

BUILDING BRIDGES FOR A STRONGER DMV REGION

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City of Rockville
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Metropolitan Washington
Council of Governments

Why Regionalism?

Because issues don't stop
at the lines on a map



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COG by the Numbers

- Nonprofit association founded in **1957**
 - Brings area leaders together to address regional issues and plan for the future
 - **125+** professional staff
- Our membership:
 - **24** local governments
 - **300** local, state & federal elected officials representing about **6M** people
 - City/county managers, police/fire chiefs, transportation planners, housing/planning directors, environmental experts, and more



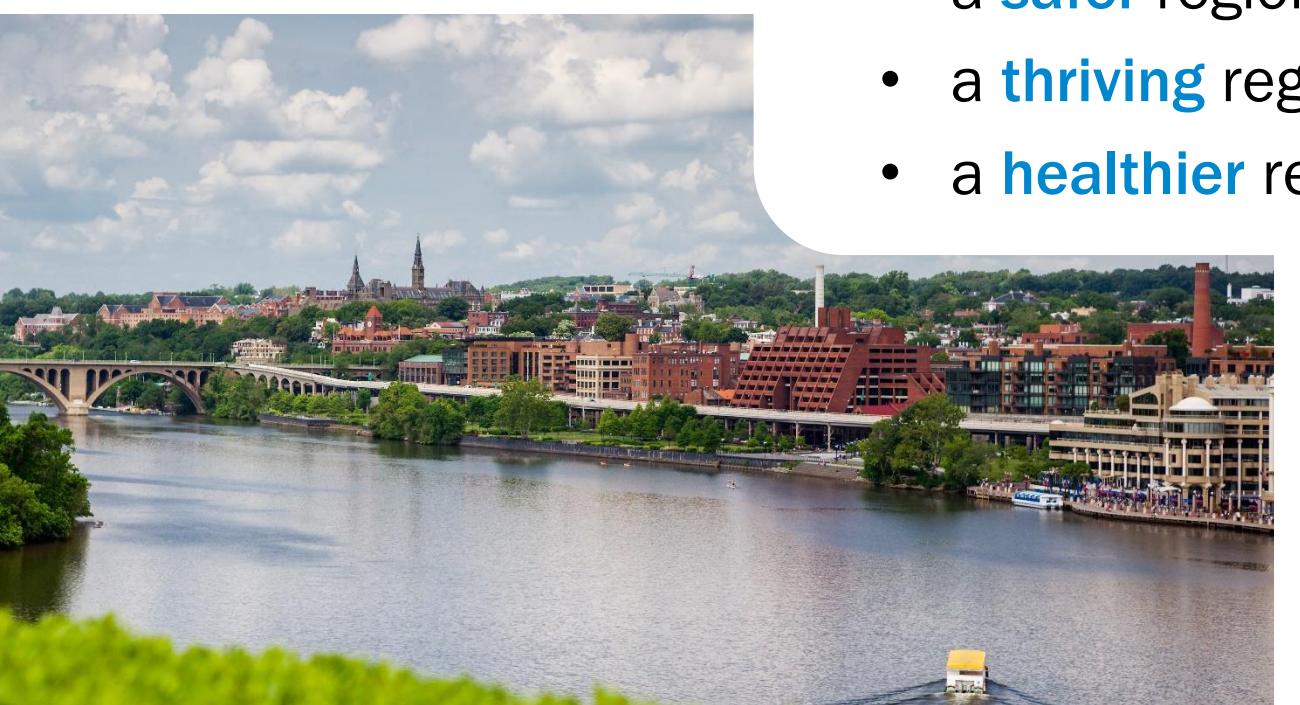


COG is home to the region's Metropolitan Planning Organization (MPO)

- Transportation Planning Board (TPB), one of 400+ MPOs in the nation
- Ensures major transportation projects receive federal funding and approvals
 - Projects must be included in the TPB's Visualize plan, the National Capital Region Transportation Plan



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Working together, we're creating:

- a **connected** region
- a **safer** region
- a **thriving** region
- a **healthier** region

COG/TPB Technical Assistance/Grants: City of Rockville

Fiscal Year	Project Name	COG/TPB Program	Funding Amount
2026	Rollins-Twinbrook Complete Street Feasibility Study	RRSP	\$80,000
2025	Congressional Lane Complete Street Feasibility Study	TLC	\$80,000
2025	Scott-Viers Drive Shared Use Path	TAP	\$200,000
2024	Pedestrian Crossing Guidelines	RRSP	\$40,000
2024	Mannakee Street Complete Streets Feasibility Study	TLC	\$80,000
2024	Fleet and Monroe Complete Streets	TAP	\$224,000
2023	Beall Avenue Protected Intersections Feasibility Study	RRSP	\$50,000
2023	Fleet & Monroe Streets Complete Streets Feasibility Study	TLC	\$60,000

Cooperative Purchasing

Members save money & time through bulk purchasing and contracting opportunities

- **40+** agencies, saving **\$2M** annually
- Cooperative agreements available for Diesel Fuel; Heating Oil, and Biodiesel; Unleaded Gasoline; Road Salts; Physical Health & Wellness Programs; Subscriber Radio Systems; Automated License Plate Readers; and more

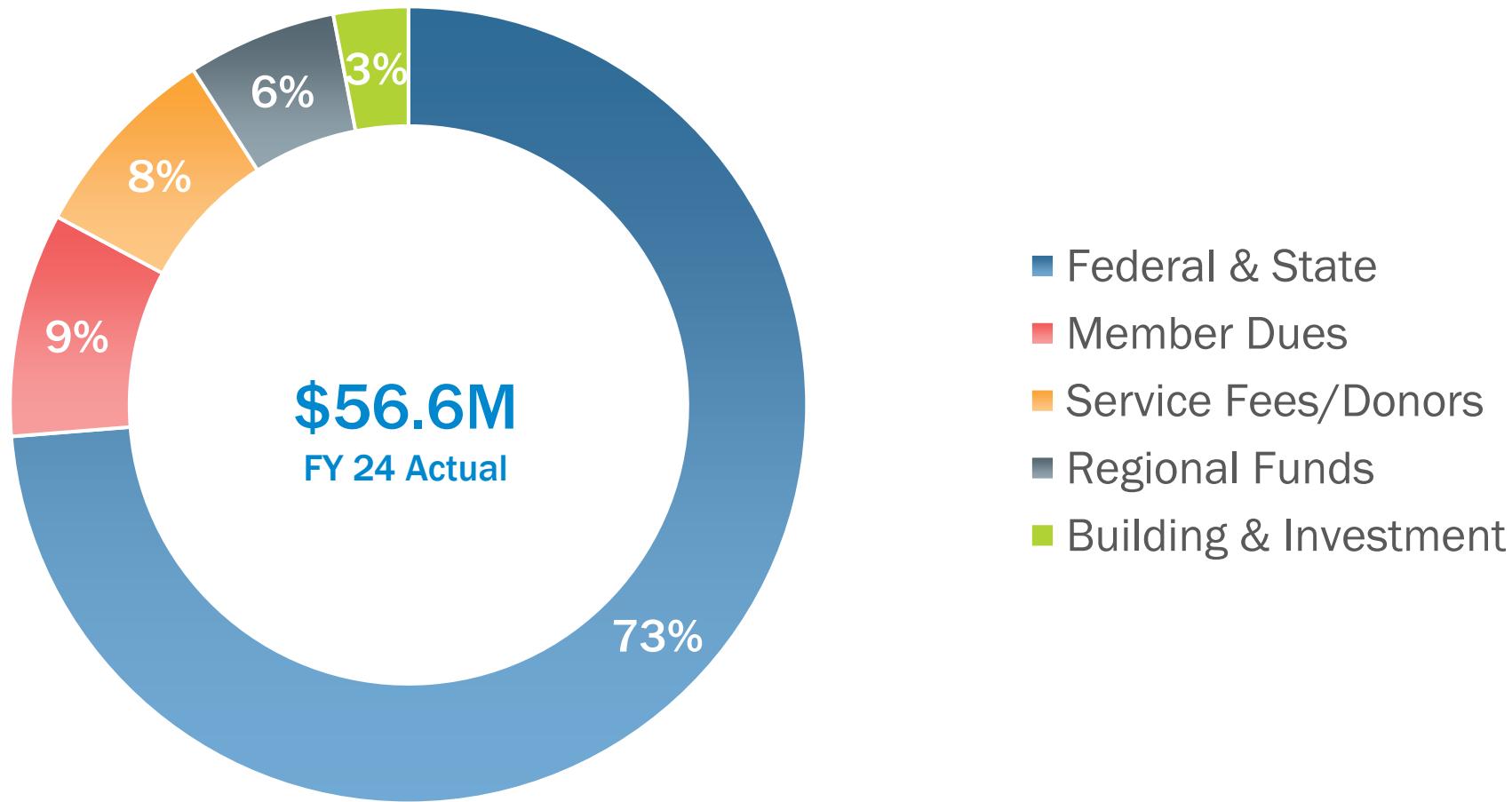


SCBA Gear (Arlington County)



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COG Revenue by Source



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Member Dues/Regional Funds

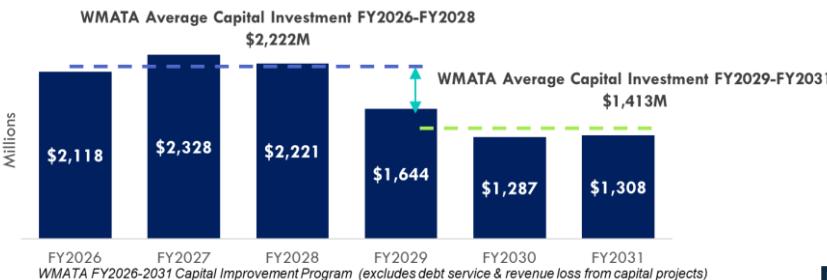
City of Rockville	FY 26
Member Dues	\$62,650
Regional Water Fund	\$15,600
Regional Environmental Fund	\$11,392
Regional FARM Fund	\$6,250
Total Member Dues and Regional Fees	\$95,892



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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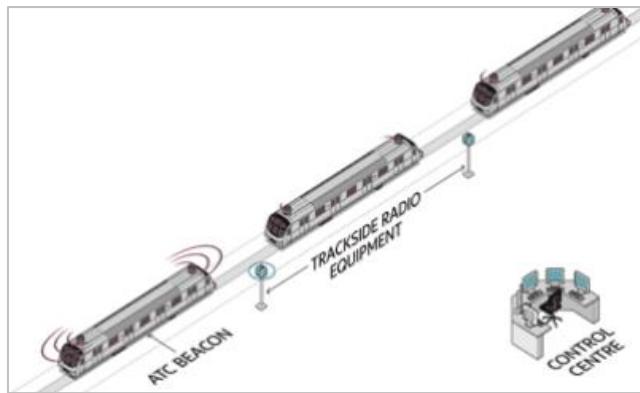


DMVMoves Plan summary

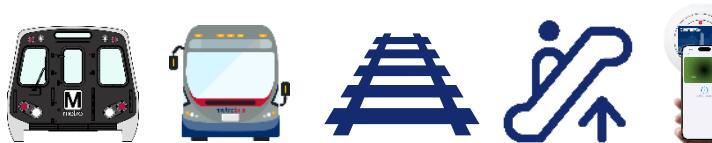
Additional Funding for Metro

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

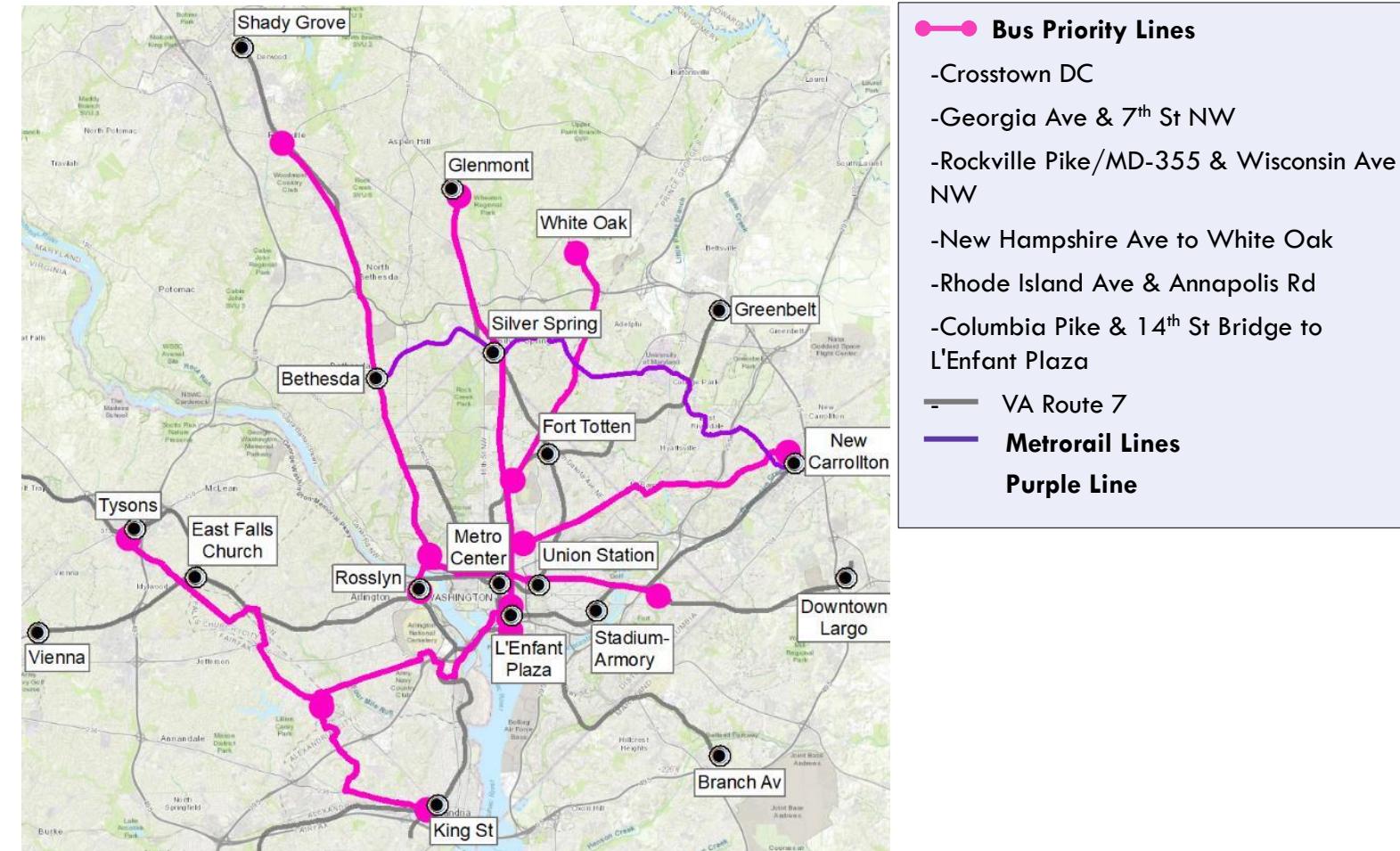
Recommendations for a more integrated and customer-focused regional transit network

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

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.



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

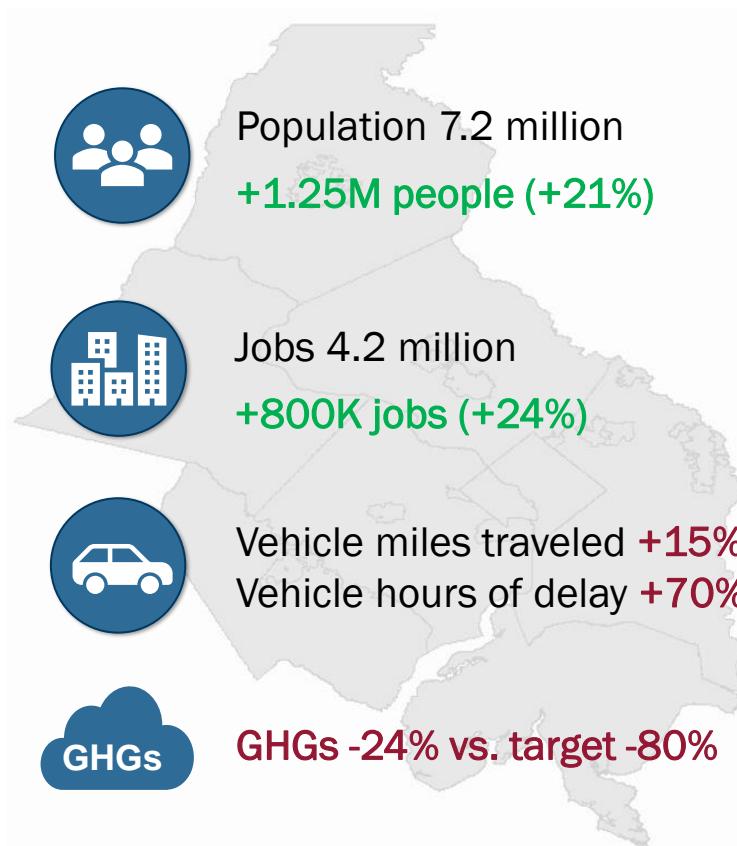
Through a unified vision, a realistic funding solution, and bold leadership, we can build a seamless, modern transit network that powers our economy and enhances the lives of every resident.

ADDITIONAL SLIDES

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

Potential funding strategies

WMATA World-Class Transit Investments

\$460M before FY29* + 3% per

year



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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