



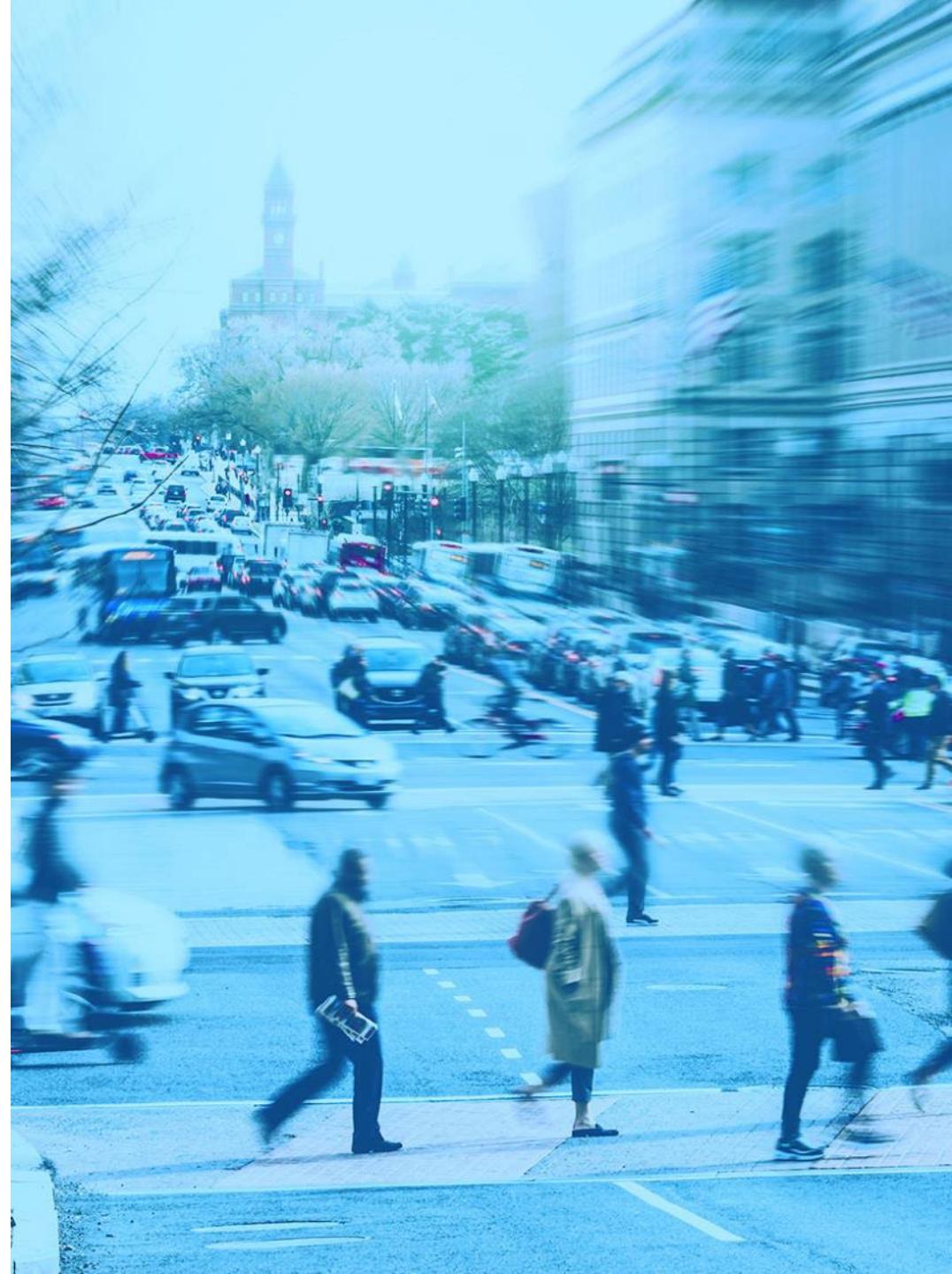
Moving our region forward, together.

# *DMV Moves – TPB Implementation Role*

*Tom Harrington, TPB Multimodal Planning  
Program Director*

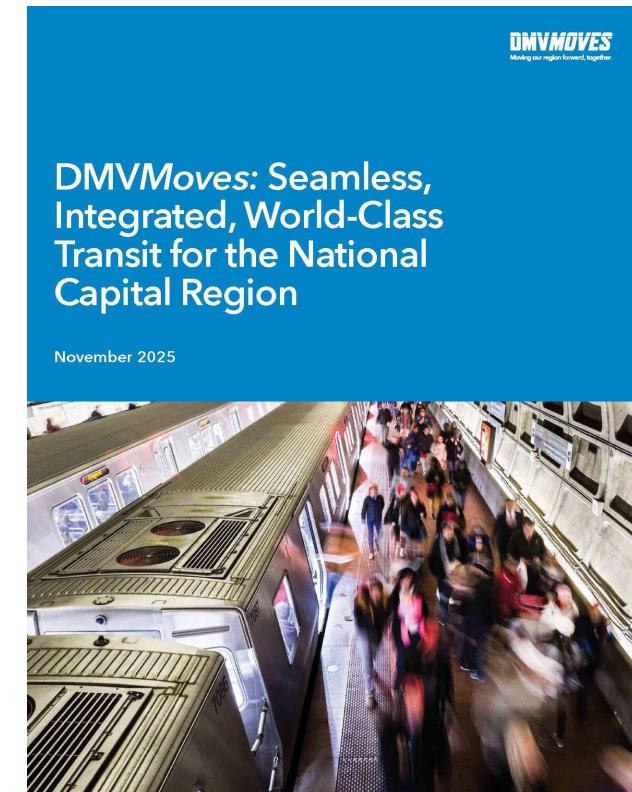
*TPB Technical Committee*

*January 9, 2026*



## Milestone - November 17, 2025:

COG and WMATA Boards adopted a joint resolution endorsing the DMVMoves Plan recommendations and investment plan



**DMVMoves: Seamless, Integrated, World-Class Transit for the National Capital Region**

November 2025

Final DMVMoves Plan is available at [dmvmoves.org](http://dmvmoves.org)

# TPB urged to take a Role in DMVMoves Implementation

- Overall Plan Progress Reporting - Annual report to TPB (from staff) on the overall status of DMVMoves implementation
- Working with region's transit operators to move forward on implementation of Regional Integration Action Plan, in particular:
  - Annual performance reporting through the TPB State of Public Transportation Report
  - Adopting regional bus service guidelines
  - Regional Bus Priority Plan – Defining outcomes and targets, system benefits, and roles & responsibilities for the initial 7-corridor system concept
  - Bus Stops - Facilitating agreement on methodologies and processes to assess bus stop conditions relative to guidelines and to prioritize bus stop upgrades in an equitable manner
  - Supporting COG's Procurement team in convening Joint Transit Procurement Committee and supporting the sharing of opportunities through list serve and contracts clearinghouse

# Draft Resolution for the TPB

- Staff recommend that the TPB endorses the DMVMoves Plan and accepts the request made by the WMATA and COG boards to facilitate regional integration actions by the region's transit providers
  - Support for public transportation is consistent with the TPB's policies and mission
  - TPB staff has worked on these topics over the years through the TPB's Regional Public Transportation Subcommittee (RPTS) and supported the DMVMoves Working Groups that recommended the regional integration actions in the DMVMoves Plan
  - TPB staff has the resources to support regional integration activities in the current fiscal year and will include FY 2027 activities in the Unified Planning Work Program

***A draft resolution is included for the TPB to consider adopting at its January meeting.***

***TPB Staff will provide further details with a DMVMoves implementation work plan in early 2026.***

# Legislative Call to Action and Path Forward

COG and WMATA are *calling on regional partners to:*

- Advance necessary legislative and budget actions to raise \$460M/year that grows annually and is dedicated for WMATA's capital needs
  - DMVMoves financial modeling work aligned with Virginia SJ28, funding numbers are consistent
- 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 to implement the action plan to better integrate the services of the various transit systems in the region

**November 2025 — WMATA and COG Boards adopt Joint Resolution endorsing the Plan**

**January 2026 - TPB will be asked to endorse the plan**

**2026 — Regional Advocacy & Local Actions**

Partners coordinate messaging and local councils adopt resolutions

**2026 — Legislative Approval**

State legislatures enact funding legislation

**July 1, 2028 — 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.***

# Endorsements by Regional Partners

*The DMVMoves Plan has already been endorsed by many TPB member jurisdictions – with more to come!*

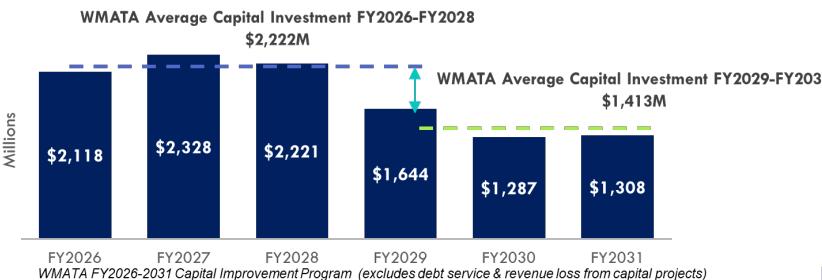
- Endorsements Completed
  - Loudoun County
  - Fairfax County
  - Arlington County
- Scheduled Briefings
  - Montgomery County – 1/13
  - College Park City – 1/13
  - Fairfax City – 1/27
  - Alexandria City – 1/27

## APPENDIX

# 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



Metropolitan Washington  
Council of Governments

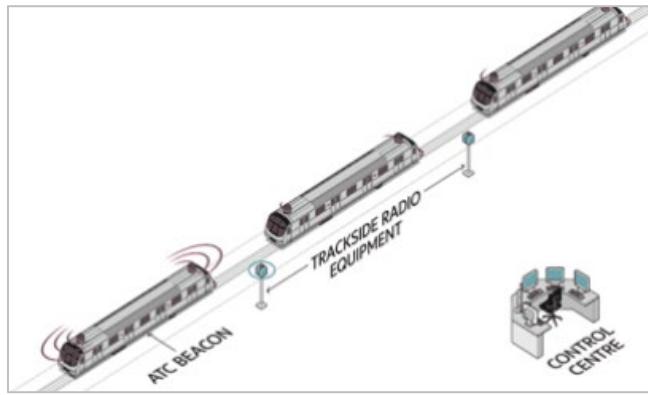


# DMVMoves Plan summary

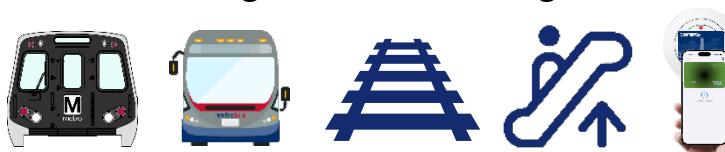
## Additional Funding for Metro

### 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**

+ Implementation of Action Plan for Transit Integration

## 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**



# Action Plan for a more integrated and customer-focused regional transit network

Action Area	Key Actions	Regional Benefits	
	<b>Regional Bus Priority</b>	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
	<b>Service Guidelines &amp; Reporting</b>	Adopt common regional service guidelines and performance metrics; report progress annually	Consistent service quality and transparent regional accountability
	<b>Fare Integration</b>	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
	<b>Customer Information &amp; Facilities</b>	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
	<b>Shared Resources</b>	Identify opportunities for pooled purchasing power and shared procurements for vehicles, technology, etc., coordinate contract terms	Reduced duplication, lower procurement costs, stronger negotiating power
	<b>Consistent Training &amp; Requirements</b>	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

# DMVMoves Regional Bus Priority Plan concept

DMVMoves Plan calls on the region to advance bus priority.

- Officials recognize local agency and locality leadership in creating visions and plans for regional bus rapid transit.
- Realizing this goal will require continued and strong partnership across localities, states, and Metro.

