DMV MOVES

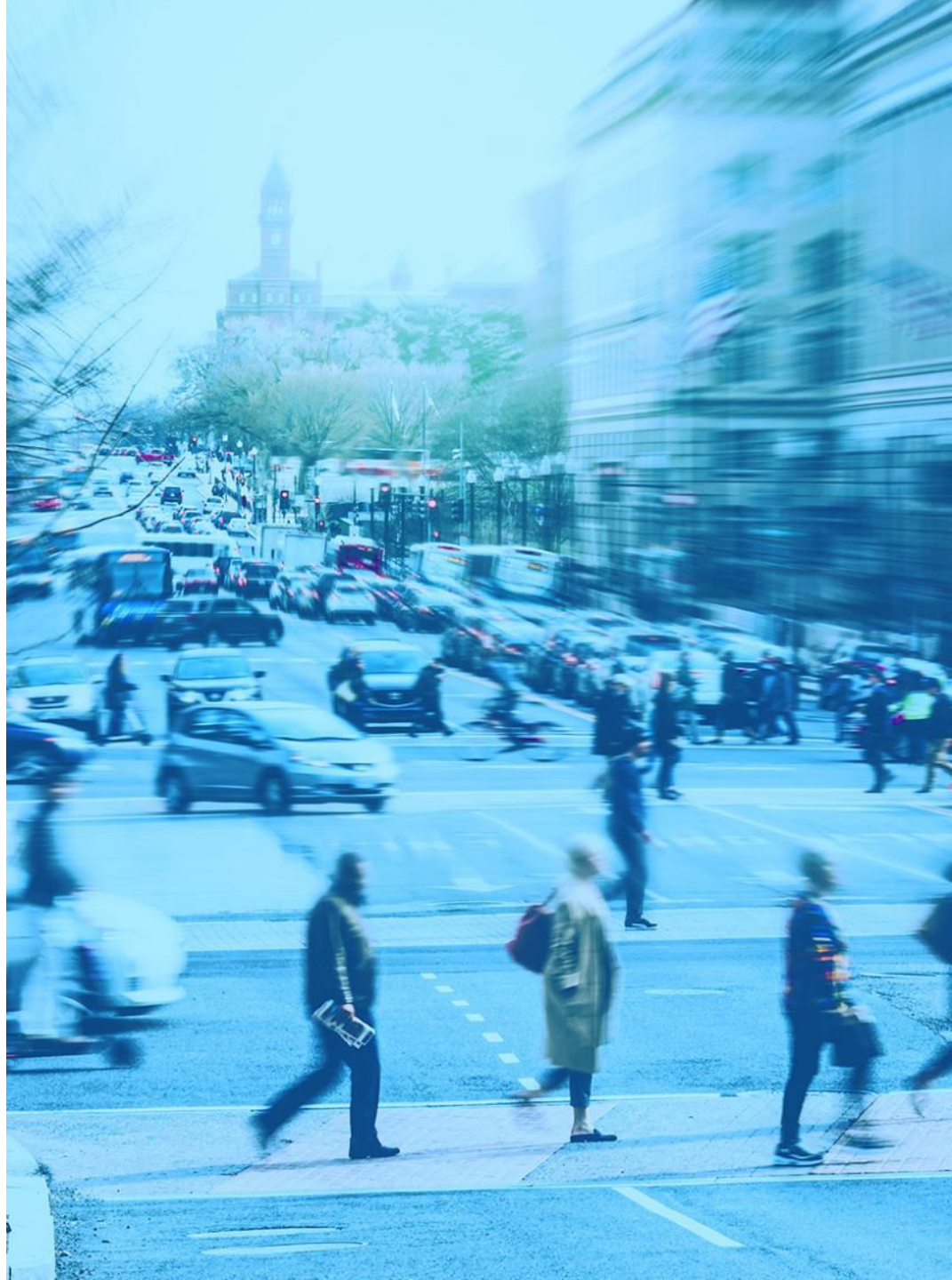
Moving our region forward, together.

Bryan Hill
Fairfax County Executive

Clark Mercer
COG Executive Director

Fairfax County Board of Supervisors
Transportation Committee

December 2, 2025

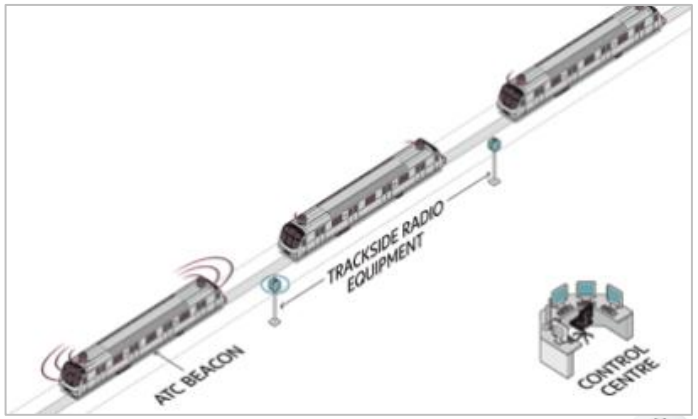


Proposed DMV*Moves* Plan prioritizes maximum use and value of the existing transit and road network

New DMV*Moves* Funding

Reinvesting in/Modernizing Metro

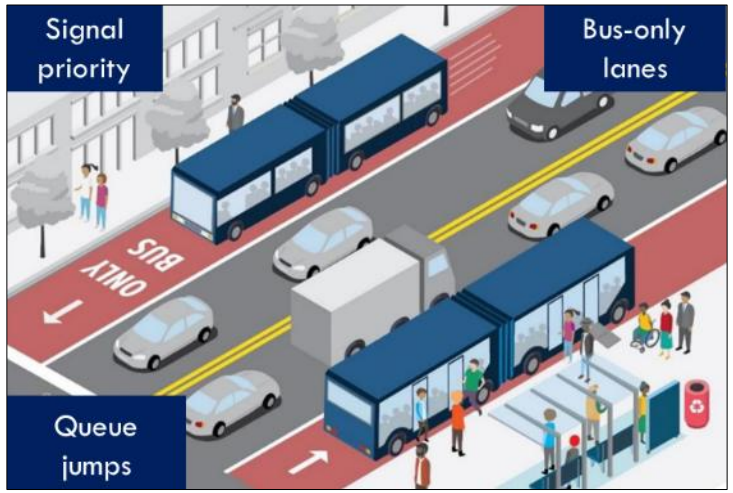
Metro Rail Modernization



$460M in FY28 + 3% per year

Metro + Jurisdictional Partnerships

Regional Bus Priority Network



Joint project development
Local funding for priority infrastructure
Metro operates fast, frequent service all day/all week

Separate State and Local Needs

Improved Local Bus Service

Achieving new, customer-focused regional service guidelines.

$65-80M in FY28 + 3%/yr

For Fairfax, additional $18.5M operating and $6.8M capital funding

Commuter Rail Needs

$60M in FY28 + 3%/yr

Transitioning to a Regional Rail system requires additional funding of commuter rail long-range plans.

MARC VRE

+ Implementation of Action Plan for Transit Integration

Advisory Groups recommend key actions 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	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	Pool purchasing power for vehicles and technology, share procurement opportunities, and coordinate contract terms	Reduced duplication, lower procurement costs, stronger negotiating power
Consistent Training & Requirements	Expand participation in Metro's training programs, create a working group to explore potential skilled trade training partnerships, and streamline reporting requirements across agencies	Strengthened regional workforce and reduced administrative burden

Fairfax County

DMV*Moves* calls for action on implementing a regional network of seven bus priority corridors, including on VA-7 Leesburg Pike

- Jurisdictions commit to designing, funding, and constructing regional bus priority corridors over the next 6-8 years.
- Metro to partner on design and engineering, federal grant applications, and community engagement.

DMV*Moves* calls for following actions on fare integration:

- All agencies accept Metro LIFT low-income fare program with a 50% discount.
- All agencies adopt youth ages 18 & Under Ride Free policy.
- Establish revenue-sharing agreements for regional Unlimited Pass products valid across all systems.



Pierre Gaunaurd/COG

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
  - DMVMoves financial modeling work aligned with SJ28, funding numbers are consistent
- 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

July 1, 2028 — Implementation Funding Begins
Dedicated regional funding available for Metro's use

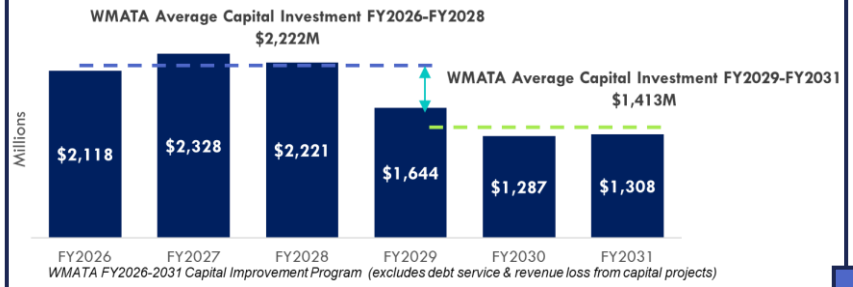
Through a unified vision, a realistic funding solution, and bold leadership, we can build a seamless, modern transit network that powers our economy and enhances the lives of every resident.

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 2028.** 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

Metropolitan Washington Council of Governments

metro

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

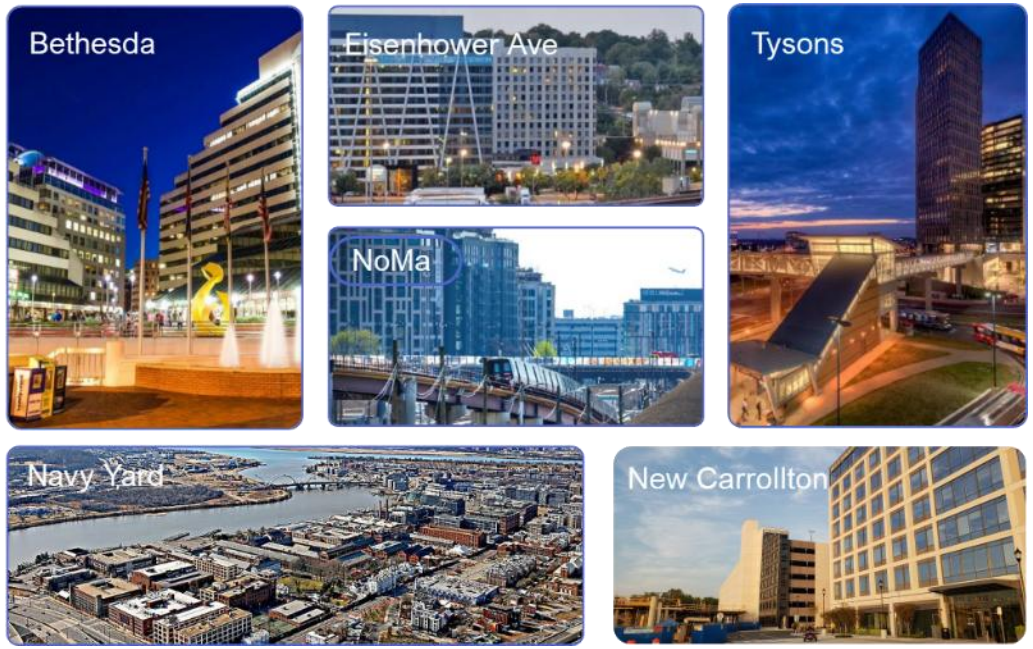
GHGs -24% vs. target -80%

The region's goals & priorities:



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

In the DMV, transit drives economic activity



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



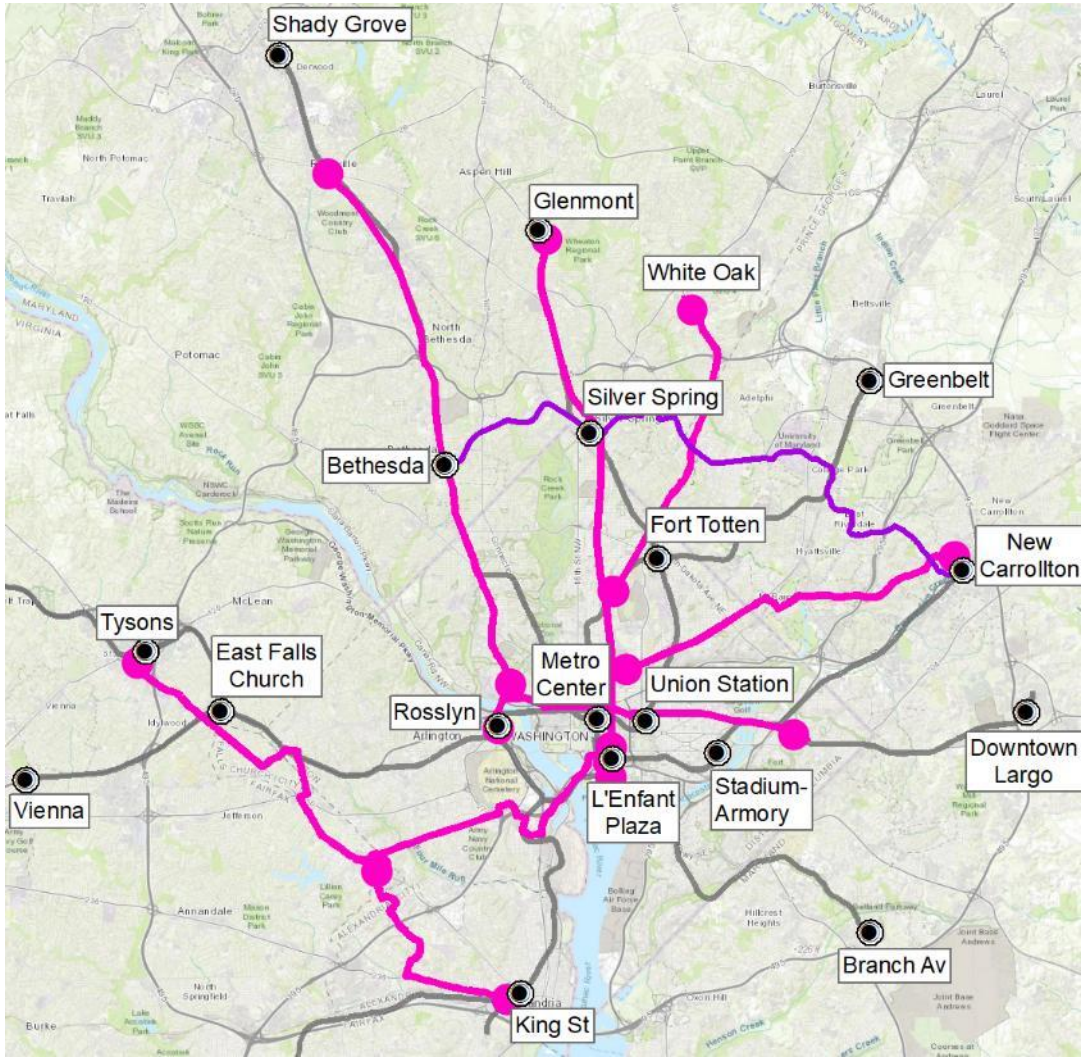
and connects us to the world



Proposed DMV*Moves* Regional Bus Priority Plan concept

DMV*Moves* Plan calls on the region to advance bus priority.

- Officials recognize NVTA's leadership in creating a vision and plan for regional bus rapid transit in Northern Virginia.
- Realizing this goal will require continued and strong partnership by the localities, states, Metro, and organizations like NVTA and NVTC.



Potential funding strategies

WMATA World-Class Transit Investments

$460M in FY28 + 3% per year

Rail Modernization

Reinvesting in and Modernizing Metro

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

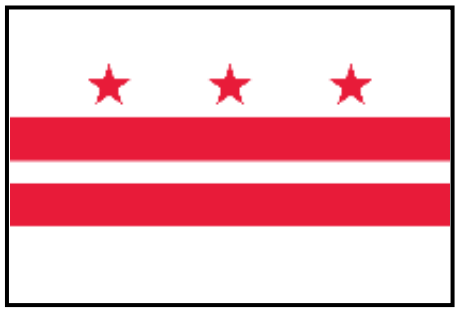
+ State/Local investments in priority bus corridors

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

Estimated jurisdictional shares of Metro investment plan (subject to legislative agreement)

Metro's DMVMoves Investment Plan = $460M in FY28 + 3% per year



District of Columbia
$164M



Maryland
$154M



Virginia
(Commonwealth and Local)
$142M

Funding sources must be predictable, bondable, and sustainable.

* *Based on 2018 dedicated funding allocation*