

DMVMOVES

Moving our region forward, together.

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Prince George's County
January 27, 2026



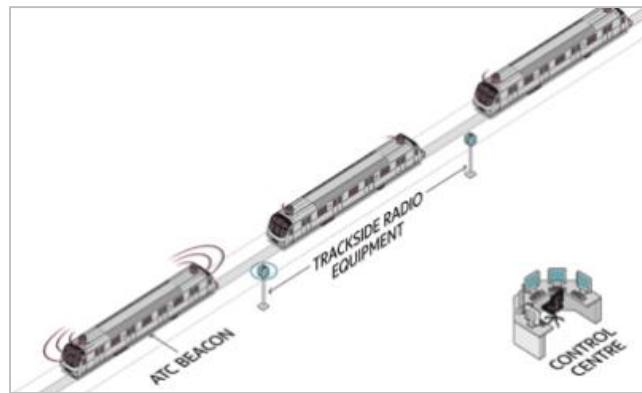
Metropolitan Washington
Council of Governments

DMVMoves Plan summary

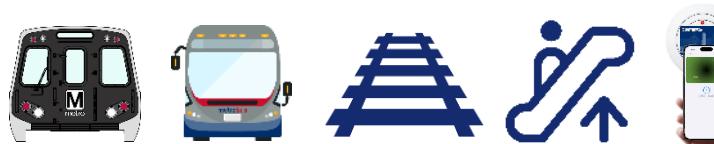
Additional Funding for Metro

Reinvesting in/Modernizing Metro

Metrorail Modernization



Maintaining and Reinvesting in Metro

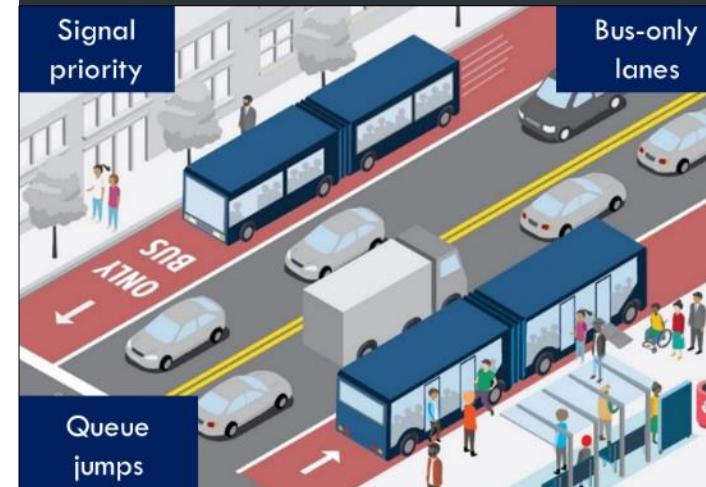


**\$460M before
FY29* + 3% per year**

*In advance of reaching
debt capacity limit

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

+ Implementation of Action Plan for Transit Integration

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



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

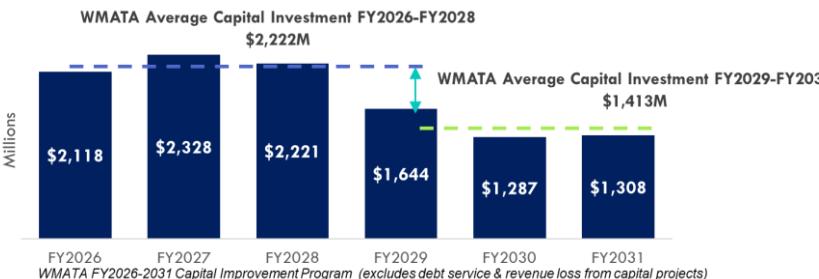
Through a unified vision, a realistic funding solution, and bold leadership, we can build a seamless, modern transit network that powers our economy and enhances the lives of every resident.

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



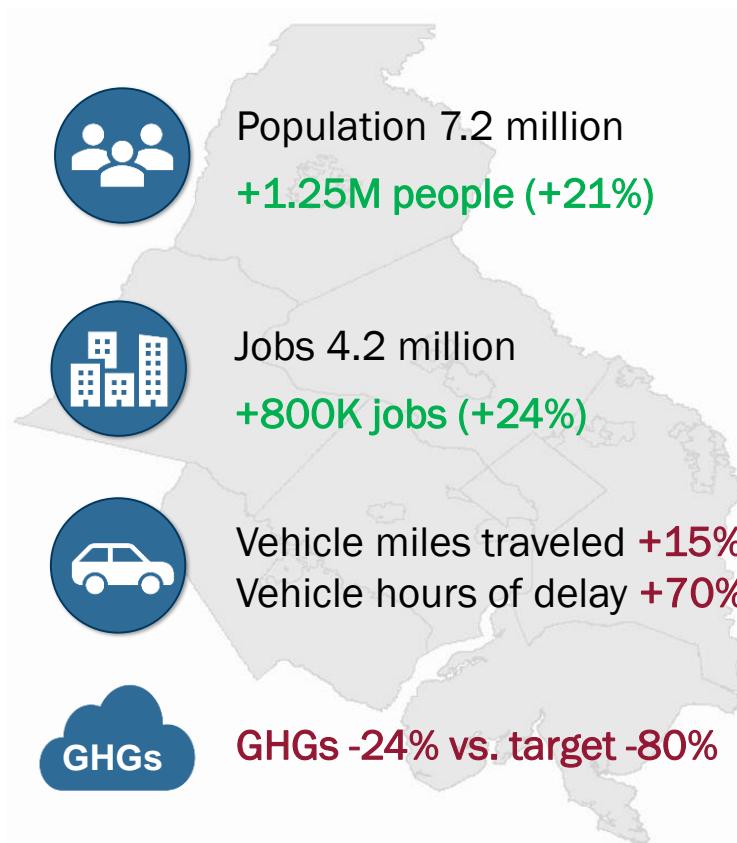
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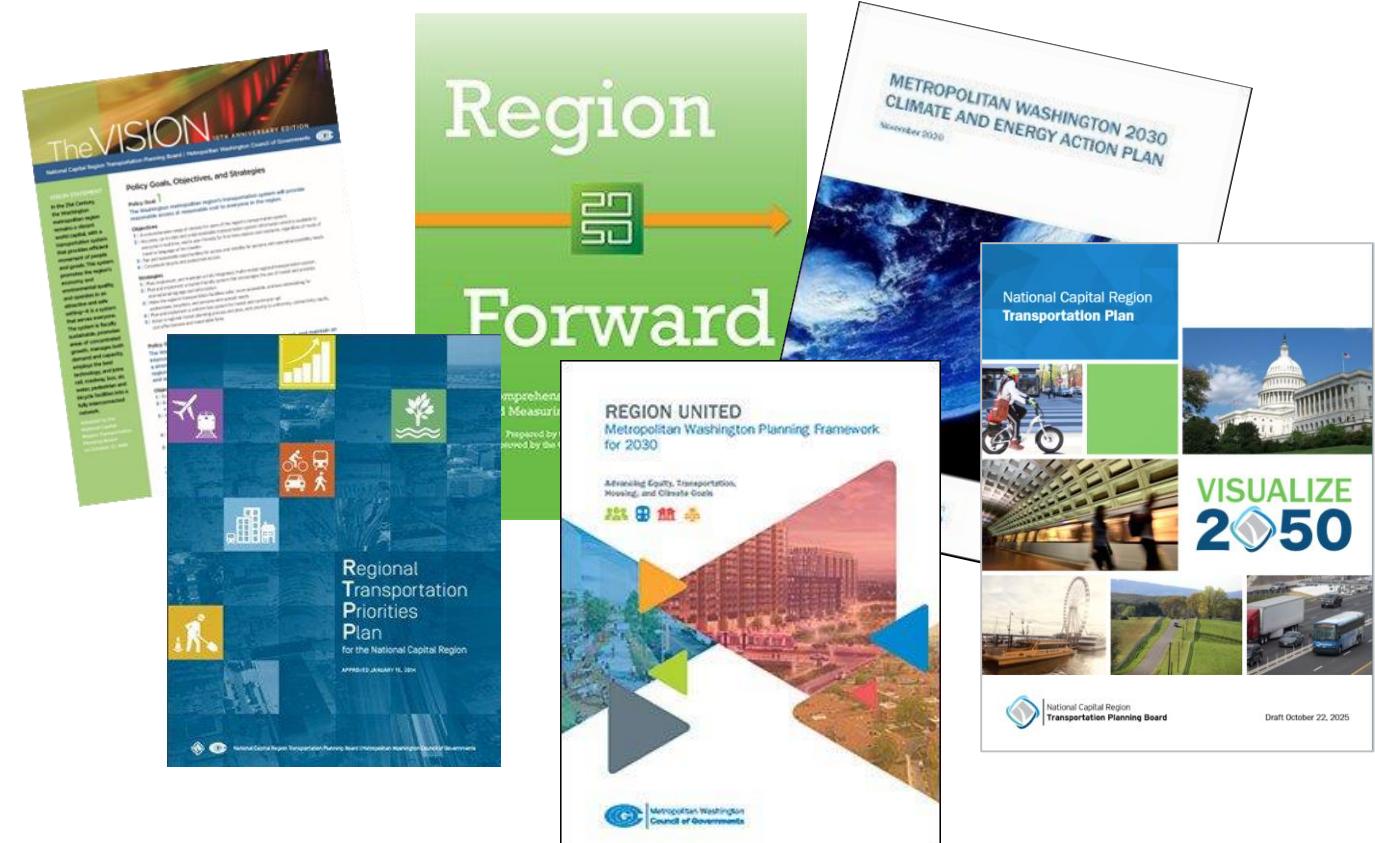
Region is growing and has aspirational goals

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:



The region's goals & priorities:



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

In the DMV, transit drives economic



improves mobility & accessibility regionwide



and connects us to the world



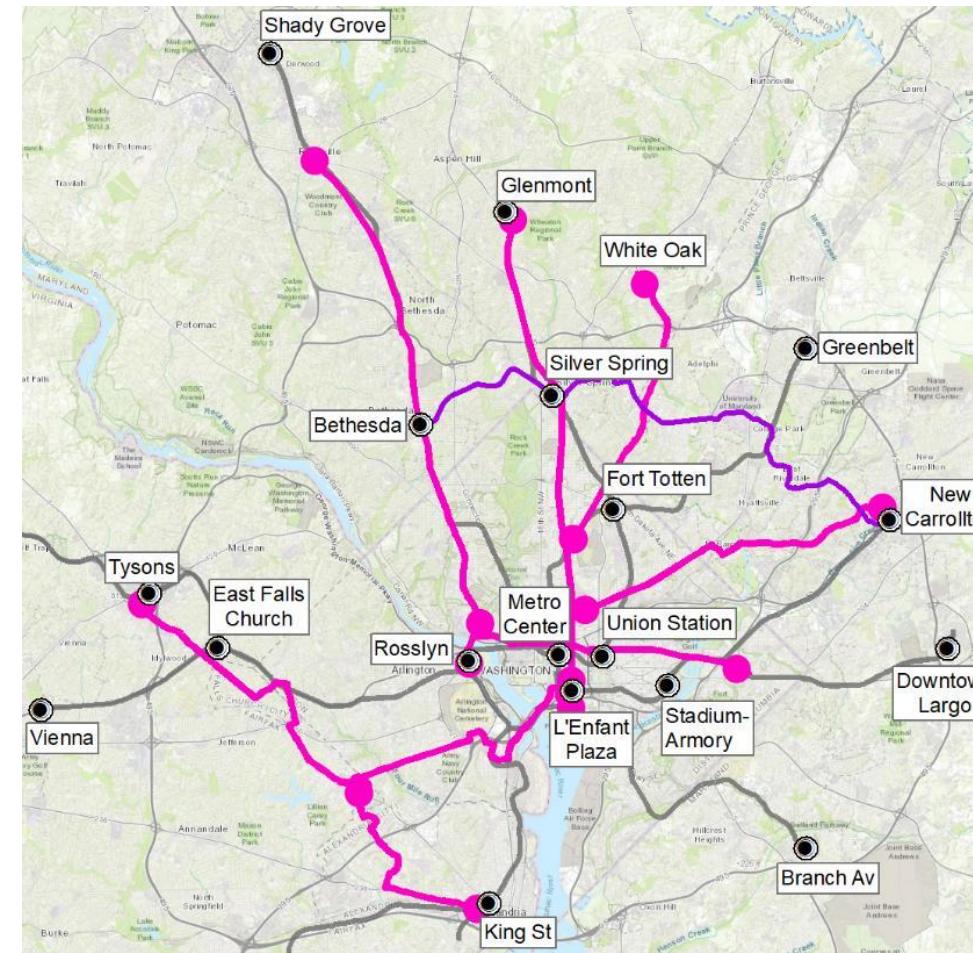
Within half-mile of Metro stations and bus stops:

- 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

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 & 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

Potential funding strategies

WMATA World-Class Transit Investments

\$460M before FY29* + 3% per

year



+ 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

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.

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