DMVMOVES

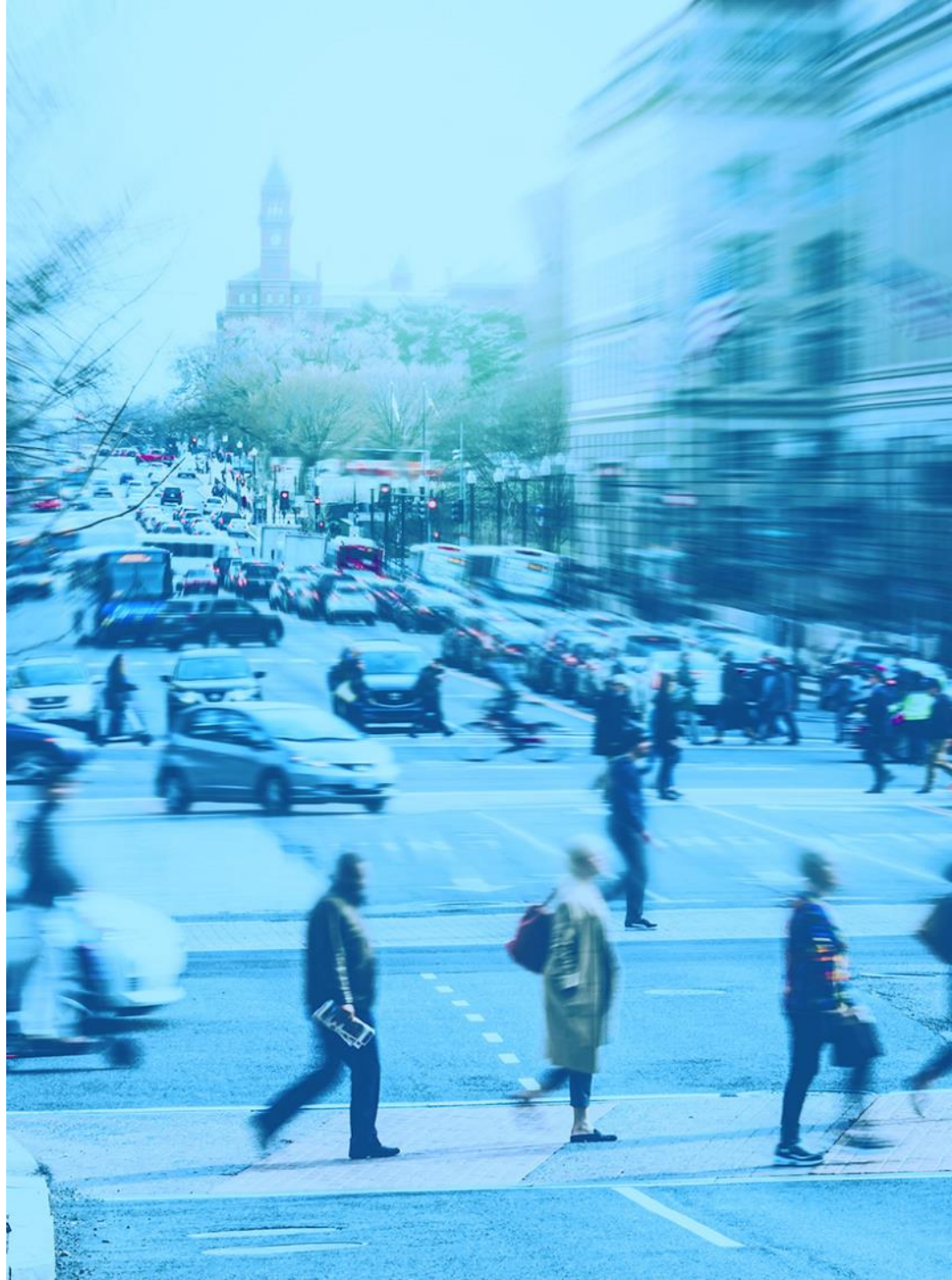
Moving our region forward, together.

Detailed Action Plan for Regional Transit Integration

Mid-2026 Update

Pierre Gaunaurd
TPB Transportation Planner

TPB Community Advisory Committee
July 9, 2026



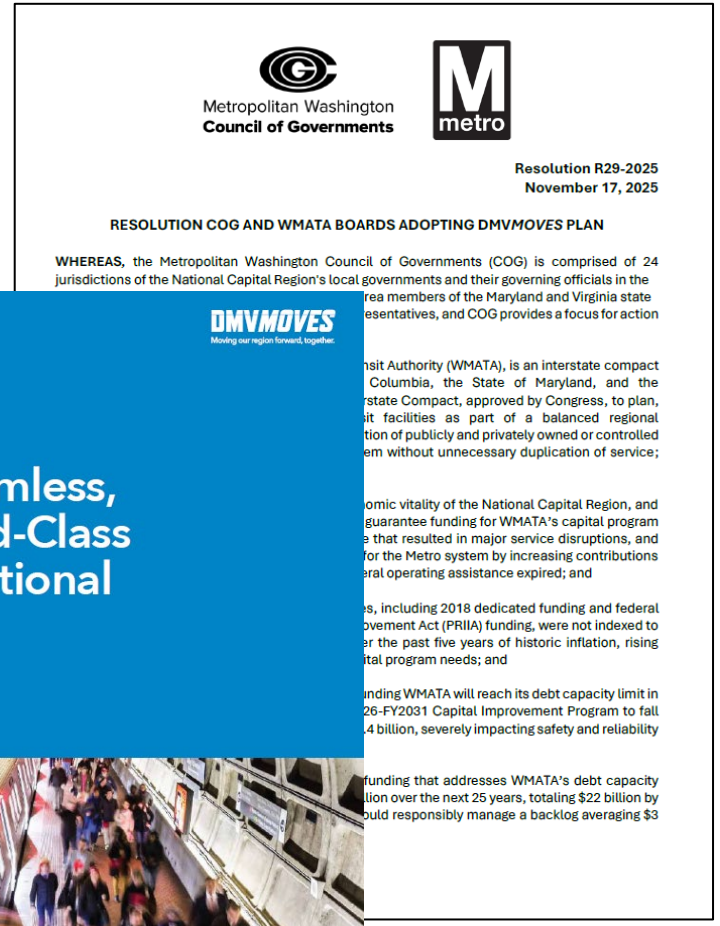
Update on DMV*Moves* Working Groups' Activities

1. Action Plan Review
2. Subject Matter Working Groups Updates
   a) Bus Priority Network Working Group
   b) Service Guidelines and Performance Measurement Working Group
   c) Fare Integration (Regional SmarTrip Group)
   d) Bus Stops, Amenities, and Customer Information Working Group
   e) Joint Transit Procurement Committee
   f) Shared Training Working Group
3. Next Steps

DMVMoves Plan and Endorsement

The DMVMoves Plan calls for increased funding for Metro and for the region's governments to take action to improve regional integration

Endorsed by COG and WMATA Boards of Directors – *our elected and appointed officials*



Metropolitan Washington Council of Governments

metro

Resolution R29-2025
November 17, 2025

RESOLUTION COG AND WMATA BOARDS ADOPTING DMV*MOVES* 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 rea members of the Maryland and Virginia state esentatives, and COG provides a focus for action

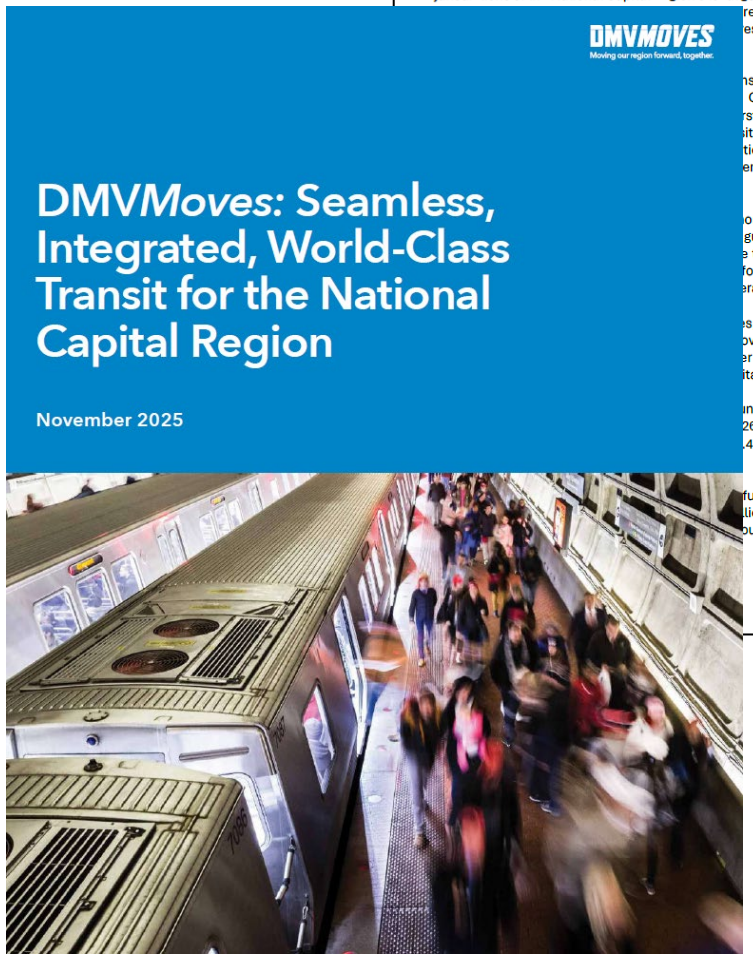
nsit Authority (WMATA), is an interstate compact Columbia, the State of Maryland, and the rstate Compact, approved by Congress, to plan, it facilities as part of a balanced regional tion of publicly and privately owned or controlled em without unnecessary duplication of service;

omic vitality of the National Capital Region, and guarantee funding for WMATA's capital program e that resulted in major service disruptions, and for the Metro system by increasing contributions eral operating assistance expired; and

s, including 2018 dedicated funding and federal ovement Act (PRIIA) funding, were not indexed to r the past five years of historic inflation, rising ital program needs; and

nding WMATA will reach its debt capacity limit in 26-FY2031 Capital Improvement Program to fall .4 billion, severely impacting safety and reliability

funding that addresses WMATA's debt capacity lion over the next 25 years, totaling $22 billion by ould responsibly manage a backlog averaging $3



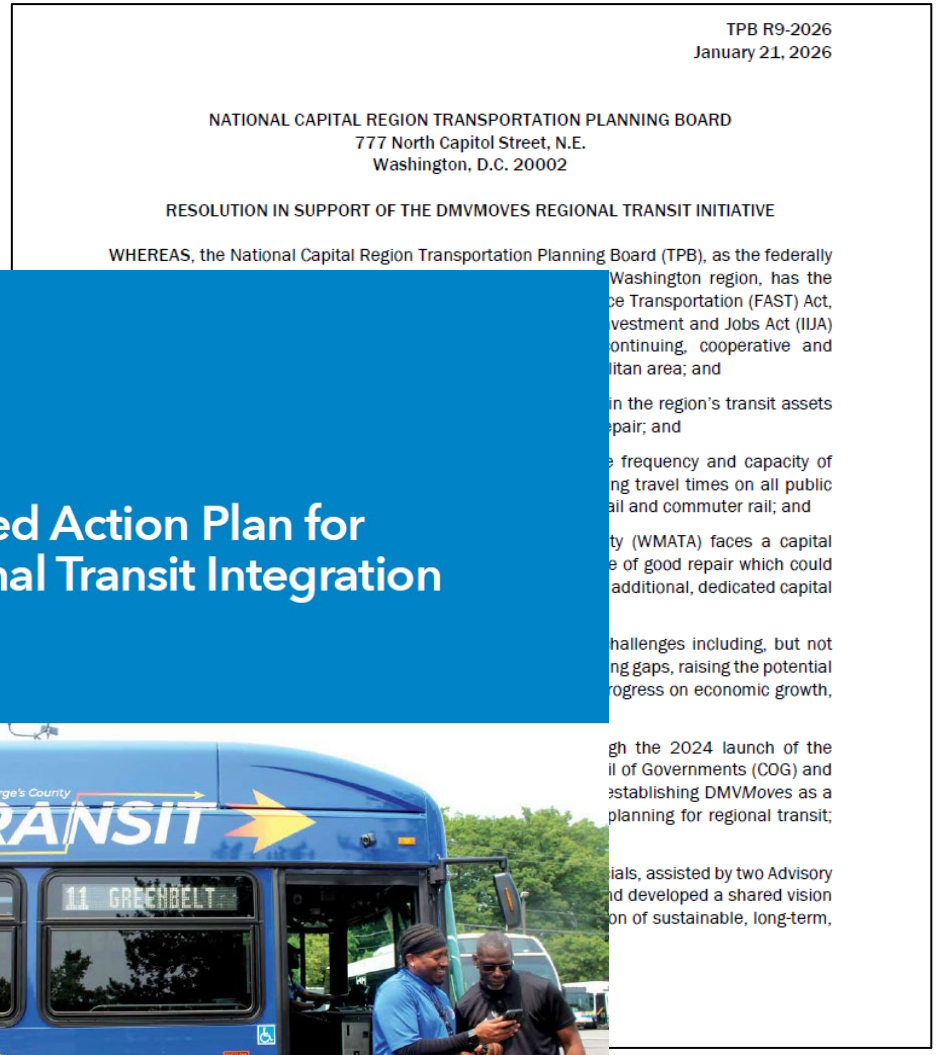
DMVMOVES
Moving our region forward, together.

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

November 2025

DMVMoves Regional Integration

- The DMVMoves Plan includes a Detailed Action Plan
- Six areas for integration, each with several actions and sub-actions



TPB R9-2026
January 21, 2026

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
Washington region, has the
ce Transportation (FAST) Act,
vestment and Jobs Act (IIJA)
ontinuing, cooperative and
litan area; and

in the region's transit assets
epair; and

e frequency and capacity of
ng travel times on all public
ail and commuter rail; and

ty (WMATA) faces a capital
e of good repair which could
additional, dedicated capital

hallenges including, but not
ng gaps, raising the potential
rogress on economic growth,

gh the 2024 launch of the
il of Governments (COG) and
establishing DMVMoves as a
planning for regional transit;

ials, assisted by two Advisory
nd developed a shared vision
on of sustainable, long-term,

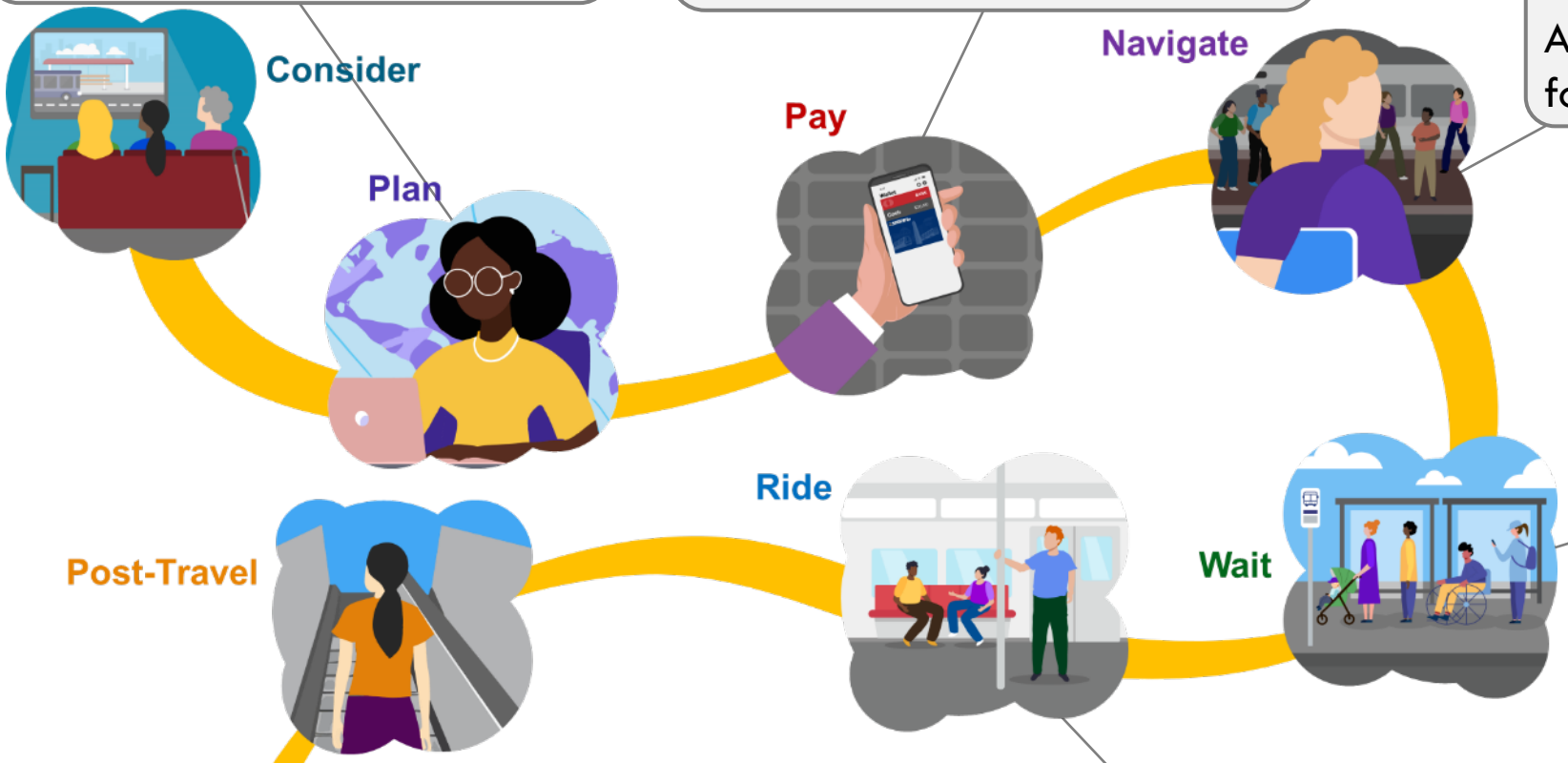
Detailed Action Plan for Regional Transit Integration

Action Plan for A Seamless, More Integrated Transit Network

Easy to find and understand transit routes, schedules, and bus stop locations

Standard fares and payment methods. Clear policies for special and regional passes.

Intuitive signage and wayfinding. A common customer service line for answering questions.

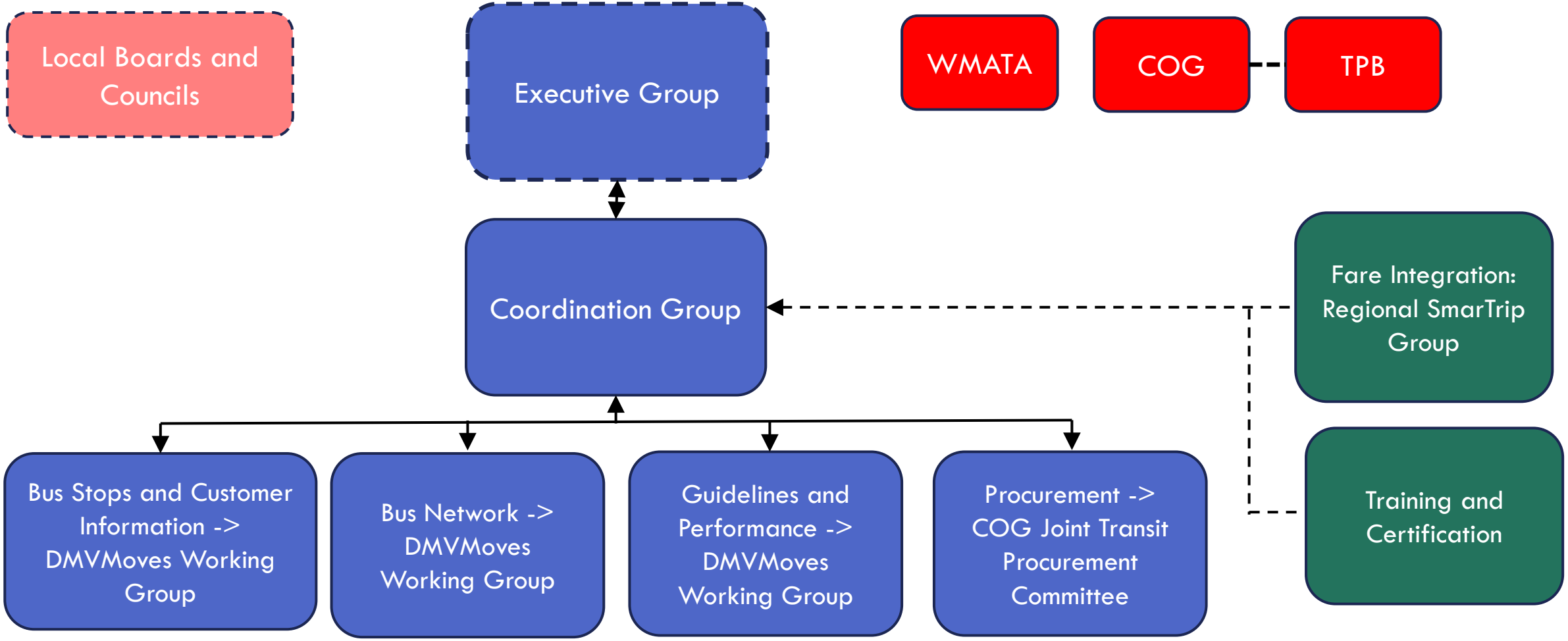


Frequent service and quick transfers. Real time and consistent amenities at transit stops.

Transparent and accessible data on system performance

Fast, frequent, and reliable ride – not stuck in traffic.

DMVMoves – Organizing for Implementation



Bus Priority Network Working Group is Developing a Regional Bus Priority Network Plan

COG

- Coordinate and manage this Working Group
- With consultant:
  - Document corridor owners, roles, and responsibilities for implementation
  - Document conditions/status
  - Draft potential set of outcomes and targets
  - Deliver a benefits / impacts analysis
  - Draft Network Plan

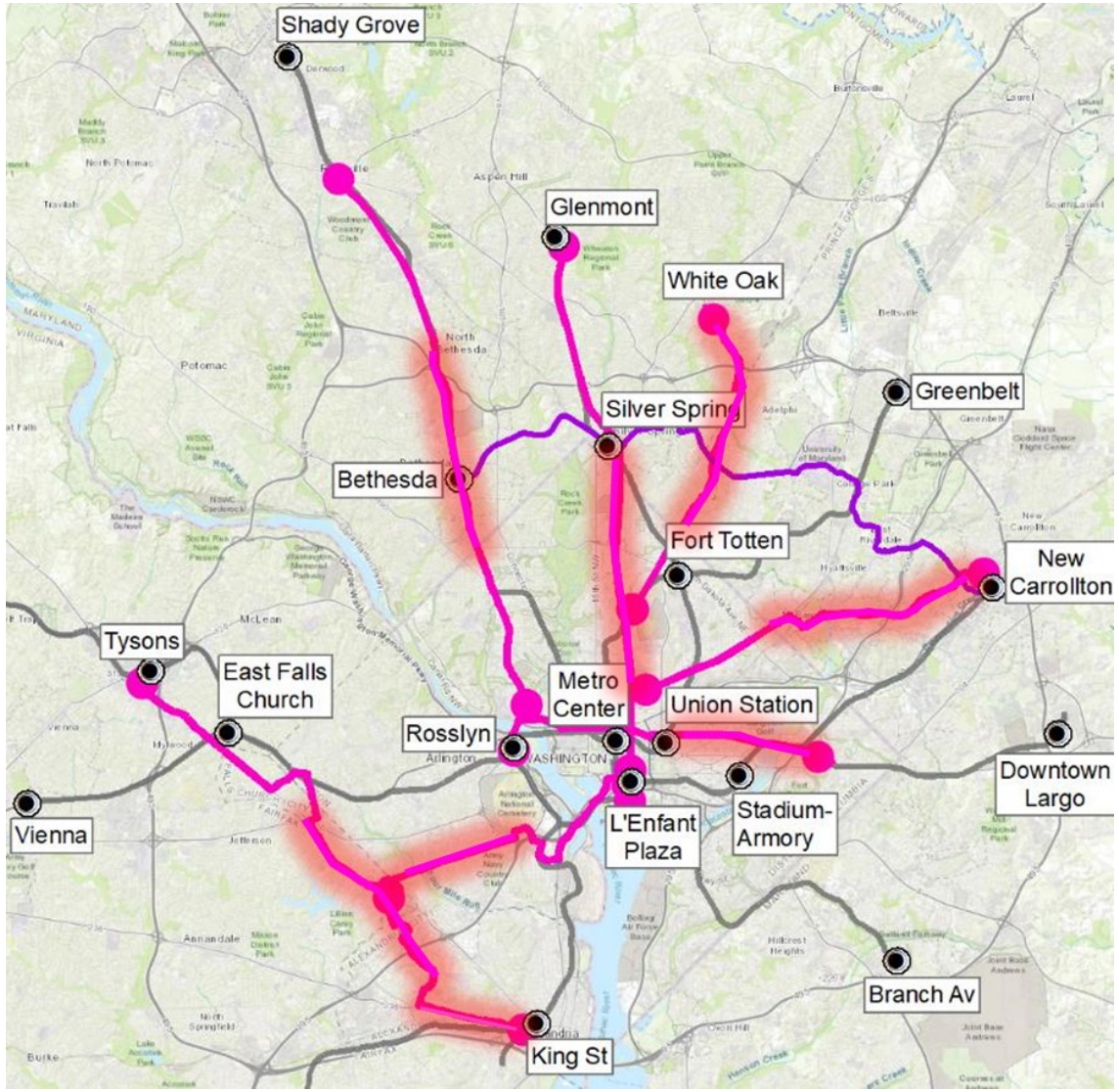
WMATA

- Provide data and technical assistance
- Assist, review, and comment on consultant work and draft deliverables
- Lead draft development of outcomes and performance targets
- Plus all actions under "Local Agencies / Jurisdictions"

Local Agencies/Jurisdictions

- Actively participate in Working Group
- Respond to consultant data requests
- Identify needs, challenges, opportunities
- Update TPB and consultants on project progress and changes
- Commit internal actions and resources, identify funding for implementation

Bus Priority Network of Seven Corridors



Phase 1 Segments

- Crosstown DC: **Union Station to Benning Rd Metro**
- Georgia Ave NW: **Barry Place to Eastern Ave**
- Rockville Pike/MD-355: **Friendship Heights to North Bethesda**
- Annapolis Rd: **Eastern Ave to New Carrolton**
- Columbia Pike: **Bailey's Crossroads to Washington Boulevard**
- VA Route 7: **Seven Corners to Mark Center, Duke Street**
- NH Avenue: **Eastern Ave to White Oak**

Corridor Interviews

- Conducted five corridor interviews, with 50+ representatives from COG, Metro, local jurisdictions, transit agencies, funding partners, and state DOTs

- The purpose of these interviews is to:
  - Build a shared understanding of corridor conditions and opportunities
  - Identify segments, if already identified, by local jurisdictions
  - Clarify currently identified agency roles and responsibilities for implementation
  - Identify current project phase(s), near-term actions, anticipated delivery/project completion dates, constraints, and coordination needs
  - Align bus performance expectations and desired outcomes

Key Tasks

- Identifying roles and responsibilities for project development
- Defining corridor segments and phases for project development
- Determining realistic outcomes and performance targets for the corridors or segments

What's Next

- Compile research on corridor conditions, status, and performance characteristics
- Analyze both the impacts of bus improvements to be delivered by 2034 and the fully-realized Bus Priority Network

Tasks	February/ March	April/May	June/July	August/ September	November/ December
Existing Conditions/Corridor Interviews					
Bus Network Impact Analysis					
Present findings to TPB/Metro Board					

Service Guidelines and Reporting

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

Recommendation	**Regional Service Guidelines: Establish shared service guidelines across the region's transit agencies.**	
Summary	TPB and region's transit agencies adopt regional service guidelines, creating consistent expectations for customers across jurisdictions.	
Key Actions	(a) DMV*Moves* Working Group develops regional bus service guidelines by service and activity tier.	Completed
	(b) TPB, Metro, local transit agencies, and local and state governments adopt regional guidelines.	Complete in Fall 2026

Recommendation	**Annual Performance Reporting: Establish a common set of performance measures and a standard format and timeline for reporting.**	
Summary	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.	
Key Actions	(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

Regional Bus Service Guidelines

Completed

- ✓ Define common service classifications and activity tiers
- ✓ Establish minimum span and frequencies for each grouping
- ✓ Developed "use" statement for guidelines

To do:

- Multiple paths for adoption (Fall 2026):
  - Board formally adopts (e.g., WMATA)
  - Transit Strategic Plan update (e.g., Fairfax Connector)
  - Internal guidance
- Agencies can adopt stricter standards

Minimum Hours of Service and Frequency Standards

	Tier 1	Tier 2	Tier 3
At least 50% of bus stops along a route are within a census block that has populations and employment density of:	**30 or more units (residents+ jobs per acre)**	**15 or more units (residents+ jobs per acre)**	**5 or more units (residents+ jobs per acre)**
Core routes *Serve major corridors with moderate frequency and all day service. Tend to be more direct*	16 hrs per day Bus every 15 mins	14 hrs per day Bus every 20 mins	12 hrs per day Bus every 30 mins
Coverage routes *Serve lower density residential communities with lower access to transit and connect them to higher density areas, activity centers, and/or transit hubs.*	14 hrs per day Bus every 30 mins	12 hrs per day Bus every 30 mins	10 hrs per day Bus every 60 mins
Peak routes *Use regular buses to provide service or connections to transit hubs/high frequency lines, central business districts, or employment centers*	4 hrs per weekday As needed	4 hrs per weekday As needed	4 hrs per weekday As needed
Other routes *Don't meet above definitions*	No regional standards		

Eliminate different standards for peak and off-peak, applying one frequency standard for all day service.

Regional Performance Measures and Reporting

Completed:

- ✓ Defined three core audiences for performance reporting (transit agency leadership, broader public/ DMV residents, elected officials) and recommendations for how information is used
- ✓ Identified a core set of performance measures with recommendations for how they will be displayed in the annual State of Public Transit Report
  - ✓ Leverage existing data sets to minimize costs of collection
  - ✓ Align with TCRP Transit Capacity and Quality of Service Manual – 4th edition

To do:

- Discussing opportunities to further align around common definitions for measures like on-time performance, vehicle load
- Final product: written recommendations

Next Steps

Service Guidelines

- Agency adoption and use of guidelines

Performance Measures

- Continue biweekly meetings into Summer 2026 where we will finalize measure attributes that we have agreed upon, and discuss/determine which other measures make sense to include

Bus Stop Working Group Purpose & Background

Purpose:

- Deliver a better integrated network and consistent customer experience by developing and deploying shared design guidelines for transit stations and stops based on service type.
- Four actions included in DMVMoves Plan:
    1. Adopt a universal set of bus stop guidelines and upgrade bus stops to be compliant
    2. Standardize bus stop signage across DMV region
    3. Consolidate bus stop ID numbering system
    4. Establish unified customer information phone number

Progress to Date

- **January:** Started effort to evaluate bus stop sign/flag practices, agency coordination, operational requirements, maintenance considerations, and applicable policies/standards
- **March:** Re-started DMVMoves working group and confirmed agency representatives
- **April to May:** Metro engaged one-on-one with regional transit agencies identifying shared priorities, existing resources, operational challenges, and opportunities for collaboration
    - Advanced DMVMoves actions, including re-engaging coordination on regional bus stop flag design
    - Region identified immediate opportunities for operational coordination and resource sharing

Emergency response coordination

Bus bay assignments & detour signage

Sign maintenance at shared bus stops

Progress to Date (Cont.)

DMVMoves Action Plan Progress

Action	Update
1. Adopt a universal set of bus stop guidelines and upgrade bus stops to be compliant	• Focus is building a regional bus stop inventory and catalog of assets by location
2. Standardize bus stop signage across DMV region	• Research, benchmarking, and evaluation complete • Input and requirements from DMV transit agencies requested • Design concepts underway, targeting July for partner review and feedback
3. Consolidate bus stop ID numbering system	• Being evaluated as part of regional bus stop flag effort
4. Establish unified customer information phone number	• Being evaluated as part of regional bus stop flag effort

Bus Stop Working Group Next Steps

- Ongoing: Continue meetings with regional partners on a one-on-one basis to advance near-term opportunities
- July: Meet as a working group to advance the regional bus stop signage/flag design and partner feedback process

Fare Integration Actions for SmarTrip Partners

Draft agency frameworks for implementation and business terms, manage execution of any business agreements. Continue developing ideas for more integrated fare ecosystem and seamless customer experience.

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 and/or offer comparable a 50% discount.

Free Rides for Youth/Students Regionwide

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

Fare-Free

DASH

Prince George's County Transit THE BUS

CUE FAIRFAX CITY

Ride On Montgomery County Transit

Implement over next year:

ART arlington transit

metro

FAIRFAX CONNECTOR

LoudounCounty LC Transit

Explore options for future years:

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION MARYLAND TRANSIT ADMINISTRATION

VRE

OMNIRIDE GET THERE SMARTER

TRANSIT

VANGO

Purple Line

Fare Policy: Supporting Information

1. Provide universal transfer credit for base fare up to $2.25 for trips between all operators

What is a universal transfer credit policy?
Customers transferring between bus or rail within a set period receive the base fare of their last trip discounted off their next trip (up to $2.25), regardless of operator.

What benefits will a universal transfer credit policy offer to customers?
A region-wide policy makes regional transit closer to 'one system' for customers, enabling more seamless trips.

A universal transfer credit policy will especially benefit customers making bus-rail connections, encouraging more customers to make use of bus services to access destinations on Metrorail.

Status: **Mostly Accomplished**

Fully Implemented

ART arlington transit
Fairfax Connector
metro
OMNIRIDE GET THERE SMARTER

More Work Needed

Loudoun County LC Transit

Fare-Free

Explore options in future years:

MDOT Maryland Department of Transportation – Maryland Transit Administration
VRE
DASH
Prince George's County Transit The Bus
CUE Fairfax City
Ride On Montgomery County Transit
Purple Line

Fare Policy: Supporting Information

2. Extend half-price Metro Lift SNAP participant fares to regional operators

What is Metro Lift?

Metro Lift is a half-price fare discount program for SNAP participants residing in the District of Columbia, Maryland, or Virginia.

How many customers are enrolled in Metro Lift?

As of May 2025, there were more than 17,500 customers enrolled.

How has Metro Lift benefitted customers?

Since mid-2023, Metro Lift customers have taken more than 2.8 million trips—including taking 500,000 trips in Northern Virginia and 600,000 in Maryland. Customers also report higher levels of well-being and access to opportunities.

Why expand Metro Lift to regional operators?

Metro Lift customers live all across the region. 29% of active Metro Lift customers have taken a trip on another regional operator, despite not receiving a discount on that portion of the trip.

Status: **More Work Needed**

Fully Implemented

ART arlington transit

As of July 1, 2026

metro

Not Implemented

LoudounCounty LC Transit

OMNIRIDE GET THERE SMARTER

FAIRFAX CONNECTOR

Purple Line

Fare-Free

DASH

THE BUS

CUE FAIRFAX CITY

Ride On Montgomery County Transit

Fare Policy: Supporting Information

3. All agencies adopt an 18-and-under ride for free policy

Youth and Student

Definitions are inconsistent.

Policies range from under 5 to under 18 across the region.

Acceptance is inconsistent.

Most operators do not cross-honor student passes on their services.

Discounts are inconsistent.

Some operators offer free fares; others offer reduced fares.

Status: **Further Discussions Needed**

Transit Agencies and Elected Leaders should:

- **Discuss eligibility process:** should counties, school districts, transit agencies, or another entity be responsible for determining 18-and-under eligibility?
- **Discuss distribution process:** should school districts, counties, transit agencies, or another entity be responsible for card distribution?
- **Discuss funding process:** cardholders will be required to tap their card on most operators, tracking usage. How and at what rate will these rides be reimbursed? How will these reimbursements be funded?

Next Steps and Schedule

- Continue progress at next Regional SmarTrip meeting July 28 and onward

Creation of Joint Transit Procurement Committee to support the sharing of and collaboration on regional purchasing opportunities

- At last July's Regional Transit Procurement Roundtable, transit agency executives joined procurement officers to discuss current procurement processes, challenges, and opportunities.

- The DMVMoves Detailed **Action Plan** for Regional Transit Integration **recommended the creation of a Joint Transit Procurement Committee** (JTPC).

- The **JTPC is a convening body for transit procurement officials** from TPB member agencies and partner organizations to share their activities, current needs, and opportunities for joint procurement.
  - **First meeting was March 28**.

Various bus parts in a depot's parts room. (Pierre Gaunaurd/COG)

The JTPC facilitates the sharing of opportunities through a listserv, contract database clearinghouse, and more with COG/TPB support

Status	Ongoing action items from the July 2025 roundtable
1. Completed	**Creation of a list-serv for transit procurement officers** to communicate and coordinate through
2. Ongoing	**Development of a regional transit contract clearinghouse** for easier identification of potential purchasing opportunities, such as contracts with existing COG riders or that offer lower costs or administrative burdens.
3. In Progress	**Examine the terms and conditions of existing public contracts across the region to identify common language** that can serve as the basis of future joint procurement contracts.
4. In Progress	**Complete an inventory** of what items each jurisdiction/agency currently procures and what each is interested in pursuing as a joint/group procurement.

Joint Transit Procurement Committee

Next Steps:

- **COG staff will request from members:**

1. Agencies revise or complete their transit procurement inventory sheet this summer.
2. Agencies upload their existing contracts to the JTPC SharePoint or other platform soon for upload to the database.
3. Staff wish to collect information on agencies' procurement schedules to find opportunities for aligned purchasing.

JTPC Administration

- The JTPC agreed to create a quarterly meeting schedule with every other meeting in-person/hybrid.
- Participants decided not to suggest any changes to the existing informal format of the JTPC but asked that COG/TPB staff present a breakdown of committee framework options for consideration at the next meeting.

The next JTPC meeting is mid-to-late summer and will be virtual. The exact date is TBD.

Shared Training Working Group

Next Steps:

- Re-convene Working Group once:
  - Participant list is finalized
  - Identify new Metro staff lead

Recommendation	**Formalize a regional Transit Training Working Group (TTWG) to advance transit training in the DMV.**	
Summary	Metro establishes a Transit Training Working Group that meets 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.	
Key Actions	(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

Annual Report on the overall status of DMVMoves Action Plan implementation – due to TPB by end of year

TPB staff will collect information from Metro and regional transit providers, draft report, and produce documents and/or provide briefings as needed. Information to be included:

- Actions on Regional Bus Network Plan
- Guidelines and Performance Data (*reported on in TPB State of Public Transportation Report*)
- Bus Stop Signage, Condition, and Customer Information
- Fare Integration
- Joint Procurement
- Training and Certifications

DMVMoves Meetings

1. Executive Group
   - County/City/Organization Transportation/Transit Executives and Directors
   - Looking at late September in-person meeting
   - Agenda:
     - Progress Update, Issues and opportunities from Coordination and WGs
     - Outline of Progress Report, Plan for TPB and COG / WMATA briefings
2. Coordination Group
   - Next meeting virtual, September or October
   - *Meet before Executive Group meeting?*

Next Steps: Future Meetings

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