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# Cooperation between public transit and private operators

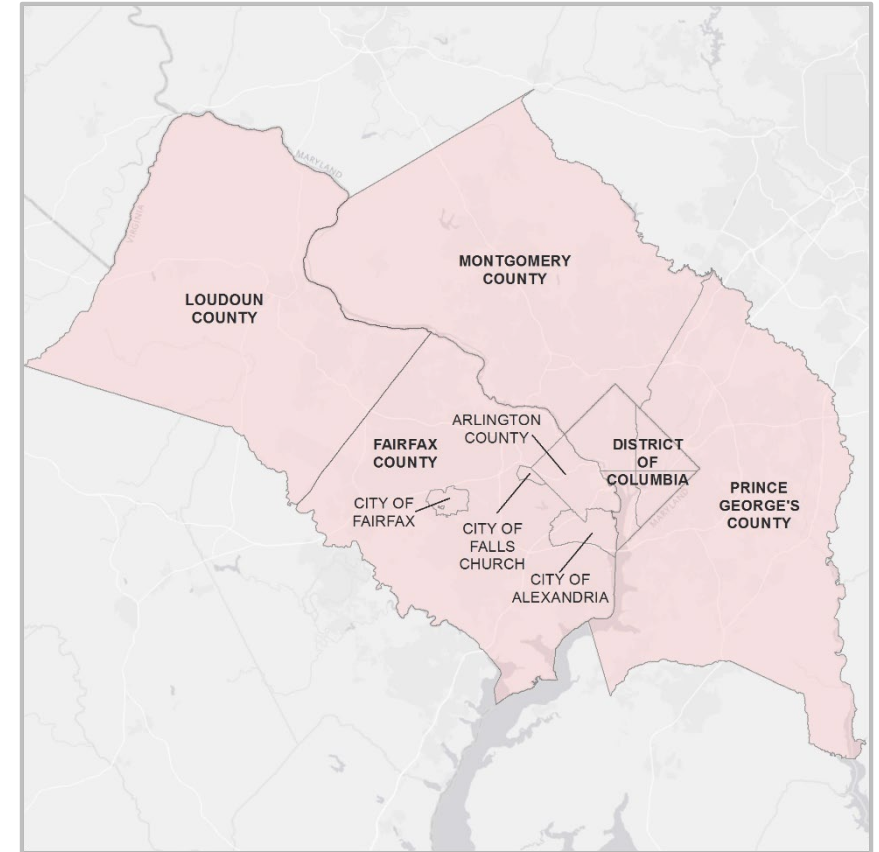


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# Washington Metropolitan Area Transit Authority (WMATA)

- Public Transit Provider for the Greater Washington DC metro area
- 91 heavy rail stations on 6 lines transporting more than 600,000 customers daily
- 1,500 buses running on 300+ routes serving over 11,000 bus stops in the District of Columbia, Maryland, and Virginia moving more than 400,000 customers daily
- Shared-ride, door-to-door, paratransit service operated as MetroAccess
- Abilities-Ride on-demand taxi partnership to supplement paratransit



# Existing Partnerships With Private Providers

- Contracted operations for paratransit services (MetroAccess)
- Contracted bus operations and maintenance for one of our bus depots (garages)
- Rail shuttle services for elevator outages (connecting customers to the next ADA accessible station)
- Rail replacement shuttles for major maintenance projects (bus bridges)
- Space management contracts for Rail Station Areas (fee access and public policy)
- Managed access to Rail Station Kiss & Ride zones





# Support Efforts From Compact Members

WMATA has worked with the District Department of Transportation on a number of efforts relating to managing private coaches in DC

- Competing demands for right-of-way access including curbside access, bus stop coordination/sharing, and layover space
- Special event coordination limiting access on roadways ( e.g parades, festivals, presidential inaugurations)
- Transportation Network Companies (TNC) operations and impacts on public transit (e.g. Ubers/Lyfts dropping off in bus zones)



# Opportunity Areas

- Expanded bus station areas to add additional bays for tour buses/private providers to load/unload or layover (e.g. WMATA's proposed Army-Navy Drive bus terminal near the Pentagon)
- Adding additional layover zones outside of the Central Business District to reduce demands on ROW in the core of DC
- Improving coordination and cooperation for special events (e.g. identifying underutilized public transit facilities that can be utilized on a temporary basis to private providers)
- Expansion of Abilities-Ride program to include additional private providers to cover more of the region
- Partnership with compact members' pilots for microtransit
- Developing a unified payment system for transit and mobility services (e.g. TNCs, bikeshare/scootershare)

