



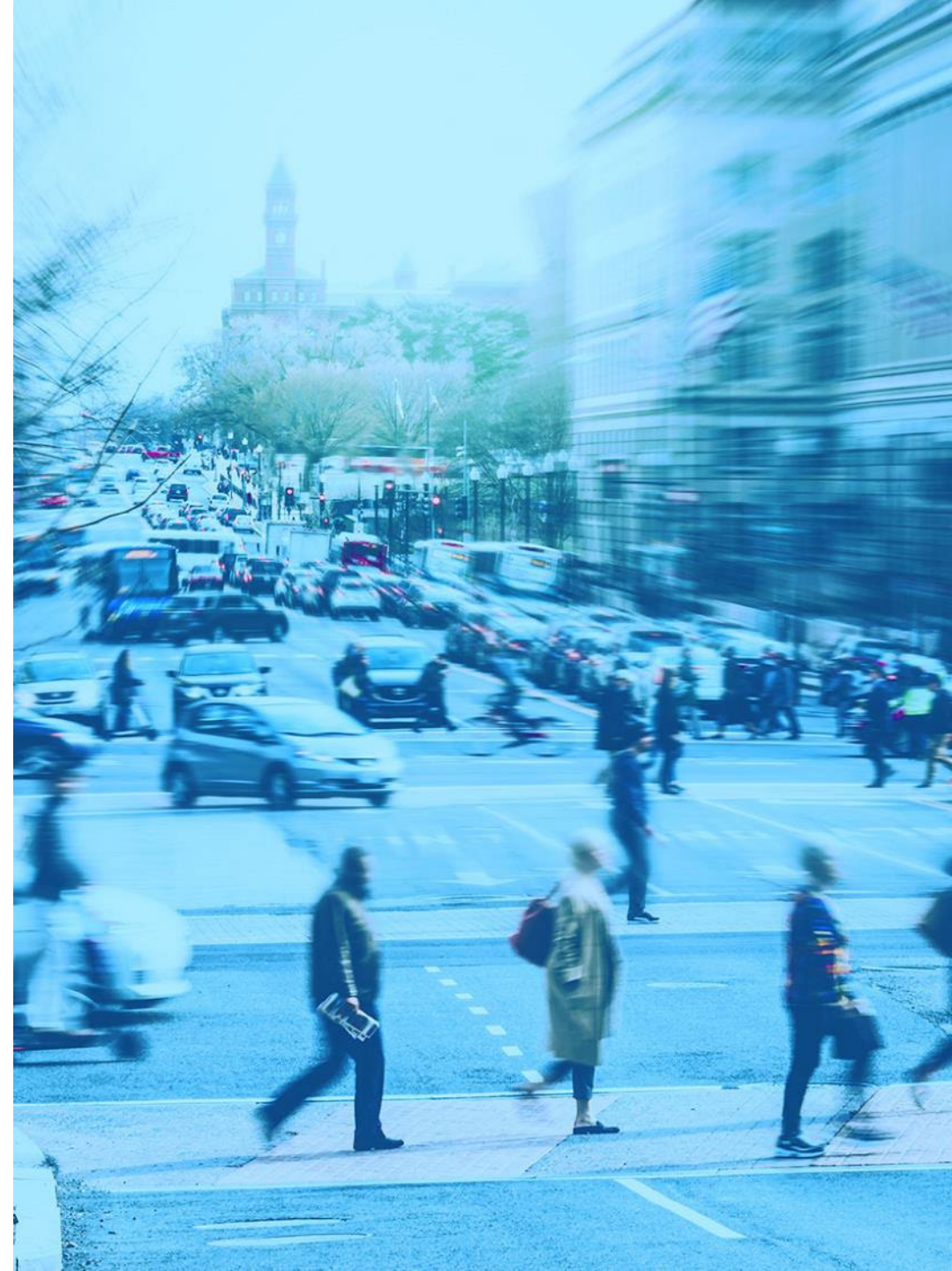
Moving our region forward, together.

Regional Transit Integration Update and Work Plan Overview

Pierre Gaunard, TPB Transportation Planner

TPB Community Advisory Committee, Item 3

April 9, 2026



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 transit integration.

- Endorsed by COG and WMATA Boards of Directors – Nov 2025
- And by TPB – Jan 2026

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

RESOLUTION COG AND WMATA BOARDS

WHEREAS, the Metropolitan Washington Council of Governments (COG), as the regional planning organization (MPO) for the Washington region, has the honor of being designated as the lead agency for the Fixing America's Surface Transportation (FAST) Act, 2015 when the Infrastructure Investment and Jobs Act (IIJA) was passed, and is currently developing and carrying out a continuing, cooperative and planning process for the metropolitan area; and


WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA), as the lead agency for the development and operation of the transit system in the Washington Metropolitan Area, has the honor of being designated as the lead agency for the development and operation of the transit system in the Washington Metropolitan Area; and

WHEREAS, transit is vital to the success and economic development of the region's jurisdictions came together in 2018 to guarantee that the region again built on its long record of support for the transit system when temporary federal funding was cut off;

WHEREAS, WMATA's major capital funding sources, including the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) and matching Passenger Rail Investment and Improvement Act (PRIIA) funds, have declined and lost considerable purchasing power over the years due to inflation, construction and labor costs, and accelerated capital program needs;


WHEREAS, without additional, dedicated capital funding, WMATA's capital backlog will reach \$10 billion by FY2029 which will cause its approved FY2026-FY2029 capital program to be reduced from an average annual amount of \$2.2 billion to \$1.4 billion; and

WHEREAS, without additional, dedicated capital funding, WMATA will carry a capital backlog averaging \$10 billion by FY2050, but that with additional funding WMATA could reduce its capital backlog to \$4 billion per year; and



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

November 2025





Moving our region forward, together.

earning endorsements across the region...

VIRGINIA

- Arlington County
- Fairfax County
- Loudoun County
- City of Alexandria
- City of Fairfax
- City of Falls Church
- City of Manassas

MARYLAND

- Montgomery County
- Prince George's County
- City of College Park
- City of Greenbelt
- City of Rockville
- City of Takoma Park

REGIONAL ORGANIZATIONS

- Metropolitan Washington Council of Governments
- Northern Virginia Transportation Authority
- Northern Virginia Transportation Commission
- Washington Metropolitan Area Transit Authority

Local DMVMoves Endorsements

The DMVMoves Plan has been voted on and endorsed by 13 local governments, as well as regional organizations.

- Since December 2025, COG staff have presented the plan to at least 15 state, regional, and local governments and organizations, addressing member questions.

Detailed Action Plan for Regional Transit Integration

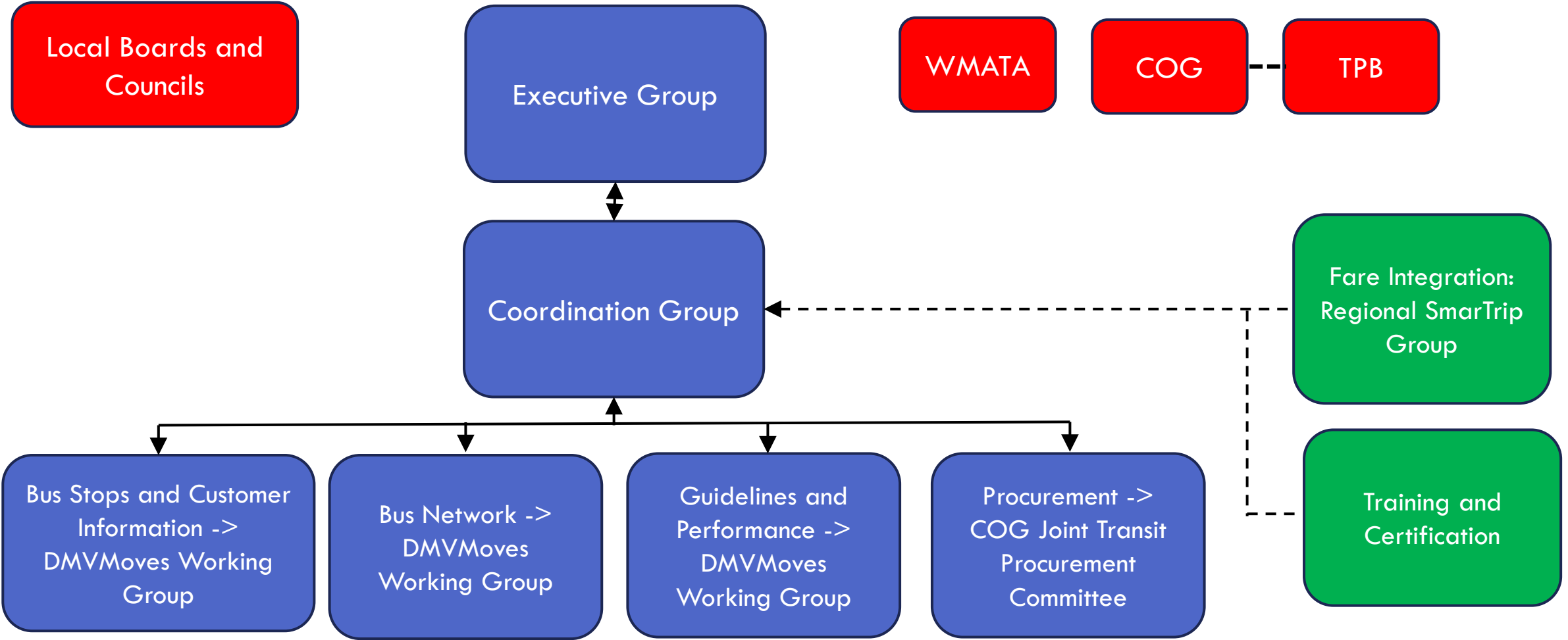


DMVMoves Regional Integration

- The DMVMoves Plan includes a Detailed Action Plan
- Six areas for integration, each with several actions and sub-actions
 - Regional bus priority
 - Service guidelines and performance reporting
 - Fare policy integration
 - Consistent bus stop design, wayfinding, and information
 - Joint procurements and shared resources
 - Shared training and consistent reporting

ORGANIZING FOR ACTION

DMVMoves – Organizing for Implementation






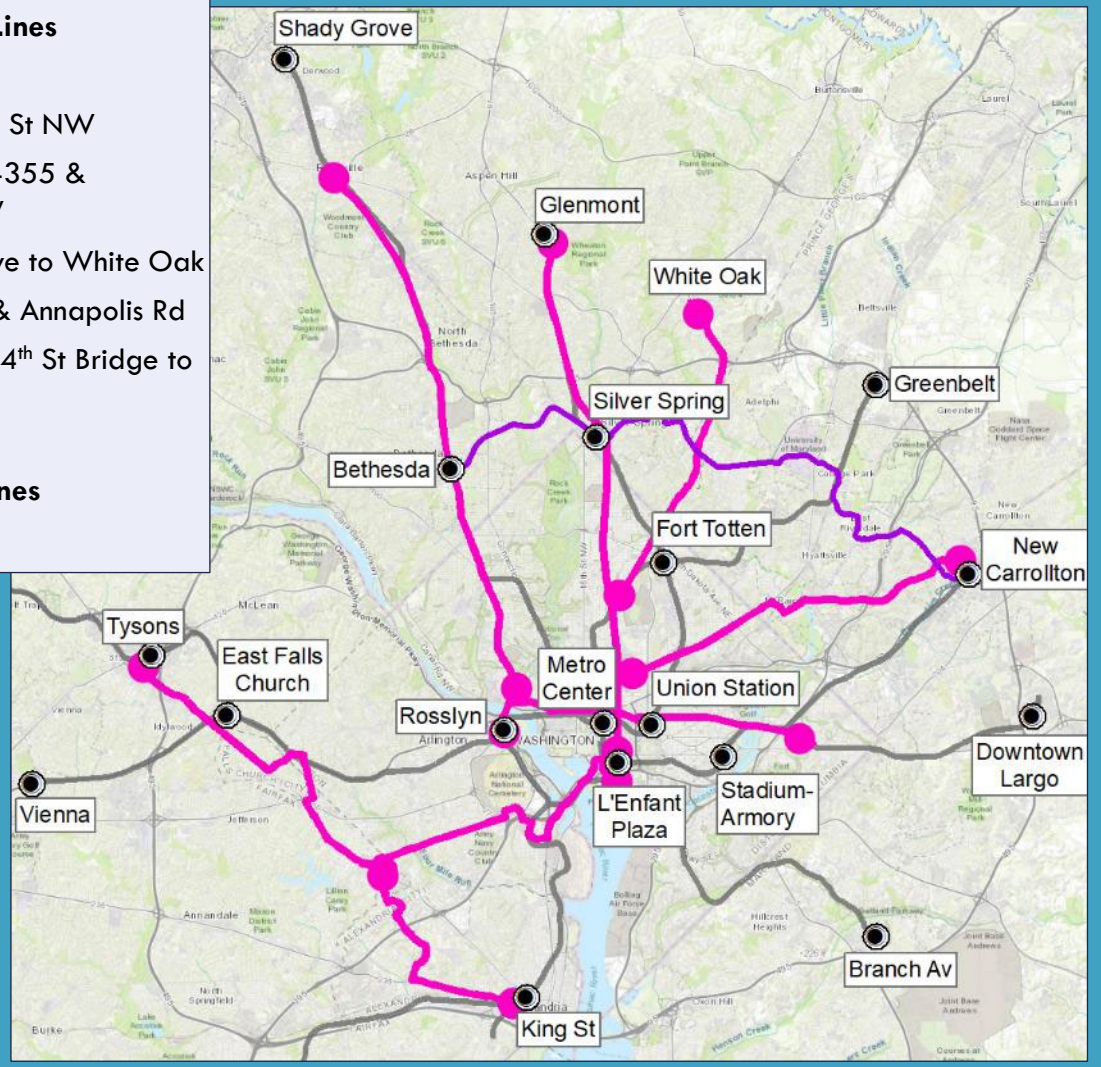
How is COG/TPB moving the Integration Plan forward?

- COG/TPB and WMATA have kicked off implementation of the Integration Plan with the following steps:
 - **Identified key tasks and schedule** for Year 1 of implementation
 - **Facilitating Working Groups** to finalize details of implementation
 - **Formed a Coordination Group** to report on progress and elevate issues or concerns from the Working Groups that are obstacles to implementation
- What are we asking of our partners?
 - Implementation of the Regional Integration Actions will require **time, resources, and funding**
 - Every organization's **commitment, participation, and responsivity** to information requests are critical to progress

ACTIONS AND CHALLENGES

Continue Regional Bus Priority Network Plan development and implementation

-  **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
-  **Metro rail Lines**
-  **Purple Line**



Over the next year, the Working Group will develop a Regional Bus Priority Network Plan

Actions include:

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

Implementation issues to address:

- Burden of collecting data from various sources
- Identifying necessary policy considerations
- Identifying funding sources

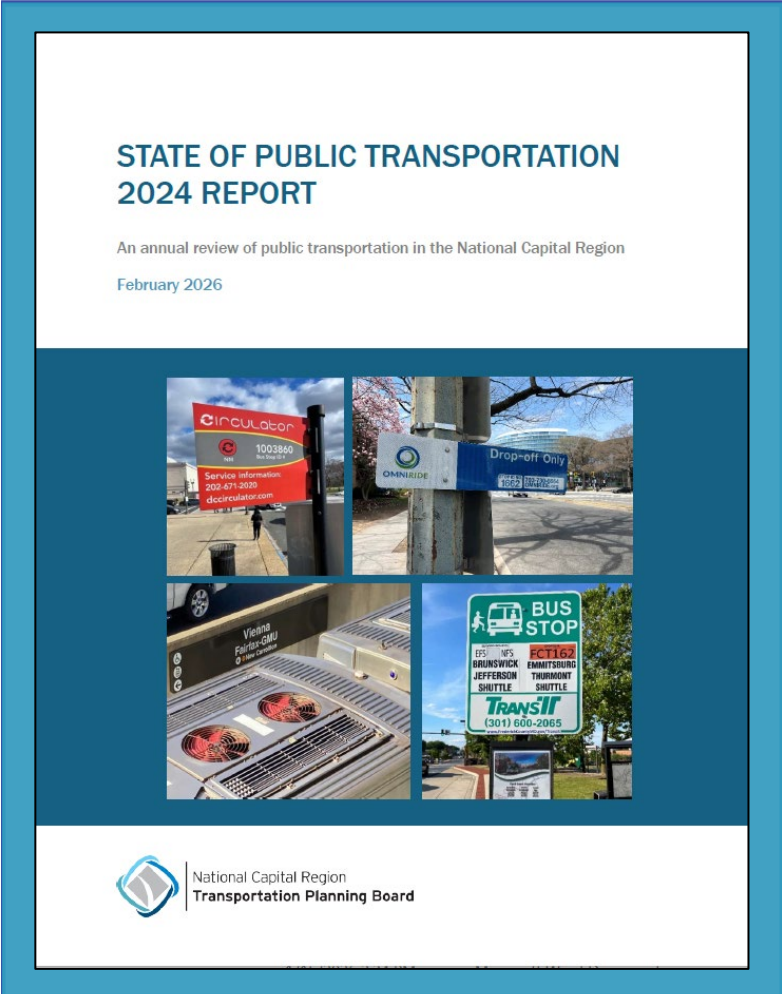
Finalize regional service guidelines and establish performance measures

Actions include:

- TPB, Metro, local transit agencies, and local and state governments adopt regional guidelines
- Decide on the common set of performance measures to be reported on annually and bring to the TPB for its review.
- TPB staff will develop a database to collect the performance data.
- Annual performance report will be an annex to the TPB’s annual State of Public Transportation Report.

Implementation issues to address:

- Integrate/deconflict with Title VI, state, and local requirements
- Collecting consistent data
- Visual presentation and contextualization of data in the report



Coordinate regional fare policy and implementation

Actions include:

- Implement a universal transfer credit across services
- Standardize free local bus rides for youth ages 18 and under under across transit agencies in the DMV region
- Make unlimited regional transit pass products available across across regional providers and Metro, including Metrorail
- Standardize low-income fare discount programs across transit agencies in the DMV region with regional acceptance of Metro Lift Program

Implementation issues to address:

- Timeline for fare-charging agencies to move forward with policy changes
- Develop future technological options – costs and capabilities



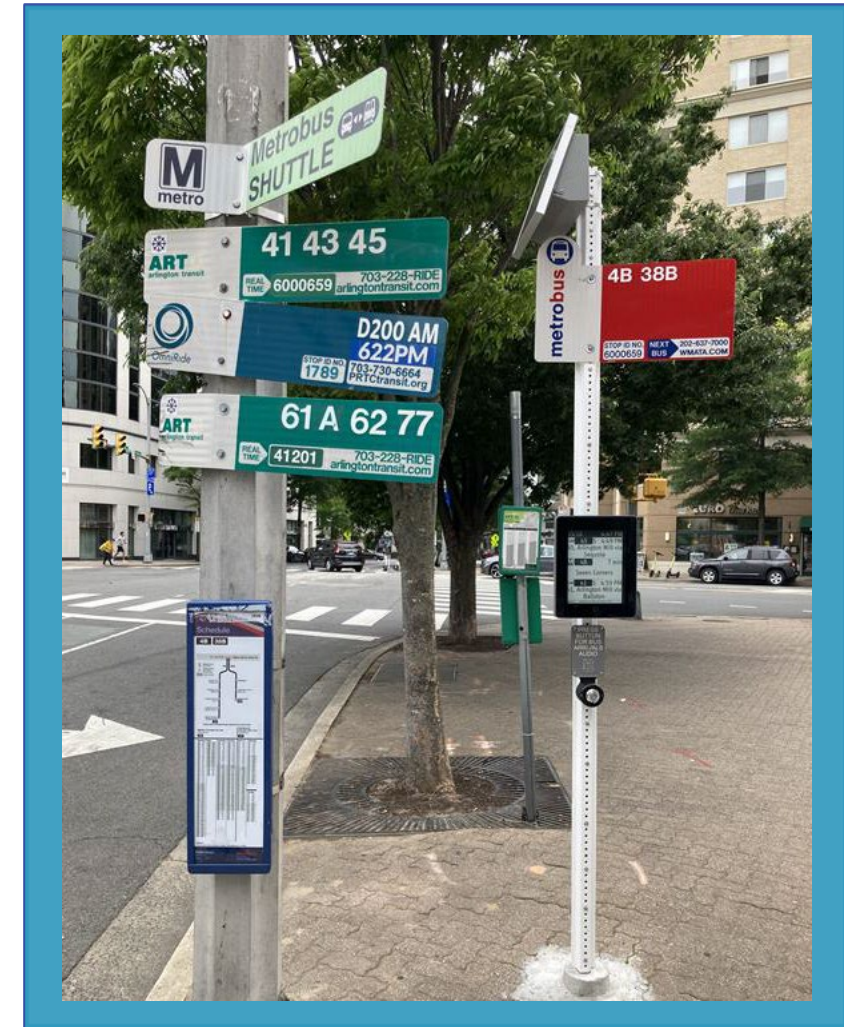
Bus Stop Amenities Group creating a more seamless experience for transit users across the region

Bus Stops Infrastructure actions/issues include:

- Define a universal set of bus stop design guidelines, including amenity standards, amid varying priorities and resource availability.
- Coordinate on methodologies to prioritize bus stop upgrades in an equitable way.
- Create a regional bus stop database. Leverage local data sources.
- Conduct initial assessment of bus stops to determine gaps.

Wayfinding/Customer Service actions/issues include:

- Reach agreement on shared bus stop flag design and admin. while protecting local brand identities and autonomy.
- Develop approach for regional bus stop ID numbering.
- Determine preferred regional method of offering customer information services.



Work with the COG Joint Transit Procurement Committee (JTPC) to develop useful transit procurement tools and opportunities

Actions include:

- COG convening regional transit procurement officers (the JTPC).
- Development of a modified transit contract database clearinghouse.
- List-serv for transit procurement officers to improve regional coordination.
- Analysis of each jurisdiction's boilerplate terms and conditions.
- Pilot a new joint procurement activity for transit agencies, JTPC guided.

Implementation issues include:

- Collection of contract data from COG members for a public database.
- Technical challenges of database and list-serv management.
- Navigating locality/agency-specific contractual requirements in a pilot joint procurement effort.



Additional Activities in DMVMoves Plan

- Shared Training
 - WMATA intends to establishing a working group that will meet to share best practices and leverage partnerships for shared training and knowledge sharing; to be kicked off in Summer 2026.
- Consistent Reporting
 - WMATA to evaluate opportunities to streamline reporting requirements.

Information on detailed activities and challenges to implementation to be shared at a future date

TPB Briefings

TPB to receive a briefing on the DMVMoves Integration Action Plan at its April meeting.

Planned work products that will be developed in coordination across regional partners and brought to the TPB later this year include:

- Regional Service Guidelines – June/July
- Draft Bus Priority Network Plan – October
- Draft Progress Report – October/November

THANK YOU