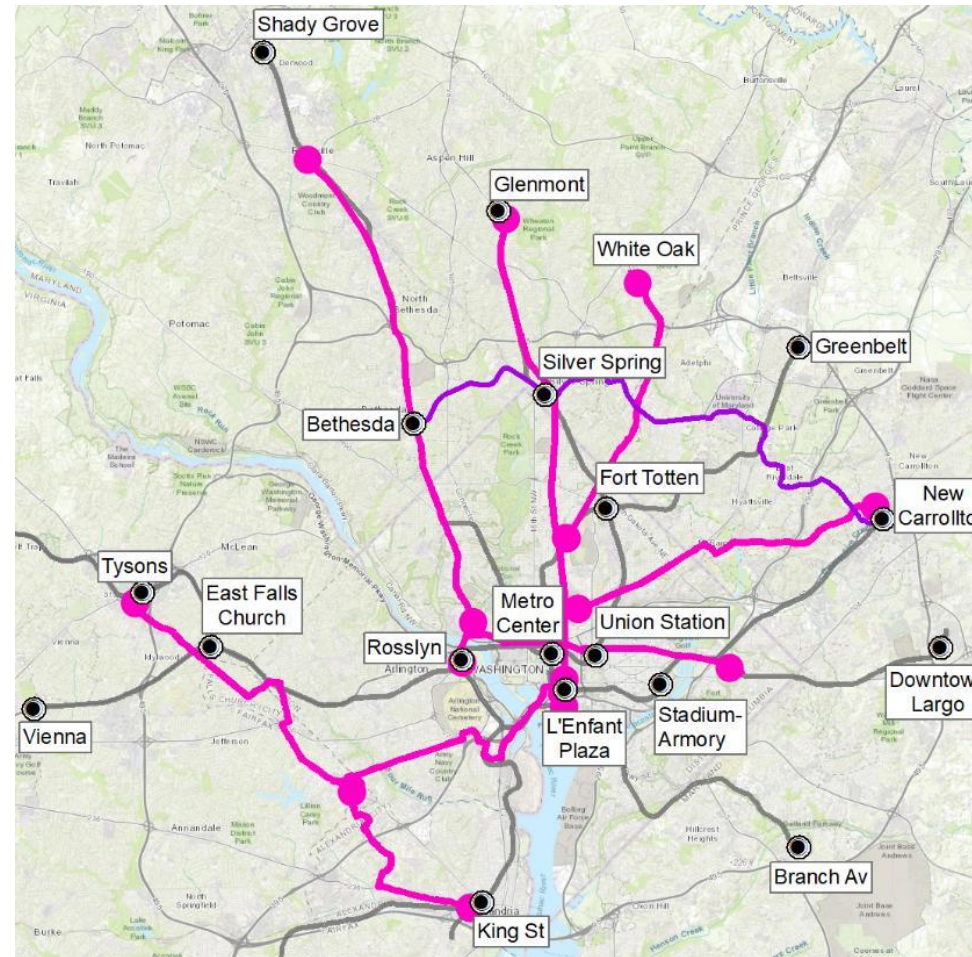




# Proposed DMVMoves Regional Bus Priority Plan concept

DMVMoves calls for action on implementing a regional network of seven bus priority corridors

- Jurisdictions commit to designing, funding, and constructing regional bus priority corridors over the next 6-8 years.
- Jurisdictions will work with COG and Metro to identify roles and responsibilities for implementation and partner with Metro on design and engineering, federal grant applications, and community engagement, where appropriate.



- Bus Priority Lines**
- Crosstown DC
  - Georgia Ave & 7<sup>th</sup> St NW
  - Rockville Pike/MD-355 & Wisconsin Ave NW
  - New Hampshire Ave to White Oak
  - Rhode Island Ave & Annapolis Rd
  - Columbia Pike & 14<sup>th</sup> St Bridge to L'Enfant Plaza
- VA Route 7
- Metrorail Lines**  
**Purple Line**

# Potential funding strategies

WMATA World-Class Transit Investments

\$460M before FY29\* + 3% per  
year

Rail  
Modernization



Reinvesting in  
and  
Modernizing  
Metro

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

+ State/Local investments in priority bus  
corridors

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

\*In advance of reaching debt capacity limit

# 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 12

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