

DMVMOVES

Moving our region forward, together.

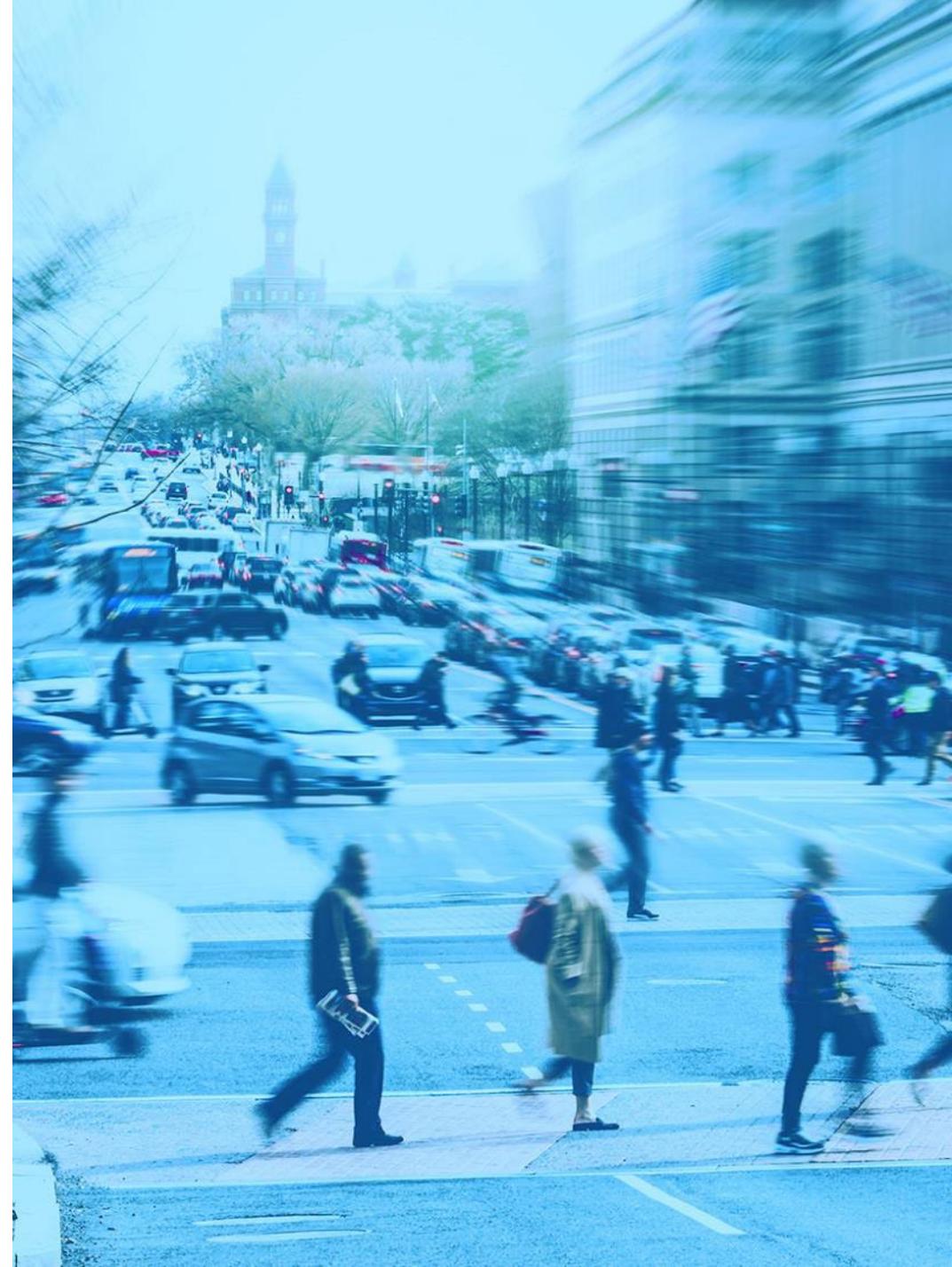


Metropolitan Washington
Council of Governments



Boards of Directors Joint Meeting

November 17, 2025



Agenda

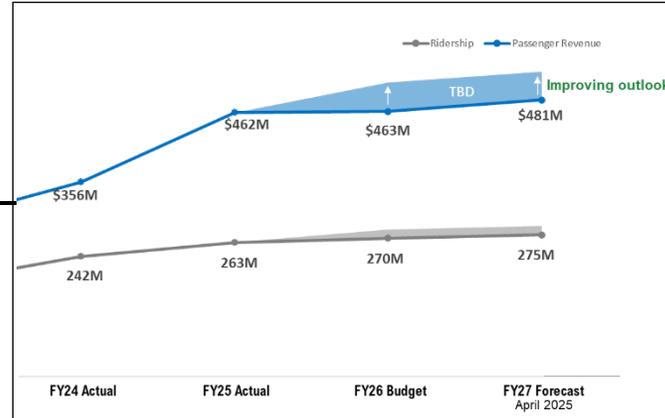
1. Welcome
2. Public Comment
3. Metro Update
4. Presentation: DMVMoves summary, Task Force report, and DMVMoves Plan
5. Board Member Discussion and Feedback
6. Consideration of Joint Resolution
7. Next Steps
8. Adjourn

Metro's recent successes



Recognizing Success

- **APTA Transit Agency of the Year**
- APTA awards for
 - **Heavy Rail Security** Gold
 - **Outstanding Partnership** in Public Transportation
- **Customer satisfaction of 92% on rail and 83% on bus**



Ridership and Revenue Growth

- **54 consecutive months** of ridership growth
- **Passenger trips +9%** in FY25
- **Crime down 55%**, lowest in 8 years
- 12 days this spring with 1M+ trips
- 24M+ trips each month – **first time in six years**



Financial Stewardship

- **Eliminated a projected \$750M budget gap in FY2025** through high ridership growth, cost efficiencies, and regional investment
- FY25 ended in a **surplus – \$120M under budget**
- **\$480M saved in FY25** to be reinvested in **capital program**

New wins for customers



Better Bus Network

- 7% more service using same resources
- More frequent service, new connections for customers



Safety and Security

- Crime down 55% - an 8-year low
- Fare evasion down 82% on Metro Rail
- Ramped up bus fare enforcement



Tap. Ride. Go.

- Maximum payment convenience
- 4.1M+ trips and \$12.6M revenue to date
- Expanding to bus this year



Safer and More Reliable Service

- Restored Automatic Train Operations (ATO)
- 12.5 new miles of bus lanes in FY2025



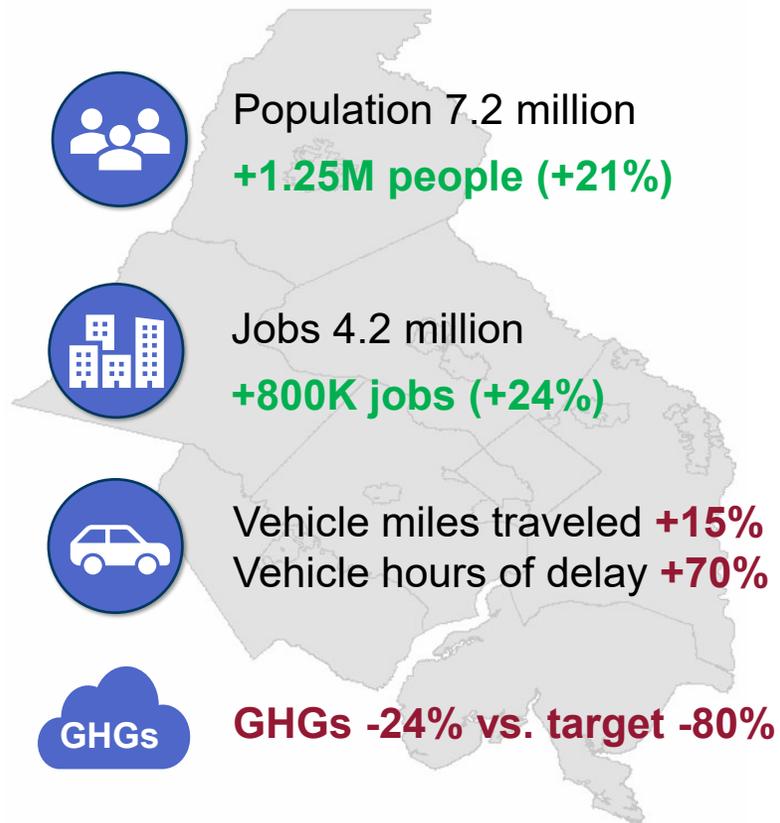
Escalator & Elevator Availability

- Elevators: 97.3% in FY2026 Q1
- Escalators: 94.6% in FY2026 Q1

Region is growing and has aspirational goals

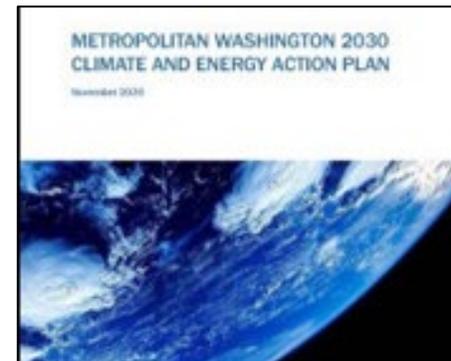
The region is still projected to grow significantly by 2050. That means more people making more trips – and a lot more traffic congestion, worse air quality, and pressures on quality and cost of living. But the region has many aspirational goals to guide that growth to better outcomes.

The region in 2050:



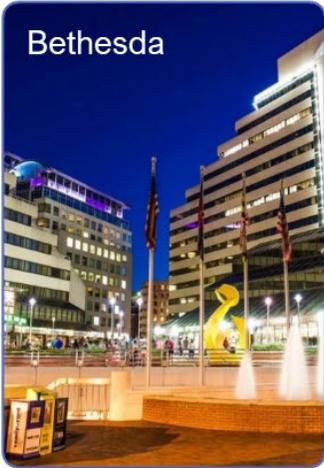
The region's plans and goals:

VISUALIZE 2050



World-class transit is key to supporting that growth

Transit drives economic activity



Bethesda



Eisenhower Ave



NoMa



Tysons



Navy Yard



New Carrollton

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

Transit connects the DMV



And connects us to the world



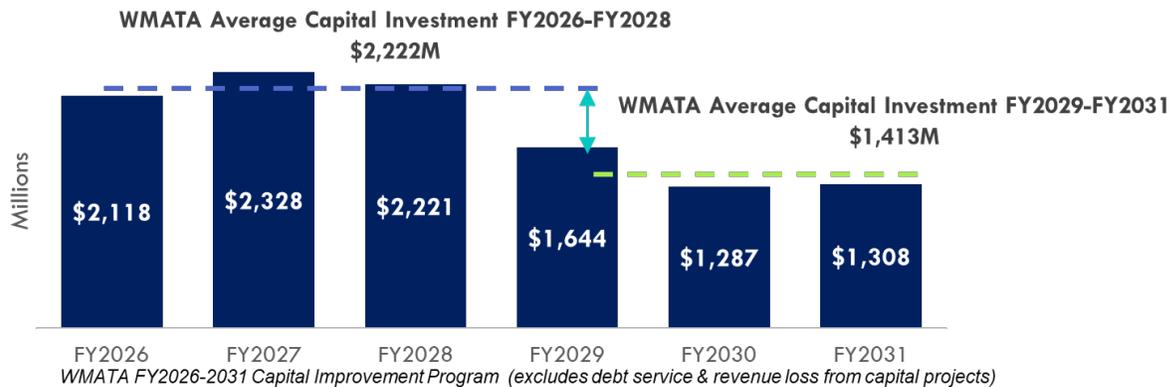
Challenges: Metro and the region face a transit funding crisis

Metro will reach its debt capacity limit in FY2029, creating a serious and permanent capital funding gap. State and local systems also have funding shortfalls.

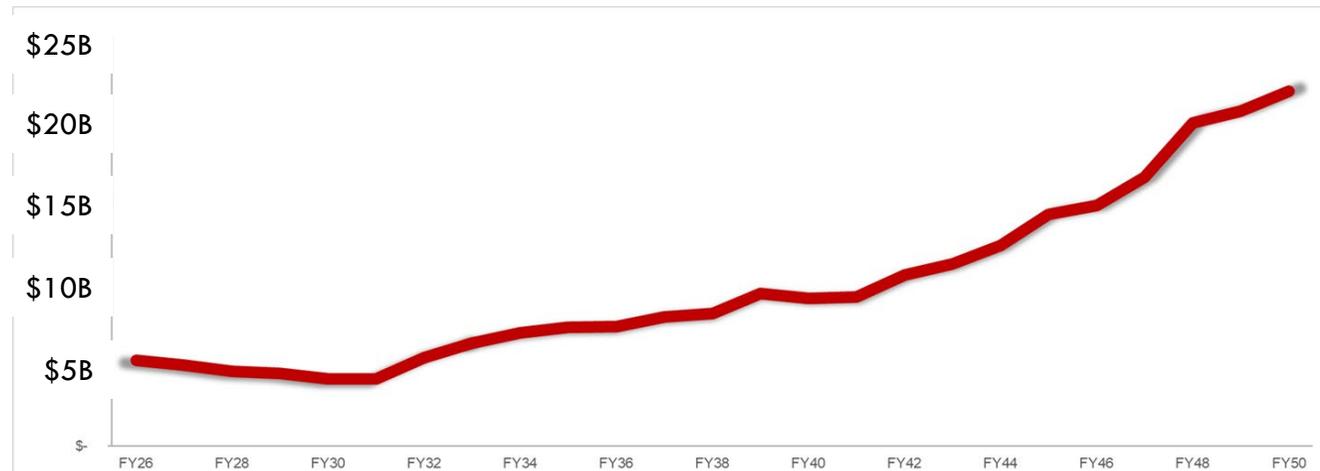
Metro's structural funding challenges

-  Capital funding sources **not indexed to grow**
-  **Debt capacity will be exhausted** by FY 2029
-  **Inflation** significantly reduced capital buying power
-  Will be forced to **reduce annual capital investments**

Metro's reduced capital budget without new funding



Estimated capital backlog without adequate funding



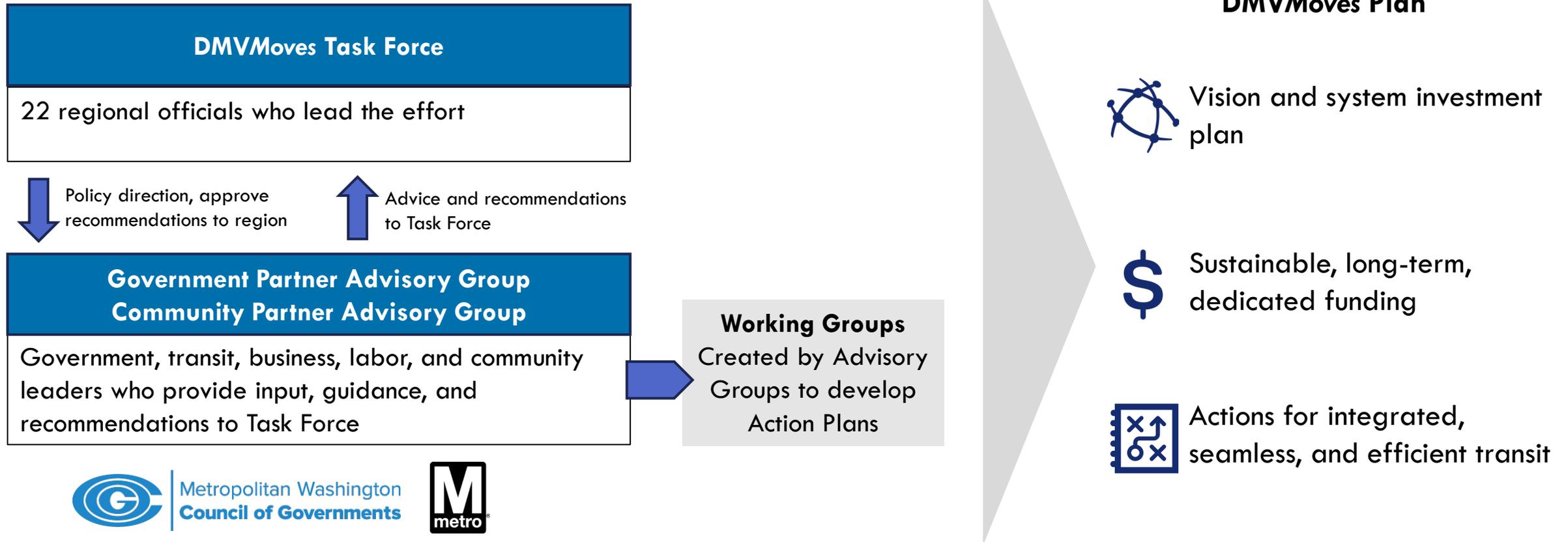
Challenges: DMV transit is a complex network of multiple providers

- 3 states and 24 local governments
- Metro: regional rail and bus network
- 12 local bus systems
 - Two also operate commuter bus
- 3 commuter bus systems
- 2 commuter rail systems
- 1 light rail (under construction)
- Multiple planning and funding organizations



In 1967, the Washington Metropolitan Area Transit Authority (Metro) was created by an interstate Compact to plan, develop, finance, build, and operate a comprehensive, unified mass transit system.

DMVMOVES is a joint initiative to develop a **unified vision** and **sustainable funding model** for public transit in our region

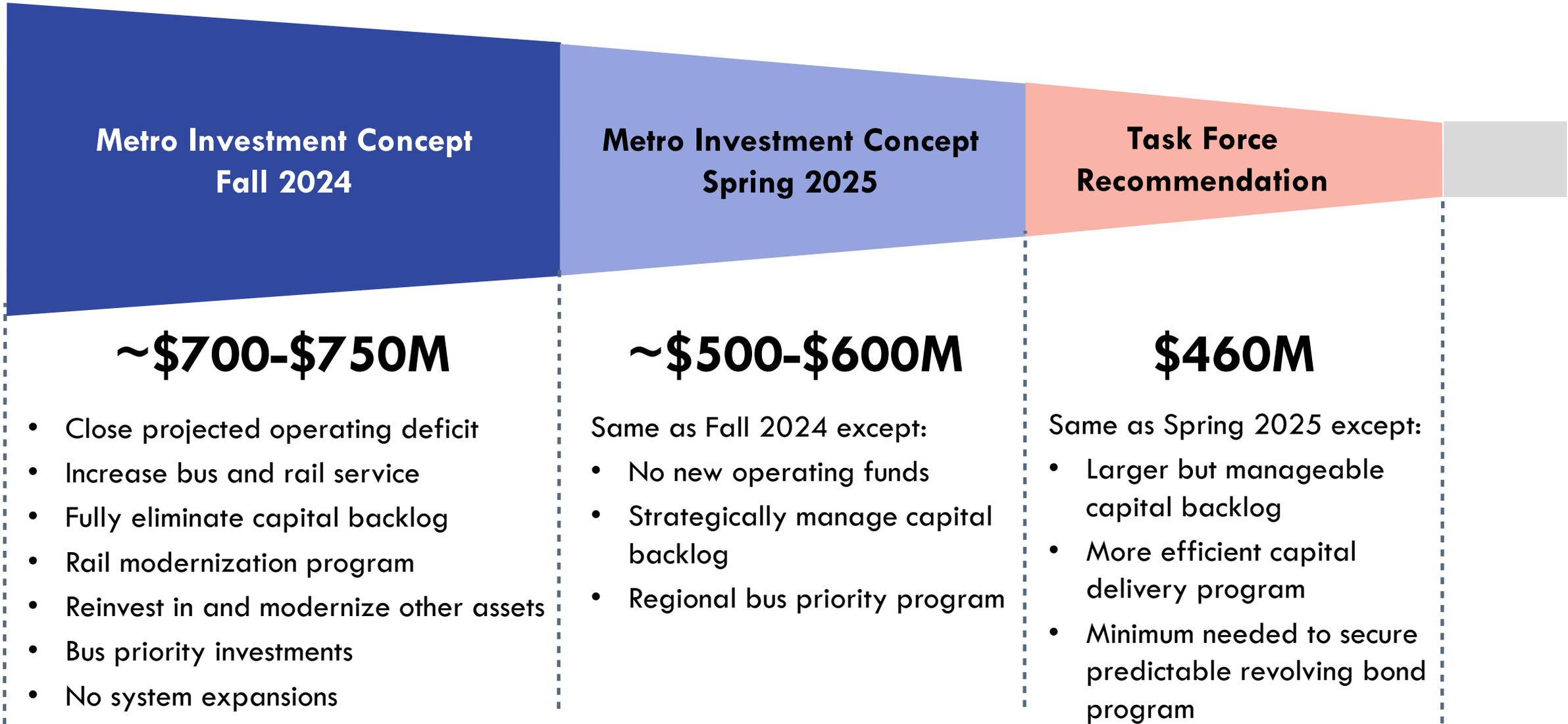


Task Force report

- ✓ 6 Task Force meetings, 17 Advisory Group meetings, and 28 Working Group meetings:
 - Established vision and goals
 - Discussed opportunities and strategies for improving transit and customer experience and improving efficiencies
 - Analyzed investments needs and funding scenarios
 - Developed investment plan for Metro and local transit agencies
 - Collaborated on six action areas for regional integration
- ✓ Adopted resolution on October 29, 2025 endorsing the DMVMoves Plan recommendations and investment plan



Metro worked with partners to revise the funding ask



Additional funding grows at least 3% per year and starts before Metro reaches its debt capacity limit in FY2029

DMVMoves sets a new Vision and goals for transit

DMVMOVES Vision and Goals

“Transit is the backbone of an **integrated, world-class mobility network** that makes the National Capital Region a thriving global economy, a preferred home, and a leader in innovation, environmental sustainability, and social equity.”

1. Make transit a preferred travel choice
2. Provide a seamless, connected, and convenient customer experience
3. Grow ridership through TOD and expanded connections to economic opportunities
4. Enhance quality of life, economic development, climate resilience, and equity
5. Ensure predictable and sustainable transit funding
6. Establish standard, best-in-class transit workforce policies and skills training

Plan prioritizes maximizing use and value of existing system before growth and expansion

First get maximum use and value from the existing transit and road network

Existing system in good repair



Frequent, all-day rail and bus service



Modernized, efficient assets



Bus priority network

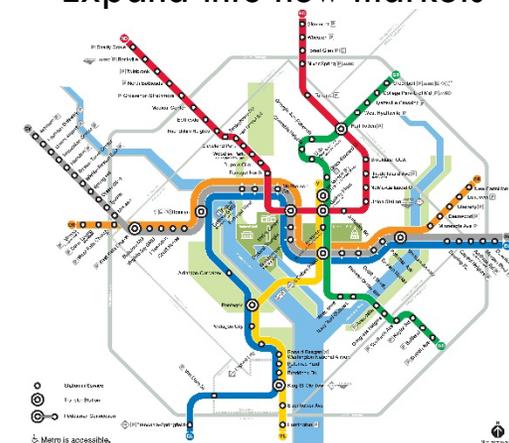


Then consider long-term growth and expansion plans

Regional rail with all-day, bidirectional service



Expand into new markets

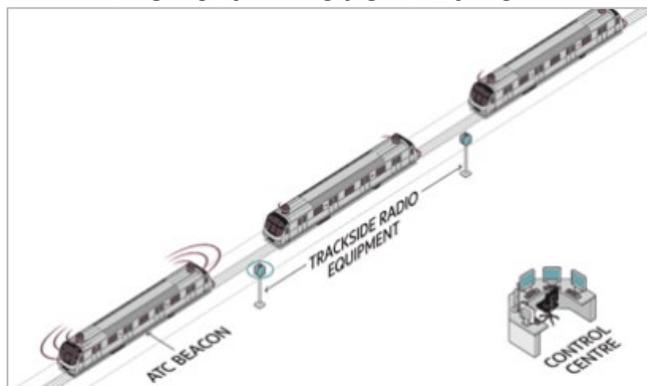


DMVMoves Plan summary

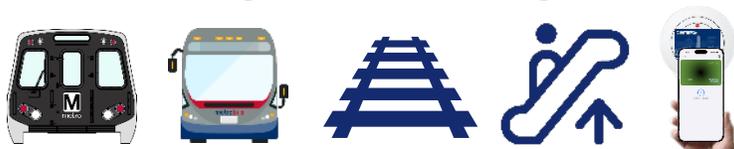
Additional Funding for Metro

Reinvesting in/Modernizing Metro

Metrorail Modernization



Maintaining and Reinvesting in Metro

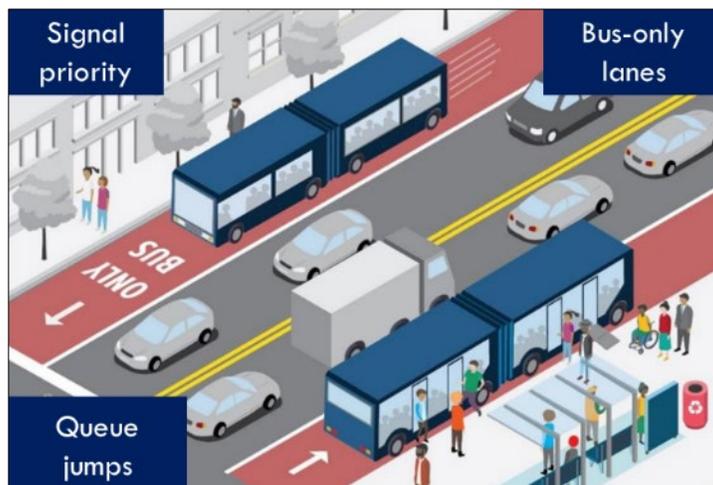


\$460M before FY29*

+ 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

\$ 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



+ Implementation of Action Plan for Transit Integration

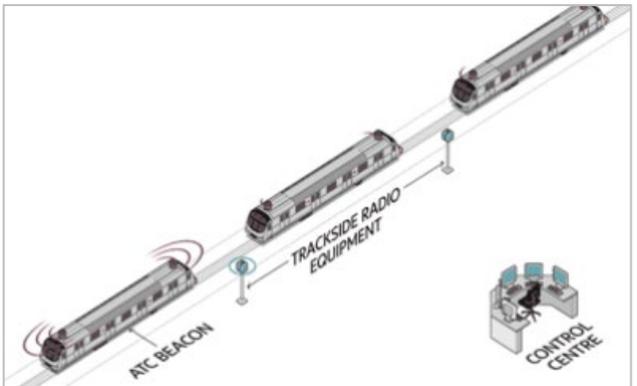
*In advance of reaching debt capacity limit

M metro DMVMoves Funding = \$460M before FY29* + 3% per year

*In advance of reaching debt capacity limit

Rail Modernization

Replace outdated signaling system



Reinvesting in and Modernizing Metro

Maintain and reinvest in the existing system. Examples include:



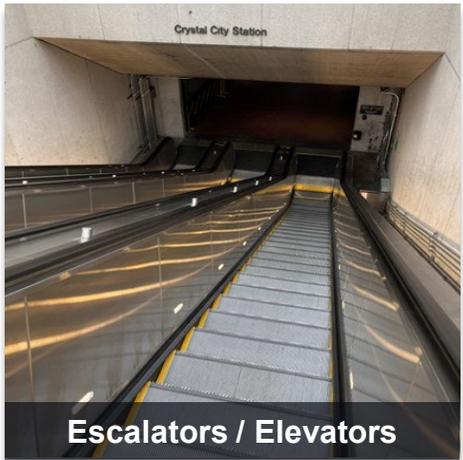
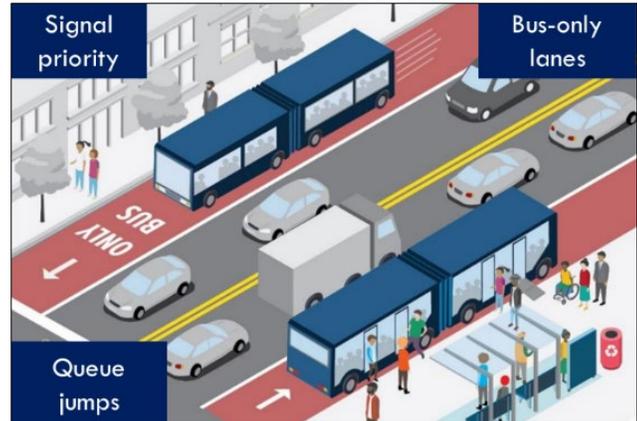
Fleet Rehab and Replacement



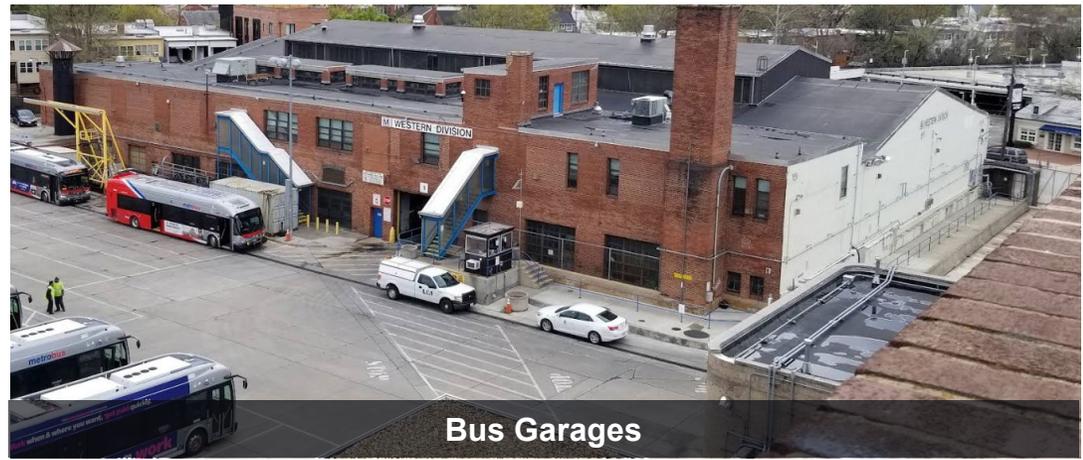
Traction Power Cables

Regional Bus Priority Network

Planning and development partner, operator



Escalators / Elevators

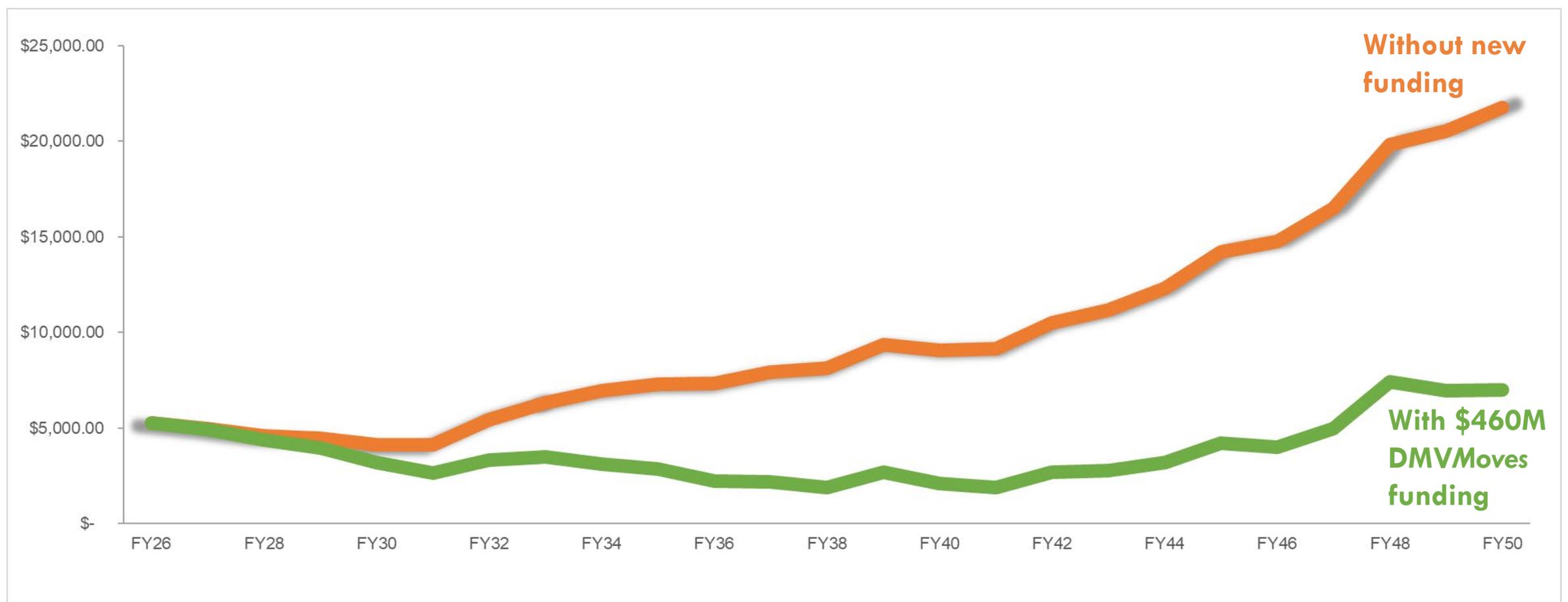


Bus Garages

Additional funding will support Metro's capital program

This graph illustrates how DMVMoves funding will help Metro reduce and manage its capital backlog.

Capital Program Backlog Scenario Comparison



Metro's signal system is aging and less reliable

Metro's signal system is old & costly to maintain: few vendors, limited availability of parts and signals are the top cause of infrastructure-related service delays.

Both the infrastructure and technology are obsolete; track circuits of older design, at or approaching obsolescence.

The required investment in signals and rolling stock is an opportunity to plan rail automation.

Train Control Room



Vital Relays and Local Control Panel



Track Circuit Module

Essentially rotary phone technology in a smartphone world



Investments to modernize the rail system increases safety, reliability, capacity, and cost effectiveness

Program Elements

Signals



Fleet



Stations/Platforms



Operations



Safety



- **Safer operations:** keep trespassers off tracks, reduce track fires.

Reliability



- **Increase service reliability** up to 99%.
- **Less physical infrastructure** to maintain.

Capacity



- **Increased capacity** with more trains per hour.

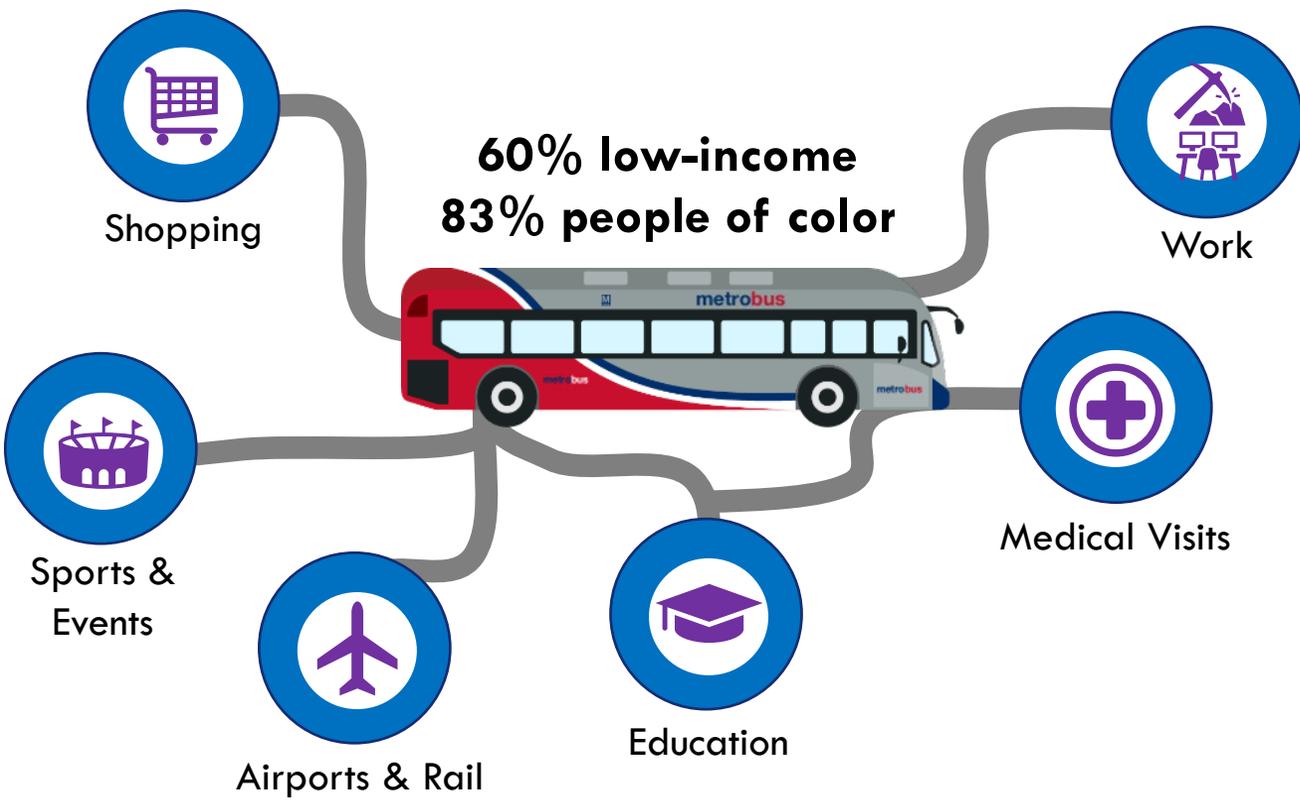
Efficiency



- **More productive service** with **lower operating costs**.
- **Grow ridership & revenue.**

Bus priority connects people to economic opportunities and helps level the playing field - all while saving money

All types of people use the bus for all kinds of reasons



Making buses faster increases the number of places customers can go while reducing the costs of service

Estimated bus priority benefits on busy route*



- Travel time **-25%**
- On-time performance **~90%+**
- Operating service hours **-15%**
- Passenger subsidy **-20%**
- Ridership **+20% to 50%**

*All figures are rough estimates based on peer system examples 19

When congestion makes buses slower, transit agencies need more buses/drivers to run the same service

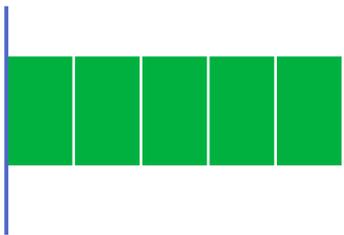
To keep buses running every...

10
minutes



On a route that takes...

50
minutes



Metro needs to provide...

5
buses and operators



When that service becomes **10 minutes slower** because of congestion...



60
minutes



+20%

time penalty for customers
no improvement in frequency

6
buses and drivers



+1

bus to purchase and maintain,
additional bus operator to hire

10%+

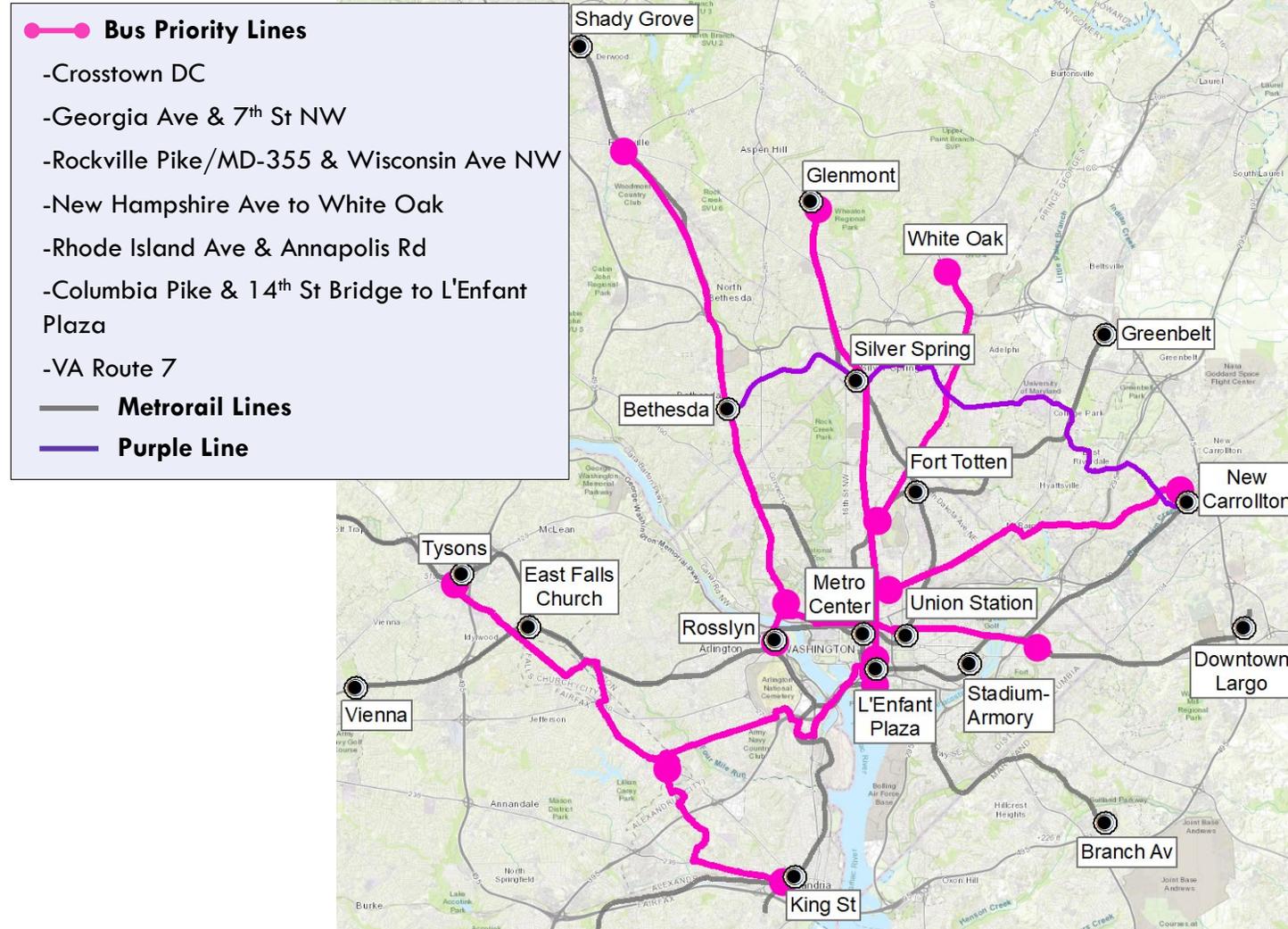
increase in operating costs

Proposed DMVMoves Regional Bus Priority Plan concept

Current DMVMoves investment plan does not fully address bus priority needs but defines a path for coordinated regional action on high-priority corridors

Proposed action plan for next 6-8 years:

- 1. Identify limited set of top-priority, high-ROI corridors based on objective criteria**
- 2. Set ideal outcomes and performance targets that service and priority investments need to achieve**
- 3. Project development:** Metro and jurisdictions partner on designing investments to meet targets
- 4. Implement:** Fund, build, and operate
 - Metro coordinates federal funding strategy, lead applicant when appropriate
 - Jurisdiction builds / implements roadway treatments
 - Metro operates “mainline” service; other bus providers may also operate service in corridors



Rail Modernization + Bus Priority can address Blue/Orange/Silver corridor capacity and reliability needs

1 Rail Modernization

- Improves corridor’s capacity, reliability and safety needs
 - *Significantly increases the number of trains per hour Metro could operate*
- Reduces customer travel time
- Makes rail service more cost-effective
- All of which could increase economic activity and growth



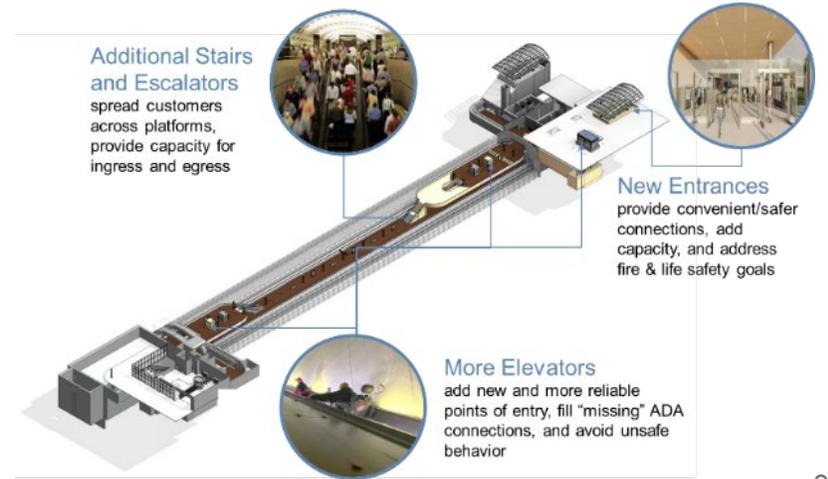
+ 2 Crosstown BRT

- Connects Rosslyn, Georgetown, RFK Redevelopment, Benning Rd, Union Station
- Addresses corridor capacity needs and provides more travel options
- Leverages and supports redevelopment plans and priorities
- Multiplies transit connections and transfer opportunities



+ 3 Station Access and Capacity

- Adds entrances, escalators, stairs, and elevators at undersized stations
 - A. *Farragut North & West connection*
 - B. *Foggy Bottom second entrance*
 - C. *Metro Center/Gallery Place connection*
- Ensures customers can move safely in, out, and through stations



Task Force consensus on additional Metro funding

Task Force agreed each jurisdiction would determine its own method of meeting its funding obligation



\$460M before FY29*
+ 3% per year

- **Reliable and predictable**
- **Grows** at least 3% per year to keep up with inflation
- **Bondable**
- **No restrictions or encumbrances** on use and uniform requirements

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



District of Columbia
\$173M



Maryland
\$152M



Virginia
\$136M

*In advance of reaching debt capacity limit

* Totals may not sum due to independent rounding. Totals are based on share of capital contributions in FY2026; proportional shares are subject to change

Peer regions are solving the same challenges

- **Illinois:** Redirected motor fuel sales taxes and state road fund interest, plus sales tax increases in northern Illinois
- **New York:** Enacted congestion pricing, directed share of casino licensing fees to transit
- **California:** Proposed sales tax increases to fund Bay Area transit systems

Transit sales tax proposal advances toward 2026 Bay Area ballot

Transit advocates say BART and Muni could face devastating cuts without long-term funding.



New York City's congestion pricing reducing traffic, increasing transit ridership in first six months

The \$500 million revenue forecasted from congestion pricing will support MTA's \$15 billion capital improvement projects.

Related To: [Metropolitan Transportation Authority \(NY MTA\)](#) • July 8, 2025 • 5 min read



Illinois General Assembly passes transit funding bill overnight, raising \$1.5 billion for CTA, Metra, Pace

By [Elyssa Kaufman](#), [Tara Molina](#), [Benson Cook](#) and [Ben Szalinski](#)

Updated on: October 31, 2025 / 6:31 PM CDT / CBS Chicago

State/local opportunity: Commuter rail into regional rail

Basic Needs

- COG estimate of additional state/local capital and operating funding needed to sustain FY2026 service

\$60M + 3% per year

Evolving a Regional Rail System

- Leverage investments in Long Bridge, Union Station
- All-day, bidirectional service and more weekend service
- Run-through service

\$ To be determined



State/local opportunity: Better and more consistent bus service

Implementing DMVMoves Regional Service Guidelines

COG estimate of additional state/local capital and operating funding needed to implement service guidelines

\$65-80M + 3% per year



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

Partner with Metro in planning and project development; fund, build, and implement bus priority investments

+ State/Local investments in priority bus corridors



Commitments and transparency

Metro's Commitments to the Region

- Use additional DMVMoves funding to (1) reinvest in the Metro system and (2) modernize its rail system
- Partner with jurisdictions on a regional bus priority network to keep the system safe and reliable
- Apply Metro's 3% operating cap to per-unit costs of service
- Manage a reserve account that enhances financial accountability and provides greater predictability for jurisdictional funding partners
- Develop and publicize a 20-year capital plan every five years, including analysis of potential capital investments that reduce operating costs
- Make publicly available funding plans for major projects with capital costs greater than \$300 million (adjusted for inflation)
- Deliver an annual report to TPB on system performance and the use of DMVMoves funds

The Region's Commitments

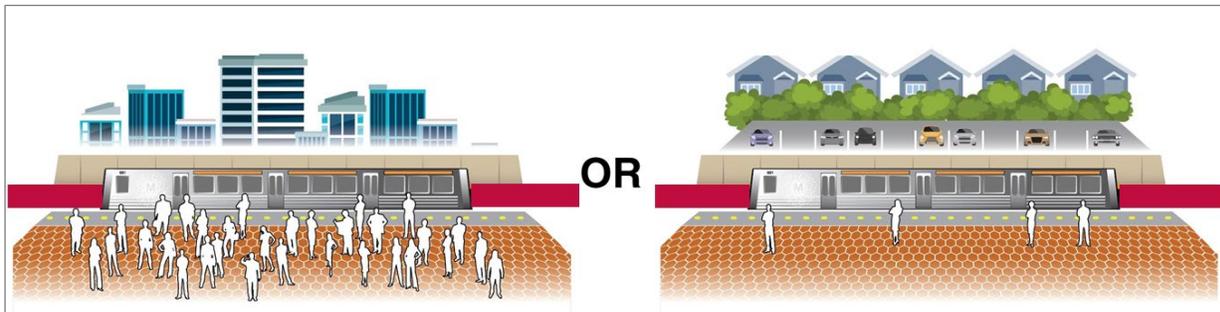
- Provide Metro \$460 million in new funding starting before FY2029 and growing at least 3% annually
- Ensure that new funding is reliable, predictable, bondable, unencumbered, and unrestricted
- Implement changes in six action areas to advance regional transit integration
- Partner with Metro to plan, develop, and implement initial bus priority corridors and continue to invest in bus priority in other corridors, improving service for customers and reducing unit costs of service
- TPB to monitor and report on implementation of the DMVMoves Action Plan for Regional Transit Integration

Partnerships across agencies are necessary to grow transit

Increase annual ridership growth over baseline

Examples:

- Improve service to grow ridership
- Explore new non-fare revenue opportunities
- Zone and develop all stations and bus corridors to maximum potential
- Target economic development tools to station areas
- Implement programs that incentivize transit



Implement productivity/ efficiency strategies and investments that reduce per-unit costs

Examples:

- Make capital investments that reduce per-unit costs
- Increase bus fare enforcement, explore new technologies and partnerships that help
- Continue modernization and efficiency actions
- Deploy an extensive network of bus lanes / bus priority
- Enact uniform bus fare policies and rates

Rail Modernization



~10% minimum estimated operating cost reduction

Bus Priority



~15% minimum estimated reduction in service hours

→ Reinvest cost savings into better service

DMVMoves calls on service providers to take action to deliver a more integrated, seamless transit network

What a fully integrated and seamless network would look like:

One region, one transit network



Working Groups' proposed Action Plan advances regional integration closer to aspirational vision:

Still 14 service providers, 12 bus operators - but providing more consistent policies and better integrated service



-  Implement bus priority on initial, high-ROI corridors
-  Regional bus service guidelines and consistent performance reporting
-  More consistent fare policies
-  Unified bus stop signs and improved customer information
-  Exploring grouped buying power and shared resources
-  Consistent training and certification programs

Task Force recommends key actions for a more integrated and customer-focused regional transit network

Action Area	Key Actions	Timeline*
Regional Bus Priority	Endorse and implement priority bus corridors; Metro and jurisdictions partner on design, funding, and implementation, Metro operates main service	Immediate → Medium-Term
Service Guidelines & Reporting	Adopt common regional service guidelines and performance metrics; report progress annually	Immediate
Fare Integration	Provide transfer credits across modes and consistent fare discounts, adopt free fares for youth, and enable revenue sharing for regional passes	Immediate
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	Immediate → Short-Term
Shared Resources	Identify opportunities for pooled purchasing power and shared procurements for vehicles, technology, etc., coordinate contract terms	Immediate
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	Immediate → Short-Term

*Immediate: 0-1 years; Short-Term: 2-4 years; Medium-Term: 5-8 years

Tracking Progress

The Task Force requested the National Capital Region Transportation Planning Board (TPB) to act as lead coordinator for implementation, including:

- Responsible for convening stakeholders
- Monitoring progress
- Issuing annual reports to Metro, state partners, and the public on progress on action plans

Additional details including milestones are provided in the Appendix

Why the region needs DMVMoves

Benefits

- Faster, safer, more reliable, and more cost-effective rail and bus service
- Higher ridership and revenue
- Enhanced customer experience and convenience
- Expanded access and faster trips to jobs, shopping, healthcare, and other needs
- Sets the stage for regional growth and potential future transit expansion



Safety



Reliability



Capacity



Efficiency



Convenience



Access to Opportunity

Risks of No Action

- Capital program and good repair backlog increases
- Declining reliability and customer experience, increased safety risk
- Reduced access to jobs and other opportunities
- Worse traffic and congestion, longer travel times



Resolution

Call to vote on a resolution adopting the DMVMoves Plan and recommending approval by the WMATA and COG Boards of Directors

Procedure

- Quorum: 50% plus 1 member
- Co-chairs call a motion to vote, must be seconded
- Discussion and questions

Amendments

- Any member may offer amendments during discussion
- Friendly amendments: minor changes that do not alter content/goals added by direction of Co-Chair
- Other amendments: must be approved by voice vote

Vote

- Vote by voice / show of hands
- YES / NO / ABSTAIN
- Results determined by Co-Chairs
- Requires majority of 50% + 1 member to pass

Path forward and call to action

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

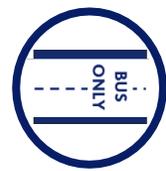
We are at a pivotal moment. Metro has stabilized its operations and led the nation in post-pandemic transit recovery. But the system will always require ongoing capital investment. Without action, we risk undermining the very progress we've made.

DMVMoves offers a path forward—one that is regional, sustainable, and forward-looking. 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.

Thank you for your collaboration, leadership, and continued commitment to strengthening our region's transit future.

*In advance of reaching debt capacity limit

APPENDIX: ACTION PLAN



Regional bus priority

***Aspirational Vision:** One regional plan for bus priority on major corridors. Jurisdictions commit to partnering with Metro to plan, design, fund, and build these corridors. Metro provides mainline service.*

DMVMoves Recommendation:

Adopt regional bus priority plan

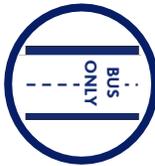
Region develops a plan and commits to design, fund, and construct regional bus priority corridors over the next 6-8 years.

Develop plans and implement regional priority corridors

Local jurisdictions and roadway owners will partner with Metro to develop plans for bus priority on the identified corridors. Partners would then work together to implement plans to improve speed and reliability while providing service more cost-effectively. Metro would operate most service, other operators including commuter bus would also use priority corridors.

Regional Benefits:

- Reduces operating costs; improves efficiency
- Improves rider experience by improving travel times (faster buses) and reliability (fewer delays)
- Grows ridership by improving travel experience



Regional bus priority

Key Actions

Finalize and adopt a Regional Bus Priority Action Plan.

(a) DMVMoves Working Group identifies a limited, initial set of top-priority, high-ROI corridors the region should collaborate to deliver in the next six to eight years. Those corridors will be the subject of a Regional Bus Priority Action Plan and resulting regional implementation partnerships.	Completed
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(b) TPB convenes Metro and relevant local and state agencies to complete the Regional Bus Priority Plan. The Regional Bus Priority Plan will provide additional detail on corridors selected in Action (a), set outcomes and performance targets that the service and priority investments need to achieve; and identify agency roles and responsibilities for each corridor project.	Complete in Fall 2026
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------

Develop plans and implement regional priority corridors

(a) Metro, in partnership with local and state agencies, will prioritize and phase corridor projects; coordinate studies, preliminary engineering, and environmental reviews; and engage the public throughout project development.	Phased implementation starting in 2026 over the next 5 to 6 years
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(b) Metro will partner with jurisdictions to pursue federal grants and identify matching funds, ensuring shared ownership of project financing.	Phased implementation starting in 2026 over the next 6 to 8 years
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(c) Metro and jurisdictions will advance projects into detailed engineering, construction, and rollout of bus priority infrastructure, with Metro serving as the regional coordinator.	Phased implementation starting in 2026 over the next 6 to 8 years
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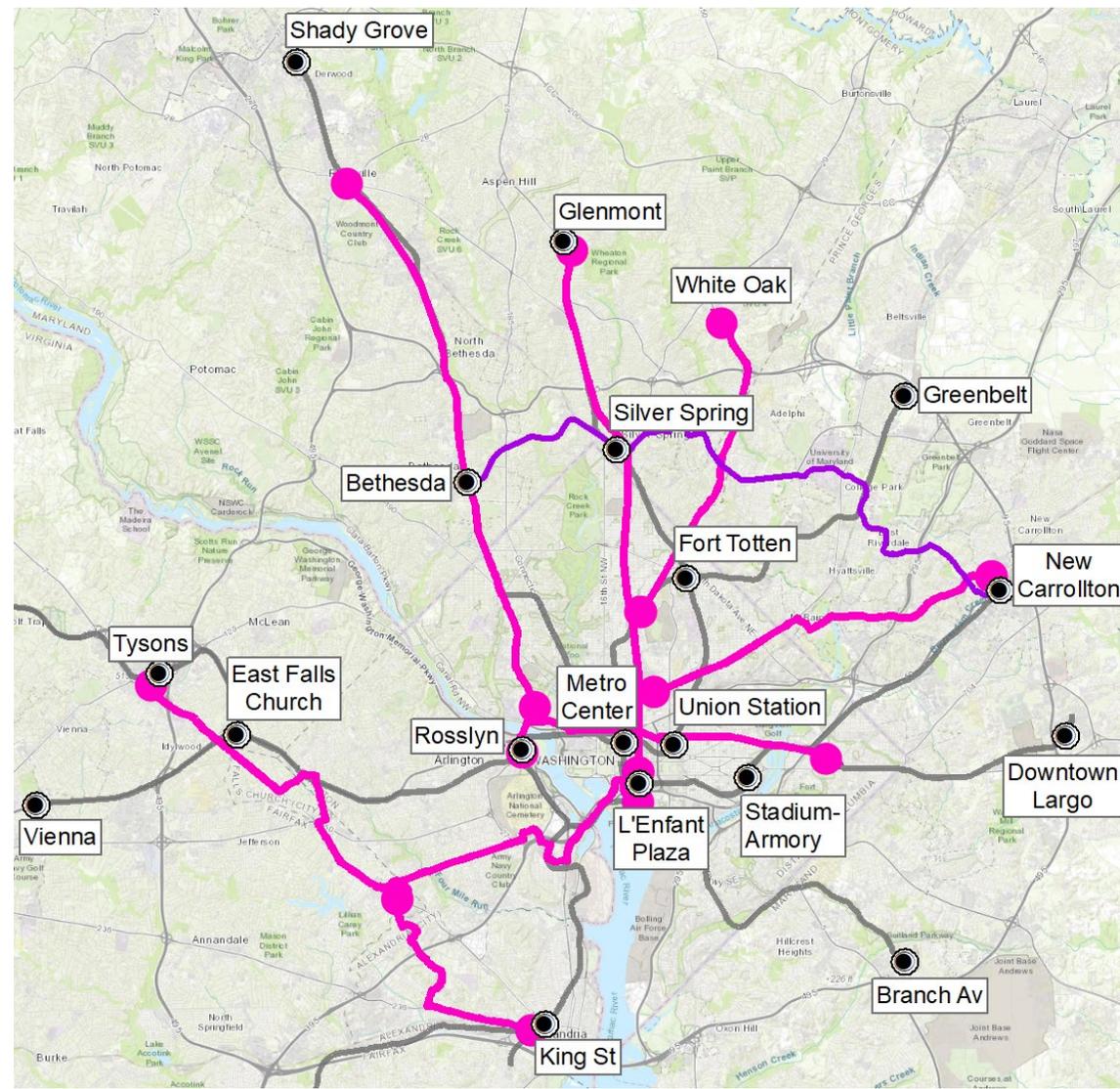
DMVMoves Regional Bus Priority Plan concept

Bus Priority Lines

- Crosstown DC
- Georgia Ave & 7th St NW
- Rockville Pike/MD-355 & Wisconsin Ave NW
- New Hampshire Ave to White Oak
- Rhode Island Ave & Annapolis Rd
- Columbia Pike & 14th St Bridge to L'Enfant Plaza
- VA Route 7

Metrorail Lines

Purple Line



DMVMoves Regional Bus Priority Plan

Proposes a regional, collaborative approach to vastly improve bus service in key regional corridors while making that service more cost-effective.

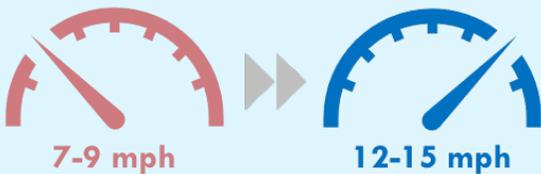
Regional Bus Priority Plan
facilitated by COG/TPB

Post-Plan Implementation
progress reported by COG/TPB

1. Set outcomes and performance targets
that the service + priority investments need to achieve

Illustrative examples:

- Service **at least** every 10 minutes, all day, 7 days
- 95%+ on-time performance
- Average bus speed 12–15 mph



2. Roles and responsibilities for implementation for each corridor

- Planning and design partners
- Funding strategy and lead
- Public and stakeholder engagement lead
- Implementation lead
- Service provider(s)

3. Project development:
Metro and jurisdictions partner on investment plan that would meet targets in each corridor

- Bus only lanes
- Signal priority
- Queue jumps
- Floating bus stops
- Project delivery plan and schedule

4. Implement:
Fund, build, and operate:

- Metro coordinates federal funding strategy, lead applicant when appropriate
- Jurisdiction builds / implements roadway treatments
- Metro operates “mainline” service; locals might operate additional service

Service guidelines and performance reporting



***Aspirational Vision:** One set of service guidelines and metrics for Metro and all local bus operators—consistent quality across areas of the DMV, with flexibility for local needs.*

DMVMoves Recommendation:

Regional Service Guidelines

TPB and region's transit agencies adopt regional service guidelines, creating consistent expectations for customers across jurisdictions.

Annual Performance Reporting with Common Measures

Transit agencies use a common set of performance measures to improve transparency in transit decision-making across the region. TPB reports system results through the annual State of Public Transportation Report.

Regional Benefits:

- Sets clear, consistent expectations for customers across the region, with flexibility to meet local needs
- Supports more seamless, coordinated service planning
- Enhances customer understanding and confidence in the system and encourage increased ridership
- Enhances transparency and accountability



Service guidelines and performance reporting

Key Actions

Regional Service Guidelines: Establish shared service guidelines across the region’s transit agencies.

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|---------------------------------------------------------------------------------------------------|-----------------------|
| (a) DMVMoves Working Group develops regional bus service guidelines by service and activity tier. | Completed |
| (b) Metro, local transit agencies, and local and state governments adopt regional guidelines. | Complete in Fall 2026 |

Annual Performance Reporting: Establish a common set of performance measures and a standard format and timeline for reporting.

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| (a) Metro convenes a transit agency working group that develops a common set of performance measures to be reported on annually. | Complete in Spring 2026 |
| (b) Regional operators agree to report on the common performance measures annually, a summary of which will then be included in TPB’s annual State of Public Transportation Report. Metro can support local transit agencies on data collection as needed. | Spring 2026 and ongoing |
| (c) The working group assesses opportunities to be more integrated and cost-effective in regional transit performance reporting through development of a regional database maintained by TPB. | In 2026 |
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Draft service guidelines

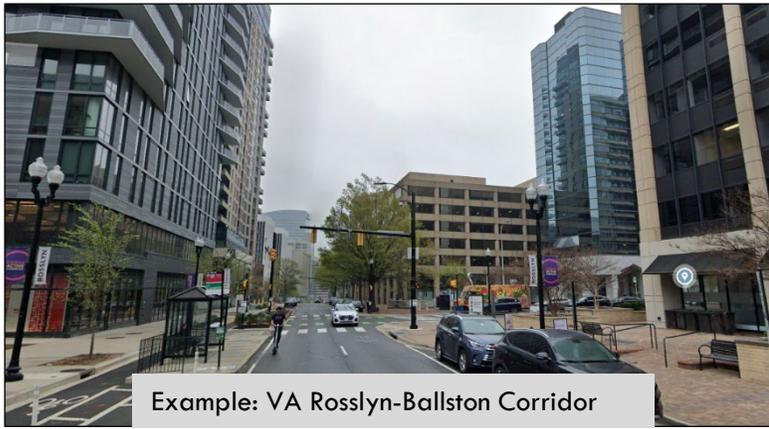
This framework ensures that customers in similar communities receive consistent, high-quality service regionwide

Service Levels (Defined by Route Class + Activity Tier)

Activity Tier 1	
Route class	Minimum service levels
Core	15 mins, 16-18 hours/day
Coverage	30 mins, 14-18 hours/day
Peak	As needed, 5 days, 4-8 hours

Activity Tier 2	
Route class	Minimum service levels
Core	20 mins, 14-16 hours/day
Coverage	30 mins, 12-14 hours/day
Peak	As needed, 5 days, 4-8 hours

Activity Tier 3	
Route class	Minimum service levels
Core	30 mins, 12-14 hours/day
Coverage	60 mins, 10-12 hours/day
Peak	As needed, 5 days, 4-8 hours



Route Class Definitions

- **Core:** Serve major corridors with moderate frequency and service all day. Routes tend to be more direct.
- **Coverage:** Serve lower-density residential communities and connect them to higher-density areas, activity centers, transit hubs.
- **Peak:** Provide connections to transit hubs, central business districts, or employment centers. Operate primarily weekday peaks.

Fare policy integration



***Aspirational Vision:** One regional fare policy framework and system—uniform fare types, rates, and passes, supported by shared payment technology across the network.*

DMVMoves Recommendation:

Universal Transfer Credit

Implement a universal bus and bus-rail transfer credit for all transferring customers, regardless of originating transit agency.

Expanded Regional Transit Passes

Establish revenue-sharing agreements to enable the sale and use of regional Unlimited Pass products valid across all participating systems.

Low-Income Discount

All transit agencies join Metro Lift low-income fare program with a 50% discount.

Free Rides for Youth/Students Regionwide

All agencies adopt youth ages 18 & Under Ride Free policy.

Regional Benefits:

- Improves rider experience by eliminating surprise fares and making transfers seamless
- Potentially grows ridership by reducing transit costs
- Makes transit even more cost-competitive with driving
- Promotes regional connections and system-wide coordination



Fare policy integration

Key Actions

Establish a universal transfer credit between all transit agencies in the DMV region, building upon existing reciprocal transfer relationships between many local operators.

(a) All participating agencies work with the Regional SmarTrip Group to develop an agreement to implement a universal transfer credit across services. In Winter 2026

(b) Executives and/or decision-makers at all transit agencies reach agreement on appropriate fare changes and plan for updating farebox technology and customer information as needed. In Summer 2026

Standardize low-income fare discount programs across transit agencies in the DMV region with regional acceptance of Metro Lift Program.

(a) Local jurisdictions partner with Metro to increase enrollment in the Metro Lift discount program. Ongoing

(b) Local bus operators offer comparable discount for Metro Lift program participants. In 2026



Fare policy integration

Key Actions

Standardize free local bus rides for youth ages 18 and under across transit agencies in the DMV region.

(a) Transit agencies evaluate how to participate and coordinate an identification process for 18 & Under Ride Free policy. Transit agencies also determine how to recognize partner agencies' processes and identifications. In Spring 2026

(b) Agencies enter into agreements to administer and/or reciprocally honor any 18 & Under Ride Free programs. In 2026

Expand unlimited regional transit pass products available across regional providers and Metro, including Metrorail.

(a) Participating agencies work with the Regional SmarTrip Group to coordinate regional pass acceptance, including multimodal and university passes (U-pass) or other regional passes. Ongoing coordination beginning Spring 2026

(b) Agencies enter into agreements to accept any regional passes beyond the 7-Day Regional Bus Pass. Ongoing coordination beginning Spring 2026

Consistent bus stop design, wayfinding, and information



Aspirational Vision: One regional standard for bus stops—shared design guidelines, a single customer service number, one stop flag, and one ID system.

DMVMoves Recommendation:
One flag, one stop ID, one telephone number

Unified Bus Stop Flags

Local agencies agree to have a consolidated bus stop flag (i.e., signs at each bus stop indicating which buses stop there); Metro coordinates sign design and manages production, installation, and maintenance.

Regional Bus Stop ID System

All agencies transition to using a consistent stop ID numbering system— a required step for unified bus stop flags.

Customer Service One-Stop Number

Include Metro’s customer service number on shared bus stop signage and, as needed, add capability to Metro’s call center to field customer inquiries for all transit operators in the region.

Regional Guidelines for Bus Stop Design and Amenities

Agencies use common regional bus stop guidelines, starting with Metro’s 2023 Bus Stop Guidelines, and continue to coordinate on unified regional guidelines with flexibility for local conditions as needed.

Regional Benefits:

- Improves rider experience with consistent, accessible stops
- Makes transit easier to understand and navigate
- Ensures more uniform amenities and standards across the region
- Creates a more cohesive regional transit identity
- Improves efficiency through centralized call routing with flexibility for agencies to integrate or keep their own call centers



Consistent bus stop design, wayfinding, and information

Key Actions

Adopt a universal set of bus stop design guidelines and upgrade bus stops to be compliant.

<p>(a) Transit agencies convene a working group to align on bus stop amenity standards appropriate at a regionwide scale, using the 2023 WMATA Bus Stop Design Guidelines and other guidelines in use across the region. The working group will develop a methodology to prioritize bus stop upgrades in an equitable way across the region and set targets for what share of bus stops should be made compliant each year for the next five years.</p>	<p>2026 and ongoing</p>
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<p>(b) Transit agencies complete inventory of the available amenities at their current bus stops (e.g. status of shelters, real-time arrivals information, state of good repair, etc.) to determine what percentage of bus stops are currently compliant with the proposed. Transit agencies agree to provide information on stop conditions for TPB’s annual State of Public Transportation report.</p>	<p>Starting in 2026</p>
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<p>(c) Agencies commit to the targets set forth by the working group and set aside capital budget to upgrade bus stops on the agreed-upon phased timeline.</p>	<p>Annually, beginning in 2027</p>
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Consistent bus stop design, wayfinding, and information

Key Actions

Consolidate bus stop identification (ID) numbering system to streamline real-time reporting, better track bus stop sharing between agencies, and offer more customer-friendly bus arrival information.

(a) Metro convenes a working group of service planning and data management officers from transit agencies to establish a regional standard bus stop ID numbering and nomenclature. It also establishes a regional standardized and harmonized GTFS format and data management protocols for seamless interoperability.

Starting in Winter 2026

(b) Metro and local transit providers agree and begin implementing regional standards for bus stop identification, GTFS format, and data management protocols.

In 2026



Consistent bus stop design, wayfinding, and information

Key Actions

Establish a unified customer information phone number that can field customer inquiries related to all transit operators in the region.

- (a) Metro and local transit agencies convene a working group to coordinate call center integration efforts, including centralizing means of communication. Starts in Spring 2026
- (b) Metro and local agencies using the unified customer information phone number begin marketing one regional transit call center number on signage, collateral, and websites. In 2027

Standardize bus stop signage across the DMV region.

- (a) Metro establishes a regional working group to continue coordination on bus stop flags and review proposed sign design. Winter 2026
- (b) Agencies evaluate whether to opt-in to a joint bus stop flag process where Metro prints, installs, and maintains bus stop flags at shared bus stops. Metro establishes a process by which participating local agencies submits requests for bus stop flag updates. In 2026

Joint procurements and shared resources



Aspirational Vision: One regional approach to procurement—with a single entity purchasing buses, fare equipment, and other supplies.

DMVMoves Recommendation:

Joint Transit Procurement Committee

Following its first meeting in July 2025, COG will continue to convene a regional working group of transit agency procurement representatives semi-annually that shares updates on local procurement activities, informs members of purchasing opportunities, and serves as a medium to coordinate joint purchases including via COG. This group will develop list-serv for everyday communication and advise on the contents of the regional transit procurement clearinghouse database. COG will also analyze transit procurement contract terms and conditions from across the region and convene agency legal representatives to discuss streamlining requirements.

Joint Vehicle Procurement

Metro and local transit agencies explore potential cost efficiencies by leveraging their combined purchasing power for revenue vehicle procurement. COG serves as a facilitator to assist agencies with identifying and accessing purchasing opportunities via a permanent regional transit procurement clearinghouse database and joint contracts as necessary.

Regional Benefits:

- Make transit administration and operations even more efficient and cost-effective by facilitating cooperative and grouped procurement/purchasing.
- Improve customer experience by enabling investments in facilities, equipment, and technology.



Joint procurements and shared resources

Key Actions

COG establishes a regional Joint Transit Procurement Committee (JTTC) that coordinates grouped purchases, shares contracting opportunities, and creates a regional venue for discussion of transit procurement issues.

(a) COG convenes transit agencies to formally establish the JTTC. All transit agencies provide representatives involved in procurement to participate in the JTTC. The JTTC’s scope focuses on procurements required or of interest to transit operations and maintenance, such as joint charging stations, fare systems, APC systems, security cameras, towing, fuel, tires, support services, staff training, and more.	Kick-off completed in July 2025; meeting semi-annually
(b) COG collects contract data and develops a clearinghouse database. The JTTC discusses database content, advises features to include, and the potential for cooperative purchasing.	In Winter 2026 and ongoing
(c) COG staff examine the terms and conditions unique to procurement agreements across the region. These will be presented to the JTTC for discussion, with potential participation by, or separate discussion with, jurisdictional general counsel to explore how any barriers to joint procurement may be overcome.	In 2026
(d) JTTC members use the committee’s list-serv or clearinghouse to review available cooperative procurement opportunities before undergoing independent purchasing activities.	Starting in 2026 and ongoing



Joint procurements and shared resources

Key Actions

Metro and local transit agencies explore potential cost efficiencies by leveraging their combined purchasing power for revenue vehicle procurement.

(a) Explore expanding the scope of the JTPC to include grouped purchases of revenue and non-revenue vehicle needs. At committee meetings, transit agencies share anticipated or planned purchasing cycles. Starting in 2026 and ongoing

(b) COG catalogs the contracts used by regional transit agencies for revenue and non-revenue vehicle procurement and presents the results to the JTPC for discussion. In Summer 2026



Shared training and consistent reporting

Aspirational Vision: One regional standard for training—shared programs and facilities for all providers. One regional approach to accountability—consistent reporting, auditing, permitting, and inspections.

DMVMoves Recommendation:

Transit Training Working Group

Metro establishes a Transit Training Working Group and meet regularly to strengthen transit training across region.

Representatives from local and state governments, transit agencies, Metro, and labor partners collaborate to develop consistent, best-practice programs. The group identifies opportunities to leverage partnerships for shared training and knowledge sharing.

Consistent Reporting, Auditing, Permitting, and Inspection Programs

State agencies work with Metro to streamline Metro auditing and reporting requirements.

Regional Benefits:

- Deliver world-class transit and customer service by incorporating best-practice transit employee training programs.
- Reduce administrative and cost burdens by streamlining and making more consistent job qualifications and requirements, Metro audits, and the inspection, certification, and permit requirements for transit assets.



Shared training and consistent reporting

Key Actions

Formalize a regional Transit Training Working Group (TTWG) to advance transit training in the DMV.

- (a) Metro convenes a regional Transit Training Working Group with participation from District of Columbia, Maryland, Virginia agencies, labor, and community and technical colleges. This group will meet to identify opportunities for shared and consistent training, assess workforce needs, and advance training opportunities. In Spring 2026

- (b) The working group will conduct a scan of existing regional transit training programs, apprenticeship initiatives, and workforce development partnerships. The scan will highlight gaps, overlaps, and opportunities for alignment. In Summer 2026

- (c) Based on identified needs, the working group will collaborate to advance shared training opportunities, such as standardized curricula at educational institutions and grouped procurement of training services, instructors, and equipment. Starting in Fall 2026

Evaluate opportunities to streamline Metro reporting requirements.

- (a) Metro will work closely with staff from local and state agencies to gather feedback on current processes and explore areas where efficiencies can be gained. This will include discussions on reporting, coordination, and process improvements, as well as changes to enabling legislation. Ongoing

- (b) Develop and support a consistent, streamlined reporting framework across jurisdictions in DMVMoves and future funding agreements. Starting in Winter 2026 and ongoing