

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
**777 North Capitol Street, N.E.**  
**Washington, D.C. 20002**

**RESOLUTION IN SUPPORT OF THE DMVMOVES REGIONAL TRANSIT INITIATIVE**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized on November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, the TPB has long supported continued investments in the region's transit assets to keep the region's transit system safe and in a state of good repair; and

**WHEREAS**, the TPB's priority strategies include increasing the frequency and capacity of transit by expanding Bus Rapid Transit and Transitways, reducing travel times on all public transportation bus services, and moving more people on Metrorail and commuter rail; and

**WHEREAS**, the Washington Metropolitan Area Transit Authority (WMATA) faces a capital funding shortfall in future years to maintain its system in a state of good repair which could impact the safety and reliability of the system and has a need for additional, dedicated capital funding; and

**WHEREAS**, state and local transit agencies also face similar challenges including, but not limited to, deferred maintenance risks and unsustainable operating gaps, raising the potential for disruptive service reductions that would undercut regional progress on economic growth, environmental goals, and mobility goals; and

**WHEREAS**, the region demonstrated unified leadership through the 2024 launch of the DMVMoves initiative, when the Metropolitan Washington Council of Governments (COG) and WMATA Boards of Director, adopted a joint resolution formally establishing DMVMoves as a shared commitment to strengthen long-term coordination and planning for regional transit; and

**WHEREAS**, the appointed DMVMoves Task Force of regional officials, assisted by two Advisory Groups, and supported by TPB staff, led the DMVMoves effort and developed a shared vision for the future of the region's transit network and the identification of sustainable, long-term, dedicated funding sources to support it; and

**WHEREAS**, over the course of six Task Force meetings and seventeen Advisory Group meetings, participants worked collaboratively to assess regional needs, review detailed technical analyses, consider public feedback, and refine recommendations for a funding and action plan that would strengthen, integrate, and sustain transit across the District of Columbia, Maryland, and Virginia; and

**WHEREAS**, the TPB was briefed at periodic intervals of the findings and work activities of the DMVMoves Task Force and its Advisory Groups; and

**WHEREAS**, the culmination of this Task force's work was the development of the DMVMoves Plan, which outlines both a funding recommendation to address WMATA's long-term capital needs and a Regional Transit Integration Action Plan that calls for coordinated investments and actions to make travel across the region faster, safer, more integrated, and more reliable; and

**WHEREAS**, on November 17, 2025 the COG and WMATA Boards of Directors adopted a Joint Resolution (Attached) endorsing the DMVMoves Plan, adopting the DMVMoves Vision and six regional goals, directing WMATA and local agency staff to implement the DMVMoves Plan, requesting federal partners to increase PRIIA funding, and calling upon elected officials, agency partners, and regional stakeholders to support and advance the commitments necessary to realize the DMVMoves Vision and ensure a stable, integrated, and sustainable future for the region's transit systems; and

**WHEREAS**, in the Joint Resolution the COG and WMATA Boards of Directors urged the National Capital Region Transportation Planning Board (TPB) to act as lead coordinator for implementation of the DMVMoves Plan, responsible for convening stakeholders, monitoring progress, and issuing annual reports to WMATA, state and local partners, and the public, and that such reports will include progress reports on the implementation of the DMVMoves Plan, including bus priority corridor advancement, implementation of fare policy changes and regional service guidelines, and uniform reporting of transit system performance.

**NOW, THEREFORE, BE IT RESOLVED THAT:**

The National Capital Region Transportation Planning Board:

1. Expresses its gratitude for the work of the COG and WMATA Boards of Directors and the DMVMoves Task Force; and
2. Endorses the DMVMoves Plan and accepts the request urged upon it to act as the lead coordinator for implementation of the Plan, including:
  - a. Overall Plan Progress Reporting – Submitting an annual report to TPB (from staff) on the overall status of DMVMoves implementation.
  - b. Working with the region's transportation agencies and transit operators to move forward on implementation of the DMVMoves Plan's Regional Integration Action Plan including, but not limited to, the following activities:
    - i. Providing annual performance reporting through the TPB's State of Public Transportation Report;
    - ii. Adopting regional bus service guidelines;

- iii. Developing a Regional Bus Priority Plan that will define outcomes and targets, system benefits, and roles and responsibilities for the initial 7-corridor system concept;
  - iv. Facilitating agreement on methodologies and processes to assess bus stop conditions relative to guidelines and to prioritize bus stop upgrades in an equitable manner;
  - v. Supporting COG's Procurement team in convening a Joint Transit Procurement Committee and supporting the sharing of opportunities through a listserv and contracts clearinghouse;
  - vi. Facilitating discussion and agreement on other Action Plan recommendations that would benefit from regional coordination and consensus, as appropriate; and
3. Directs TPB Staff to develop and carry out a multi-year work plan for the conduct of the above tasks through an inclusive decision-making process for the remainder of FY 2026 and for inclusion in the FY 2027 Unified Planning Work Program (UPWP) and future work programs to sustain the progress made on enhancing regional transit planning, coordination, and delivery.

Adopted by the Transportation Planning Board at its regular meeting on January 21, 2026.