



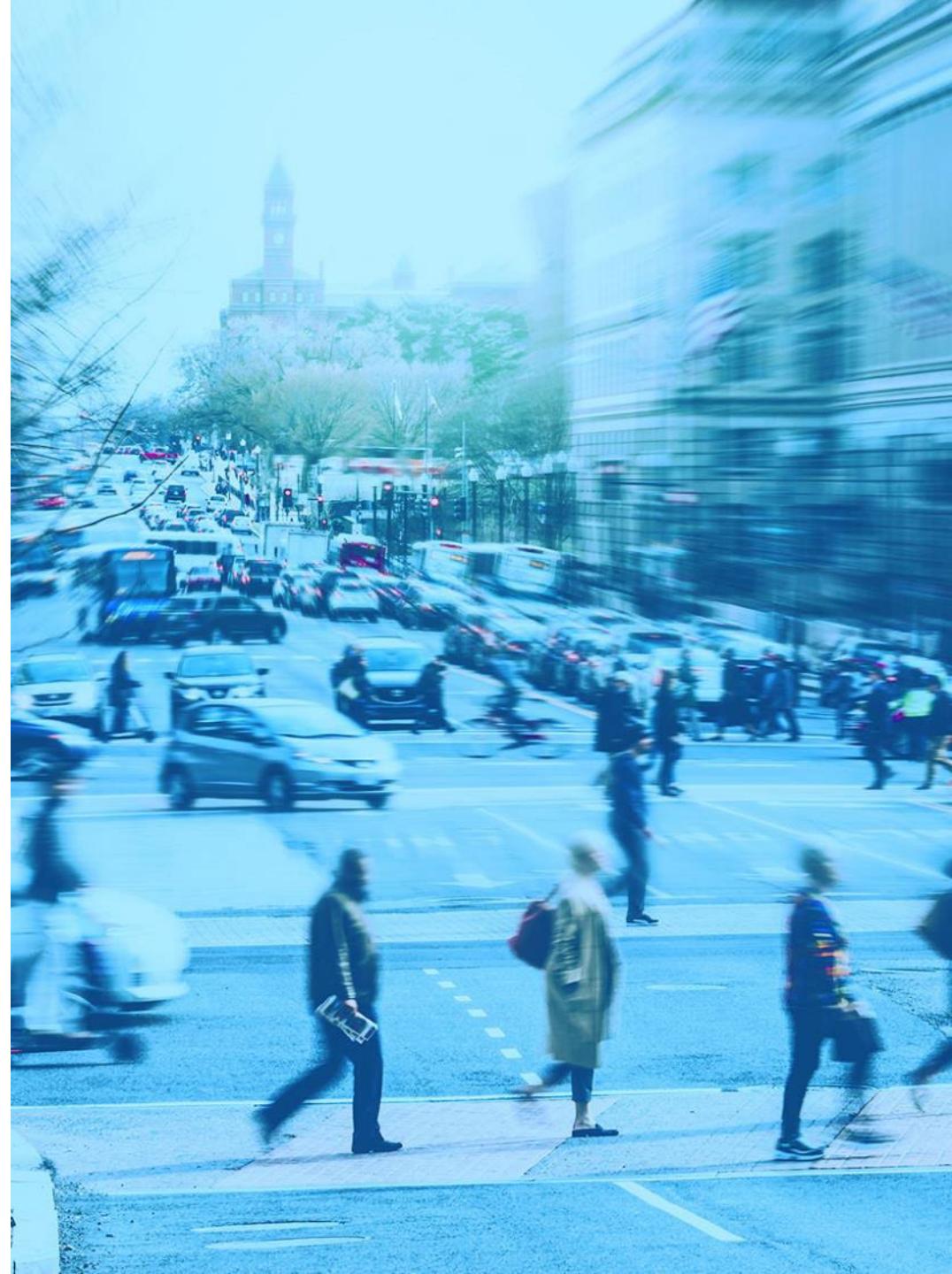
Moving our region forward, together.

DMV Moves – TPB Implementation Role

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Program Director*

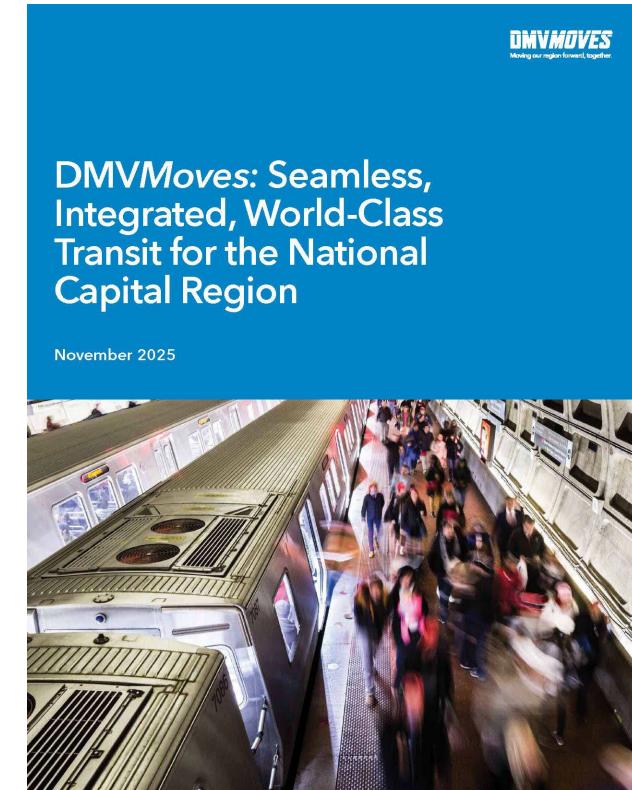
Transportation Planning Board

January 21, 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

TPB urged to take a Role in DMVMoves Implementation

- Overall Plan Progress Reporting - Submitting an 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 including, but not limited to, the following activities:
 - Producing an annual performance report through TPB's State of Public Transportation Report
 - Adopting regional bus service guidelines
 - Developing a Regional Bus Priority Plan that will define outcomes and targets, system benefits, and roles and responsibilities for the initial 7-corridor system concept
 - Facilitating agreement on methodologies and processes to assess bus stop conditions
 - Supporting COG's Procurement team in convening a Joint Transit Procurement Committee and supporting the sharing of opportunities through a list-serve and a contracts clearinghouse
 - Facilitating discussion and agreement on other Action Plan recommendations that would benefit from regional coordination and consensus, as appropriate

Draft Resolution for the TPB

- Staff recommend that the TPB endorse the DMVMoves Plan and accept the request made by the WMATA and COG boards to facilitate regional integration actions by the region's transit providers.
- Why should TPB take on these responsibilities:
 - 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 and adopt.

TPB Staff will provide further details with a DMVMoves implementation work plan in Spring 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
- 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 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
 - NVTC
 - NVTA
 - Loudoun County
 - Fairfax County
 - Arlington County
- Scheduled Briefings
 - Montgomery County – (Briefing held 1/13)
 - City of College Park – (Briefing held 1/13)
 - City of Greenbelt – 1/26
 - City of Fairfax – 1/27
 - City of Alexandria – 1/27
 - City of Rockville – 2/2
 - City of Falls Church – 2/9

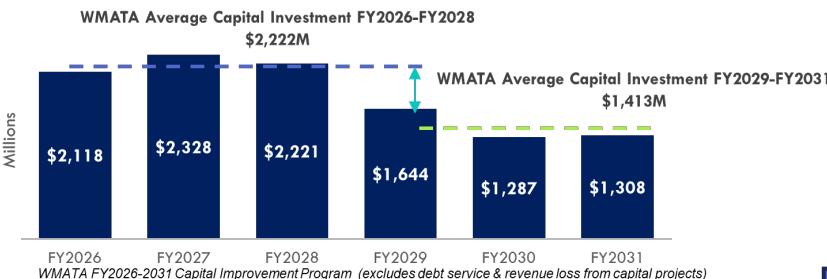


APPENDIX

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

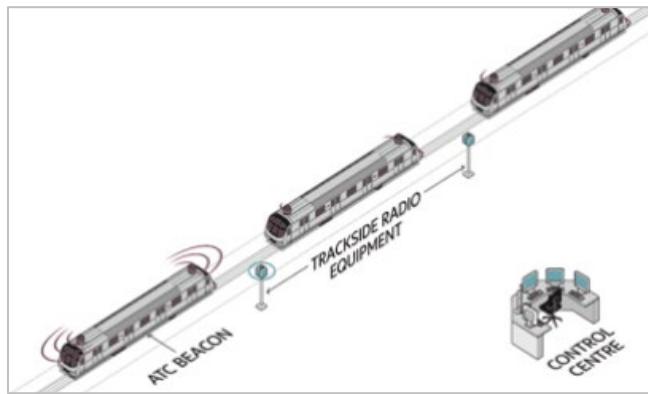


DMVMoves Plan summary

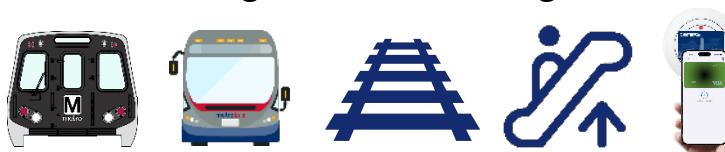
Additional Funding for Metro

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	
	Regional Bus Priority	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
	Service Guidelines & Reporting	Adopt common regional service guidelines and performance metrics; report progress annually	Consistent service quality and transparent regional accountability
	Fare Integration	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
	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	Easier wayfinding, clearer rider information, and more uniform stop experience
	Shared Resources	Identify opportunities for pooled purchasing power and shared procurements for vehicles, technology, etc., coordinate contract terms	Reduced duplication, lower procurement costs, stronger negotiating power
	Consistent Training & Requirements	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.

