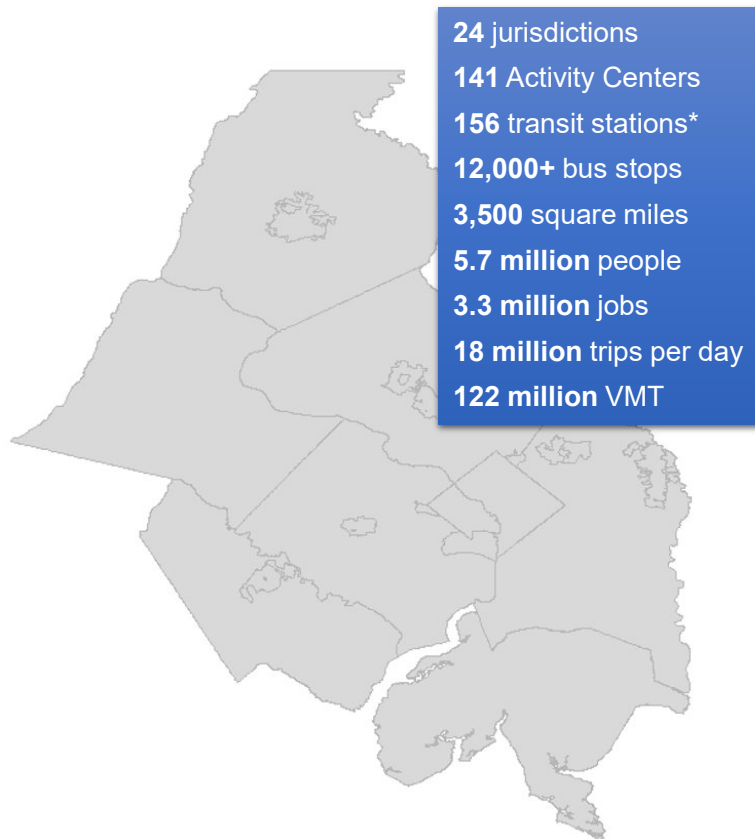


DMV *MOVES*

Moving our region forward, together.

The Region Today



The Region in 2045

The region will have more people and jobs, but also much more traffic, slower and longer trips, and missed climate targets



Population 6.9 million, **+23%**



Jobs 4.2 million, **+26%**



Access to high-capacity transit **+10%**
 Transit trips **+28%**
 Transit mode share only **7%**



Single-driver trips **+10%**
 Vehicle miles traveled **+15%**
 Congested lane miles **+45%**



Vehicle hours of delay **+48%**
 Minutes of delay **+31%**



GHGs -18% vs. target
 -80% by 2050

* Refers to COG-defined high-capacity transit stations

A World-Class Region Needs World-Class Transit

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
- Building that world-class transit network requires a **Vision, Partnership, and Leadership**
 - A unified strategy, network plan, funding model, and action steps
 - Developed by regional leaders and supported by all jurisdictions and transit providers

Region's Goals and Objectives



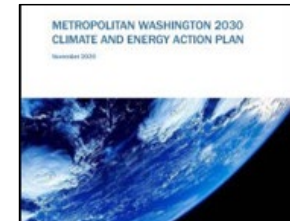
Region Forward
Metropolitan Washington Council of Governments (COG)



Region United Planning Framework
COG

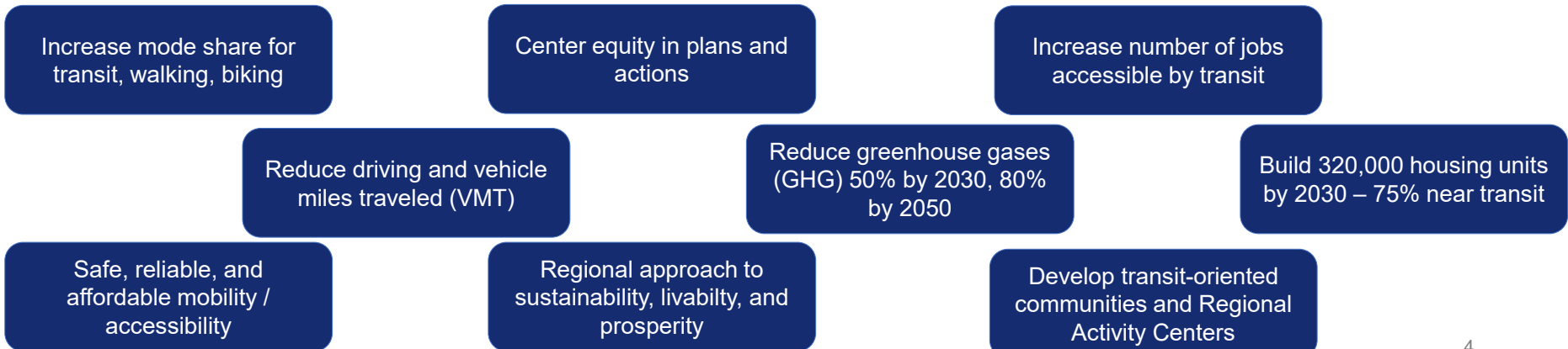


Visualize 2045
Long-Range Transportation Plan
Transportation Planning Board (TPB)



Metropolitan Washington 2030
Climate & Energy Action Plan - COG

Selected regional goals



Transit is Essential to Attaining the Region's Goals



\$9.4b

 Additional business output from transit.

1.2m

 Auto trips avoided each day by 2025.

1.2m

 Metric tons of greenhouse gases avoided by transit.


\$330b

 Property value in Metro station areas.

\$27b

 Avoided road construction costs.

\$2b

 Avoided parking construction costs.

World-Class Transit Would Help the Region Meet its Goals By:

- Positioning transit as most **people's first choice**
- Taking people **where they need or want to go**, when they want to go
- **Expanding connections to jobs and economic opportunities** with fast, high-frequency, all-day transit
- Providing **better service in traditionally underserved communities**
- **Reducing traffic** and harmful **emissions**
- **Improving air quality** and general health
- **Encouraging development** and strong **economic growth**
- Broadening **business access to more diverse workforce**
- Fostering vibrant, livable, **car-optional communities**

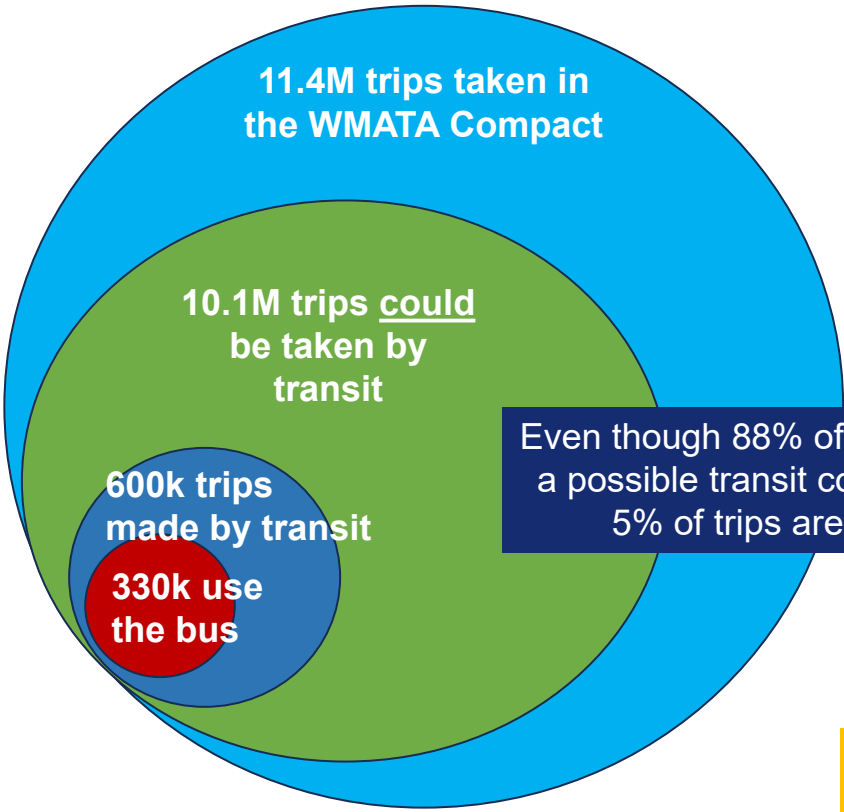


DMV Transit: A Complex Network of Multiple Providers

- 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



Transit Has Huge Market Potential in the DMV

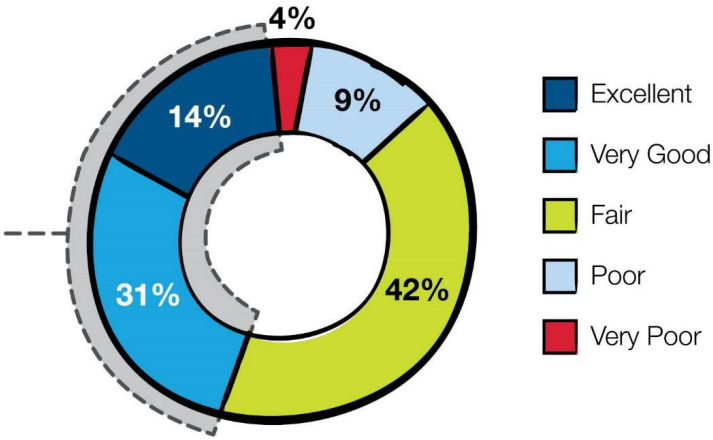


Average Daily in 2023

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

Where there's high-quality transit and density, transit captures up to 20% of trips

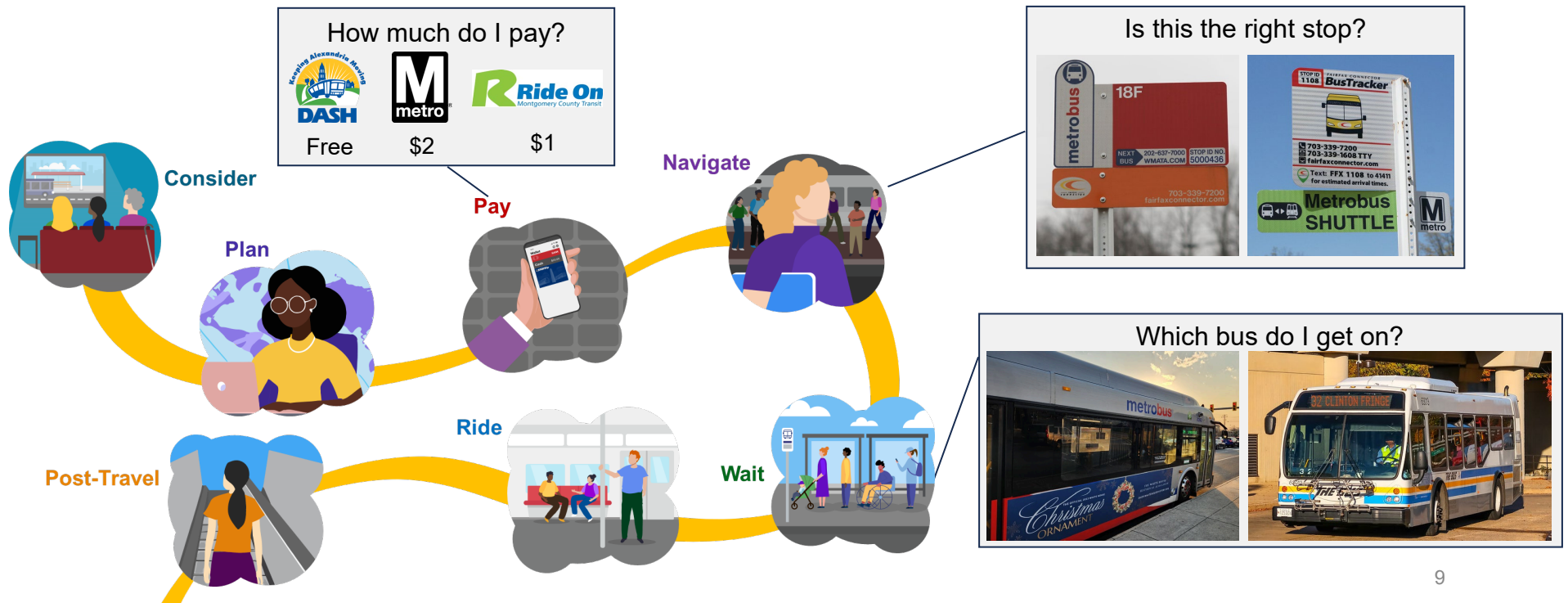
45% of people surveyed rated the region's bus services as "very good" or "excellent"



2022 Public Survey

Opportunity: A Consistent, Excellent Customer Experience

- 14 different transit providers = 14 different customer experiences
- A lot of potential for confusion, especially for visitors and occasional customers



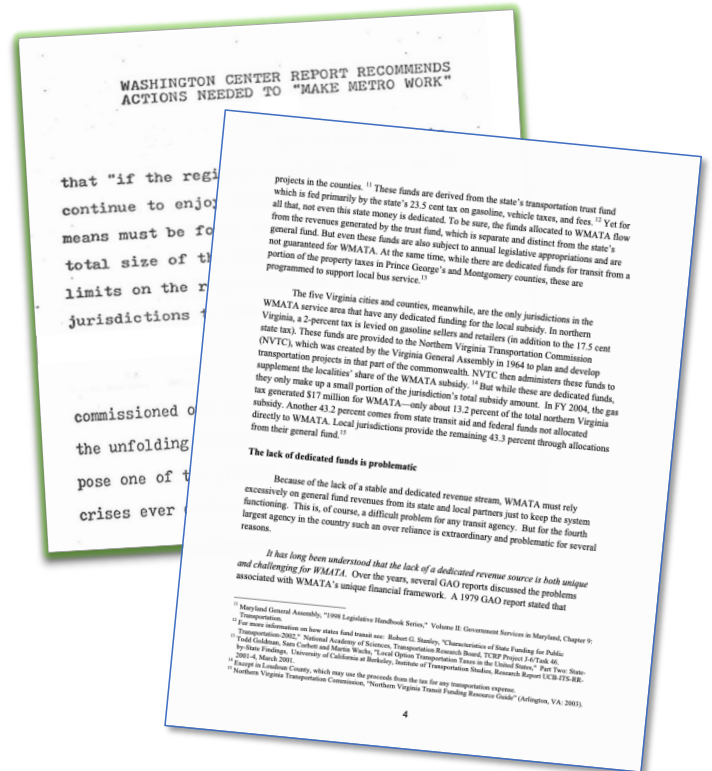
Funding Approach is Insufficient and a Legacy, Structural Problem

"...the unfolding troubles of Metro potentially pose one of the gravest fiscal and political crises ever confronted by Washington."

- *Make Metro Work*, 1976

"It has long been understood that the lack of a dedicated revenue source is both unique and challenging for WMATA."

- *Keeping Metro on Track*,
The Brookings Institution, 2005



Need: A More Sustainable Approach to Funding and Delivering Transit

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

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



Project Sets the Path to an Integrated, World-Class Transit System

DMV Transit Plan



Vision and System Plan

Craft a Vision for a future integrated mobility network

Identify projects, and 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 Scenarios / Tools

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

Model funding scenarios with range of tools / sources



Funding / Oversight Plan

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

Develop and approve Plan and action steps

Project Leadership and Delivery

Task Force

- Leads the initiative to produce consensus-based vision, plan, funding model, and action steps for world-class transit
- 20 regional leaders
 - 15 COG appointees
 - 4 WMATA appointees
 - 1 Federal representative
- Informed by opportunities for public input
- First meeting: June 10, Virginia location to be determined
- Second meeting: September, Maryland location to be determined

Advisory Groups

Community Partners Advisory Group

- Provides input and guidance on tasks and deliverables
- Includes business interests, advocacy groups, and community-based organizations

Government Partners Advisory Group

- Provides input and guidance on tasks and deliverables (e.g. future network, service standards, funding mechanisms)
- Includes staff from local transit agencies, planning organizations, and jurisdictions

Project Management



Metropolitan Washington
Council of Governments



Project facilitators

- Nuria Fernandez
- Nick Donohue