

ITEM 11 – NOTICE
December 17, 2025

DMVMoves: TPB Implementation Role

Background: The board will be briefed on work to date and next steps of the joint COG and WMATA initiative, DMVMoves. This initiative brought the region together to develop a unified vision for transit in the region with a goal to provide a seamless, connected, safe, frequent, and reliable transit system with a dedicated and sustainable source of funding for all transit operators. The TPB supported the initiative and will have an opportunity to provide input on planned next steps.



National Capital Region Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Tom Harrington, TPB Multimodal Planning Program Director
SUBJECT: DMVMoves Regional Transit Initiative – TPB Implementation Role
DATE: December 11, 2025

This memorandum summarizes the recent events and prospective next steps for the joint DMVMoves regional transit initiative of the Metropolitan Washington Council of Governments (COG) and the Washington Metropolitan Area Transit Authority (WMATA). In particular, the Transportation Planning Board (TPB) is urged to undertake several regional implementation actions in support of DMVMoves. TPB Staff have drafted a resolution for TPB consideration in January 2026 to lay out the proposed TPB activities (attached).

JOINT COG AND WMATA BOARDS MEETING AND RESOLUTION

On Monday, November 17, the boards of COG and WMATA held a joint meeting to conclude the DMVMoves initiative that had started with their first ever joint meeting on May 1, 2024. A recording of the event and meeting materials are available on the dmvmoves.org website.

The joint boards passed a [Resolution](#) (attached) that endorsed the DMVMoves Plan and directed WMATA and local agency staff to implement accordingly, including identifying investment and funding needs for WMATA and local transit agencies, identifying key policy changes and other actions to improve transit service delivery and interjurisdictional coordination to make the regional transit system function more like an integrated and seamless network; and advancing a network of regional priority corridors for targeted bus priority investment.

In addition, the resolution specifically called upon the TPB to take action, as follows:

“RESOLVED, that the COG and WMATA Boards of Directors urge the National Capital Region Transportation Planning Board at COG 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”

TPB IMPLEMENTATION ROLE AND ACTIVITIES

TPB staff have reviewed the resolution and DMVMoves Plan and have identified the following role and activities for the TPB to undertake.

1. Overall Plan Progress Reporting – TPB staff will provide an annual report to TPB on the overall status of DMVMoves implementation.

2. TPB staff will work with the region's transit operators to move forward on implementation of the DMVMoves Plan's Regional Integration Action Plan, in particular TPB and TPB staff will:
 - a. Provide an annual performance report through the TPB's State of Public Transportation Report
 - b. Adopt regional bus service guidelines
 - c. Regional Bus Priority Plan – Define outcomes and targets, system benefits, and roles and responsibilities for the initial 7-corridor system concept
 - d. Bus Stops - Facilitate agreement on methodologies and processes to assess bus stop conditions relative to guidelines and to prioritize bus stop upgrades in an equitable manner
 - e. Support COG's Procurement team in convening Joint Transit Procurement Committee and support the sharing of opportunities through a list-serve and a contracts clearinghouse.

DRAFT RESOLUTION AND NEXT STEPS

Staff recommends that the TPB accept the request urged upon it by the COG and WMATA boards. Staff believes the facilitation actions are consistent with the TPB's mission and TPB staff has worked on these topics over the years with the TPB Regional Public Transportation Subcommittee (RPTS) and more recently with the DMVMoves Working Groups.

Attached is a preliminary draft resolution for the board's consideration. Staff anticipate bringing a resolution to the board at its January 2026 meeting for board approval. Staff will also bring a DMVMoves regional integration work plan to the board for its consideration in early 2026. Resources exist with the current FY 2026 budget to support likely work plan activities, and prospective DMVMoves activities will be included in the draft FY 2027 Unified Planning Work Program, on which the board will be briefed in February.

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, regional rail and local bus providers also face deferred maintenance risks, and state and local transit agencies face 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

DRAFT RESOLUTION FOR TPB CONSIDERATION ON JANUARY 21, 2026

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, calling on 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 – TPB staff will provide an annual report to TPB on the overall status of DMVMoves implementation; and
 - b. Regional Integration Action Plan Implementation – Work with the region's transit operators to move forward on implementation of the following elements of the Plan to:
 - i. Provide annual performance reporting through the TPB's State of Public Transportation Report,
 - ii. Adopt regional bus service guidelines,

DRAFT RESOLUTION FOR TPB CONSIDERATION ON JANUARY 21, 2026

- iii. Regional Bus Priority Plan – Define outcomes and targets, system benefits, and roles & responsibilities for the initial 7-corridor system concept,
- iv. Bus Stops - Facilitate agreement on methodologies and processes to assess bus stop conditions relative to guidelines and to prioritize bus stop upgrades in an equitable manner,
- v. Support COG's Procurement team in convening a Joint Transit Procurement Committee and support the sharing of opportunities through a listserv and contracts clearinghouse; and

3. Directs TPB staff to develop and carry out a work plan for the conduct of the above tasks, for the remainder of FY 2026 and for inclusion in the FY 2027 Unified Planning Work Program (UPWP), and to provide regular updates on staff activities in support of implementation of the DMVMoves Plan.



Resolution R29-2025
November 17, 2025

RESOLUTION COG AND WMATA BOARDS ADOPTING DMVMOVES PLAN

WHEREAS, the Metropolitan Washington Council of Governments (COG) is comprised of 24 jurisdictions of the National Capital Region's local governments and their governing officials in the District of Columbia, Maryland, and Virginia, plus area members of the Maryland and Virginia state legislatures, and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA), is an interstate compact agency and instrumentality of the District of Columbia, the State of Maryland, and the Commonwealth of Virginia, established by an Interstate Compact, approved by Congress, to plan, develop, finance, and operate improved transit facilities as part of a balanced regional transportation system, and to coordinate the operation of publicly and privately owned or controlled transit facilities into a unified regional transit system without unnecessary duplication of service; and

WHEREAS, transit is vital to the success and economic vitality of the National Capital Region, and the region's jurisdictions came together in 2018 to guarantee funding for WMATA's capital program after more than a decade of deferred maintenance that resulted in major service disruptions, and the region again built on its long record of support for the Metro system by increasing contributions to WMATA's operating budget when temporary federal operating assistance expired; and

WHEREAS, WMATA's major capital funding sources, including 2018 dedicated funding and federal and matching Passenger Rail Investment and Improvement Act (PRIIA) funding, were not indexed to grow and lost considerable purchasing power over the past five years of historic inflation, rising construction and labor costs, and accelerated capital program needs; and

WHEREAS, without additional, dedicated capital funding WMATA will reach its debt capacity limit in about FY2029 which will cause its approved FY2026-FY2031 Capital Improvement Program to fall from an average annual amount of \$2.2 billion to \$1.4 billion, severely impacting safety and reliability of the system; and

WHEREAS, without additional, dedicated capital funding that addresses WMATA's debt capacity limit, it will carry a capital backlog averaging \$10 billion over the next 25 years, totaling \$22 billion by FY2050, but that with additional funding WMATA could responsibly manage a backlog averaging \$3 to \$4 billion per year; and

WHEREAS, regional rail and local bus providers face deferred maintenance risks, and state and local transit agencies face unsustainable operating gaps, raising the potential for disruptive service reductions that would undercut regional progress on economic growth, environmental goals, and mobility goals (see Attachment C); and

WHEREAS, the region has demonstrated unified leadership through the 2024 launch of the DMVMoves initiative, when the COG and WMATA Boards of Directors adopted a joint resolution formally establishing DMVMoves as a shared commitment to strengthen long-term coordination and planning for regional transit; and

WHEREAS, the COG and WMATA Boards of Directors appointed the DMVMoves Task Force of regional officials to lead the DMVMoves effort and to develop a shared vision for the future of the region's transit network and identify sustainable, long-term, dedicated funding sources to support it; and

WHEREAS, the Task Force was supported by two Advisory Groups—the Government Partners Advisory Group, consisting of chief administrative officers, chief financial officers, and senior state and local transportation executives; and the Community Partners Advisory Group, consisting of regional, business, labor, and community leaders and advocates—whose insight and recommendations were critical to the development of the DMVMoves Regional Transit Investment and Action Plan (“DMVMoves Plan”); 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 Advisory Groups established Working Groups to further evaluate and recommend strategies for enhanced coordination and service improvement for a seamless transit experience that reflect both the practical realities and the collective aspirations of the region's transit providers and customers; and

WHEREAS, through this process, the Task Force and Advisory Groups together have established a shared Vision for an integrated, reliable, and financially sustainable regional transit network that supports economic prosperity, environmental goals, and access to opportunity; and

WHEREAS, the culmination of this collaboration is 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, the investments proposed in the DMVMoves Plan are critical for delivering the DMVMoves Vision, ensuring economic prosperity, meeting the region's goals, and addressing WMATA's capacity, reliability, and safety needs in a more cost-effective manner, including growing ridership and increasing capacity and connectivity for east-west travel across the region's core while being more cost efficient in providing that service; and

WHEREAS, that this funding and action plan is designed to reinforce service reliability and efficiency, unlock underutilized assets, and position the National Capital Region as a leader in mobility and transit innovation; and

WHEREAS, the COG and WMATA Boards of Directors endorse the recommendations for modernization of WMATA's Metrorail System, and acknowledge that additional dedicated funding will support WMATA's ongoing capital program, including investments in the Rail Modernization Program Plan WMATA is developing; and

WHEREAS, the COG and WMATA Boards of Directors endorse the recommendations for a regional, collaborative approach to implementing bus priority infrastructure and strategies on regional priority corridors that advance connectivity, access, performance, and efficiency; and

WHEREAS, the COG and WMATA Boards of Directors encourage jurisdictions to pursue implementation of regional bus priority project corridors collaboratively with WMATA as a partner in project development and federal funding, as appropriate; and

WHEREAS, the COG and WMATA Boards of Directors recognize the importance of regional and local funding commitments in leveraging federal funding opportunities, including through the Capital Investment Grants (CIG) program, to advance implementation of the DMVMoves Plan; and

WHEREAS, the COG and WMATA Boards of Directors understand WMATA will produce and make public a 20-year, conceptual capital plan every five years, and that capital plan will include an analysis of capital investments and other opportunities to be more cost efficient; and

WHEREAS, the COG and WMATA Boards of Directors understand COG will convene stakeholders and monitor progress on the implementation of the DMVMoves Plan and develop and make public an annual report on the progress of the DMVMoves Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS AND THE BOARD OF DIRECTORS OF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY THAT:

1. Adoption of Vision and Goals

RESOLVED, that the COG and WMATA Boards of Directors adopt the DMVMoves Vision and six regional goals as the foundation for regional planning and DMVMoves funding investment plan (see Attachment A);

2. Endorsement of DMVMoves Plan

RESOLVED, that the COG and WMATA Boards of Directors endorse the DMVMoves Plan and direct WMATA and local agency staff to implement accordingly, (see Attachment B), which:

- Defines a 25-year framework for investment needs and funding targets;
- Supports WMATA's investment plan for world-class transit, including:
 - Ongoing repair, maintenance, and modernization of assets, systems, and technologies;
 - Deployment of rail modernization—modern signaling, compatible fleet upgrades, and selective platform screen doors—to improve safety, reliability, capacity, and

- efficiency;
- A fast and frequent bus network with bus priority, providing all-day, all-week service that is faster, more reliable, and better aligned with regional travel needs and coupled with regional investments in bus priority; and
- Provides an indication of local transit agencies' funding needs to meet proposed service goals;
- Identifies key policy changes and other actions to improve transit service delivery and inter-jurisdictional coordination to make the regional transit system function more like an integrated and seamless network; and
- Advances regional priority corridors for targeted bus priority investment, in partnership with WMATA, jurisdictions, and stakeholders; and

RESOLVED, that the COG and WMATA Boards of Directors urge the National Capital Region Transportation Planning Board at COG 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; and

RESOLVED, that the COG and WMATA Boards of Directors calls on our federal partners, in recognition of the critical role WMATA plays in supporting the federal government and our national capital, to increase PRIIA funding to restore the purchasing power lost due to inflation since 2010; and

RESOLVED, that WMATA will use reasonable efforts to pursue federal grant, loan, and credit programs to support the DMVMoves Plan, including Transportation Infrastructure Finance and Innovation Act (TIFIA) financing opportunities; and

RESOLVED, that the COG and WMATA Boards of Directors request staff to continue their efforts to drive cost efficiencies and to manage a reserve account that enhances financial accountability and provides greater predictability for jurisdictional funding partners;

RESOLVED, that the COG and WMATA Boards of Directors request WMATA to produce and make public a 20-year, conceptual capital plan with initial publication not later than July 2027 and to refresh that plan every five years, and that capital plan will include an analysis of capital investments and other opportunities to be more cost efficient; and

RESOLVED, that the COG and WMATA Boards of Directors request that WMATA deliver an annual report to COG and funding partners on the performance of the WMATA Transit System and its capital program, and the use and outcomes of additional dedicated funding; and be it further

RESOLVED, that the COG and WMATA Boards of Directors calls 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;