



Moving our region forward, together.

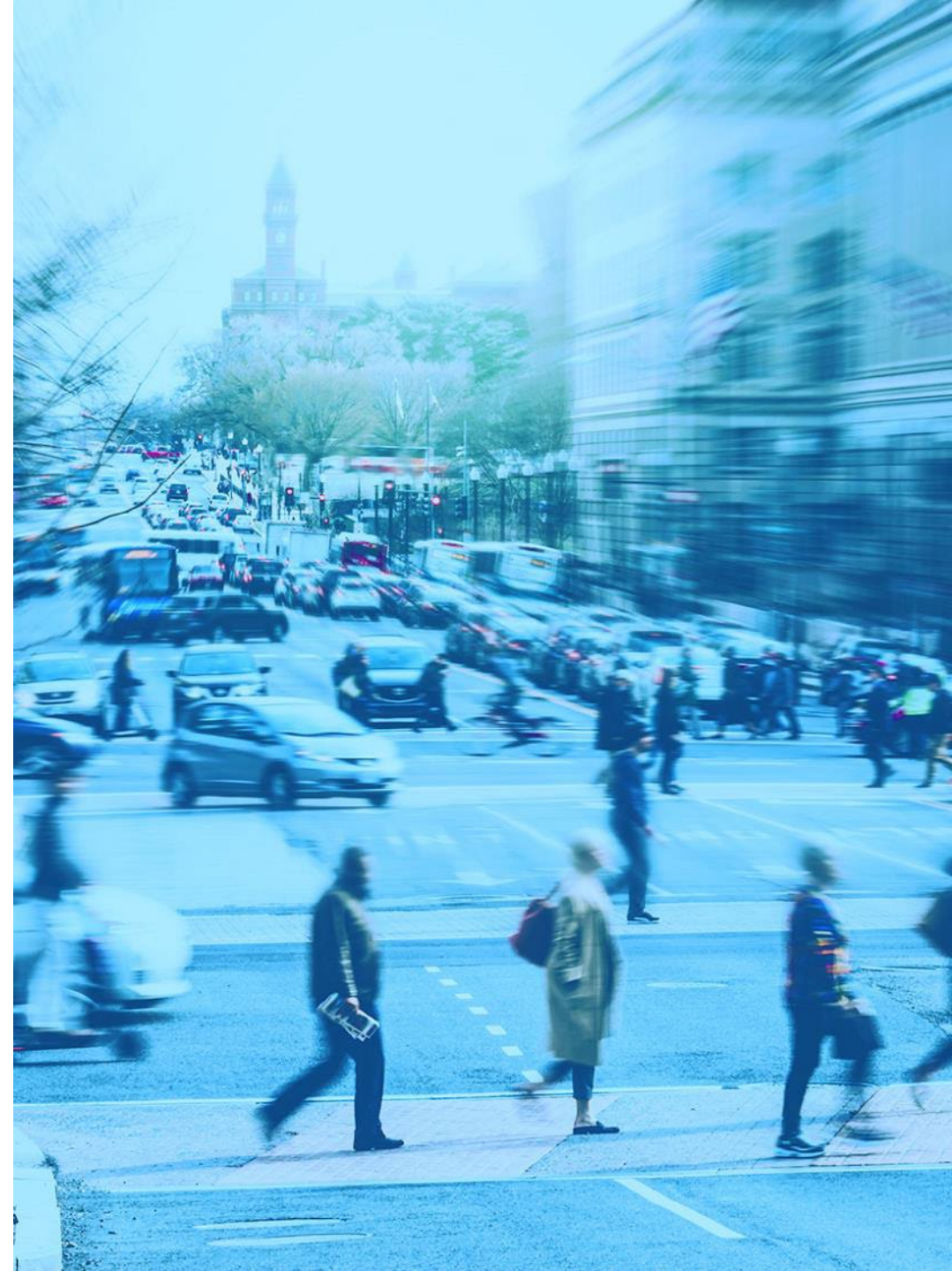
# Regional Transit Integration Update and Work Plan Overview

*Tom Harrington, TPB Multimodal Planning Program Director*

*Eric Randall, TPB Transportation Engineer*

*Transportation Planning Board, Item 9*

*April 15, 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



Metropolitan Washington  
Council of Governments



metro

RESOLUTION COG AND WMATA BOARDS

**WHEREAS**, the Metropolitan Washington Council of Governments, representing the jurisdictions of the National Capital Region's local governments in the District of Columbia, Maryland, and Virginia, plus area state and federal legislatures, and the U.S. Senate and House of Representatives, on issues of regional concern; and


**WHEREAS**, the Washington Metropolitan Area Transit Authority, as the lead agency and instrumentality of the District of Columbia, and the Commonwealth of Virginia, established by an Interstate Compact, to develop, finance, and operate improved transit facilities, and to coordinate the operation of transit facilities into a unified regional transit system; and

**WHEREAS**, transit is vital to the success and economic vitality 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, and to ensure that the region's transit system is able to meet the needs of the region's growing population and to support the region's economic growth and development; and

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

**WHEREAS**, without additional, dedicated capital funding, WMATA's FY2029 budget deficit 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  
Moving our region forward, together.

## 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

dmvmoves.org      Endorsements as of 3/5/26

# 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 Transit Integration

- The DMVMoves Plan includes a Detailed Action Plan
- Six areas for regional transit 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

# Doing What's Best for Transit Customers

What are the bus/train times?

|                                    |  |                                    |
|------------------------------------|--|------------------------------------|
|                                    |  |                                    |
| Peak: 20 mins<br>Non-peak: Limited | Peak: 5-10 mins<br>Non-peak: 6-15 mins | Peak: 15 mins<br>Non-peak: Limited |

How much do I pay?

|      |        |      |
|------|--------|------|
|      |        |      |
| Free | \$2.25 | \$11 |

Is this the right stop?

Which bus do I get on?



Consider



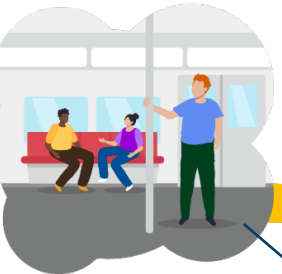
Plan



Pay



Navigate



Ride



Wait



Post-Travel

How do I pay?

# Action Plan for a Seamless, More Integrated Transit Network

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

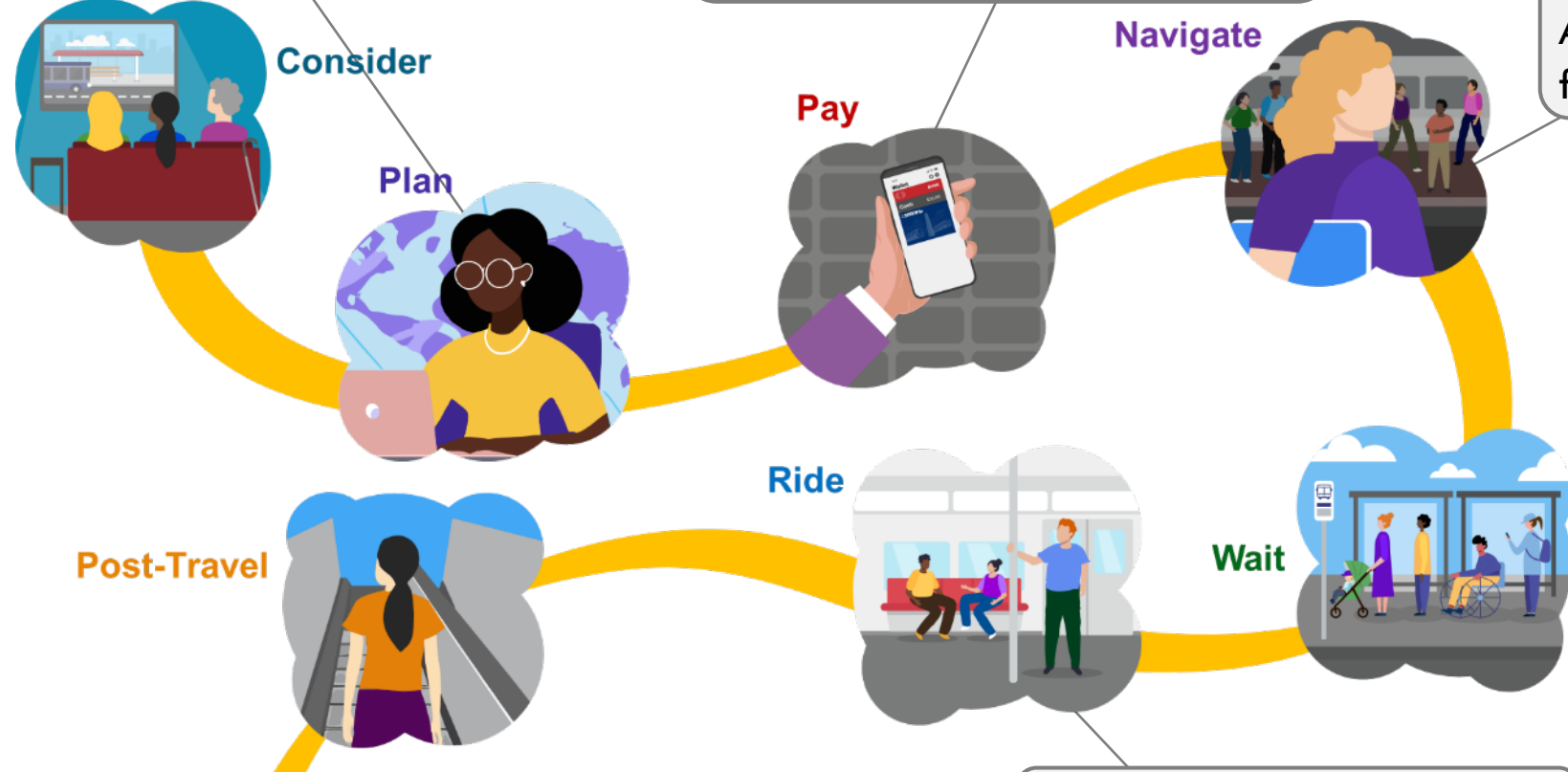
Standard fares and payment methods. Clear policies for special and regional passes.

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.

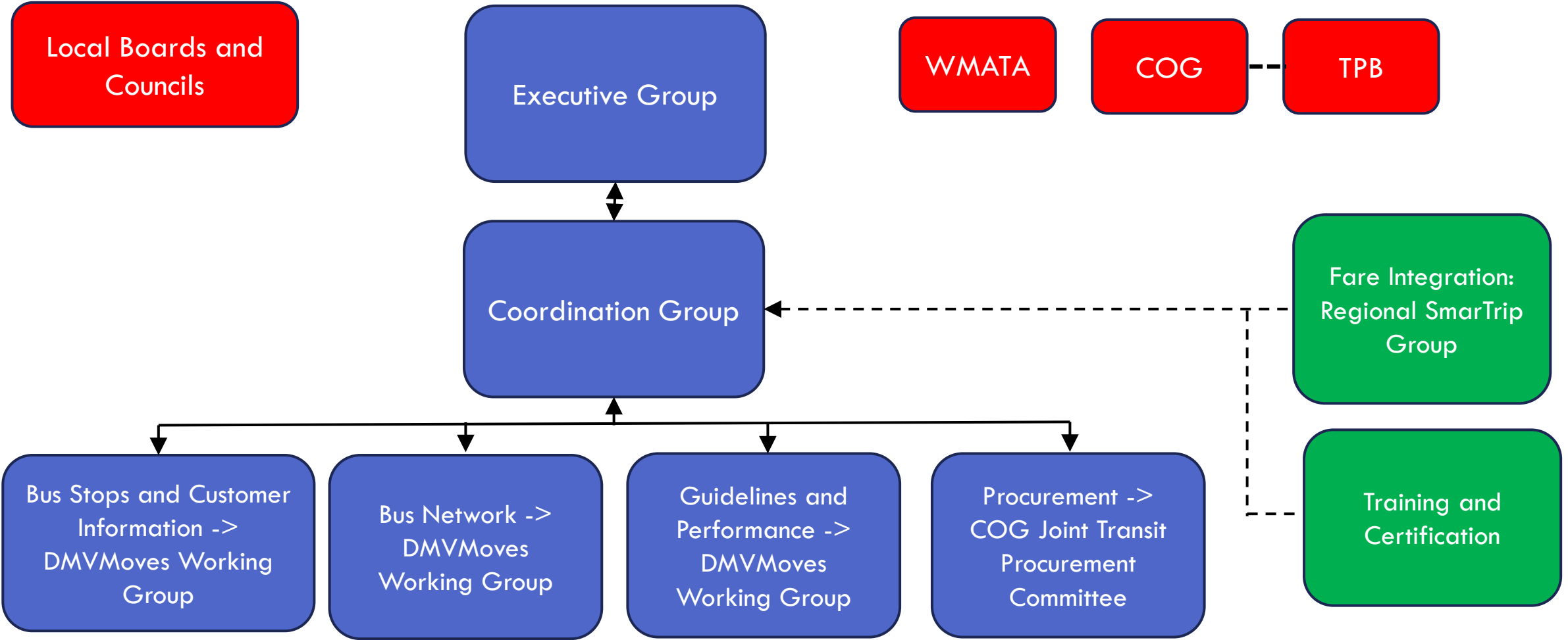
Fast, frequent, and reliable ride – not stuck in traffic.

Transparent and accessible data on system performance.



## *ORGANIZING FOR ACTION*

# DMVMoves – Organizing for Implementation






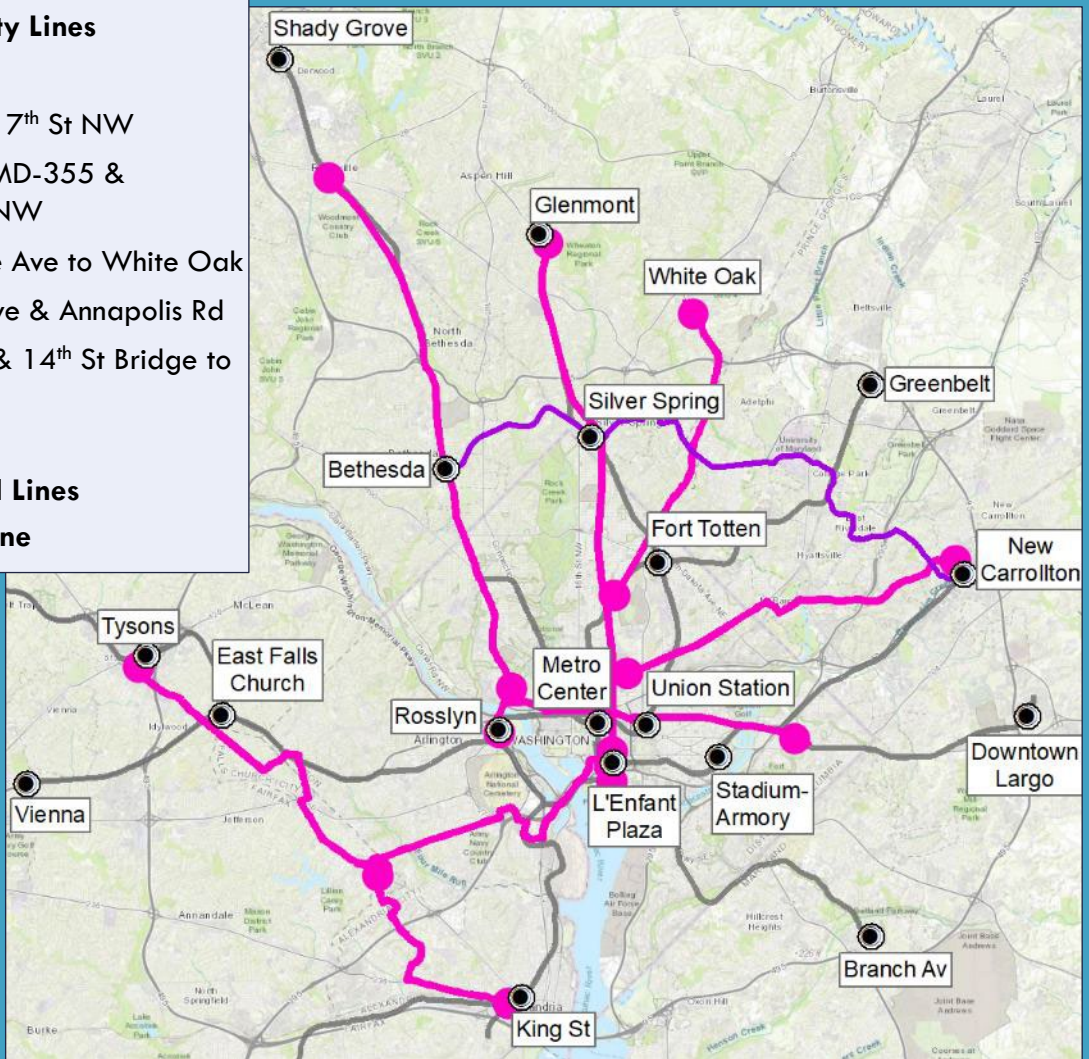
## How is COG/TPB moving the Transit Integration Plan forward?

- COG/TPB and WMATA have kicked off implementation of the Integration Plan with the following steps:
  - **Identifying key tasks and schedule** for Year 1 of implementation
  - **Facilitating Working Groups** to address details of implementation
  - **Forming 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

***REGIONAL TRANSIT INTEGRATION  
ACTIONS AND ISSUES***

# Continue Regional Bus Priority Network Plan development and implementation

-  **Bus Priority Lines**
- Crosstown DC
- Georgia Ave & 7<sup>th</sup> St NW
- Rockville Pike/MD-355 & Wisconsin Ave NW
- New Hampshire Ave to White Oak
- Rhode Island Ave & Annapolis Rd
- Columbia Pike & 14<sup>th</sup> St Bridge to L'Enfant Plaza
- VA Route 7
-  **Metrorail 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
- Determining realistic outcomes and performance targets
- Estimating the regional system benefits and impacts of the network

**Implementation issues to address:**

- Multiple: roles and responsibilities, tradeoffs between bus priority and limited roadway right-of-way, funding sources

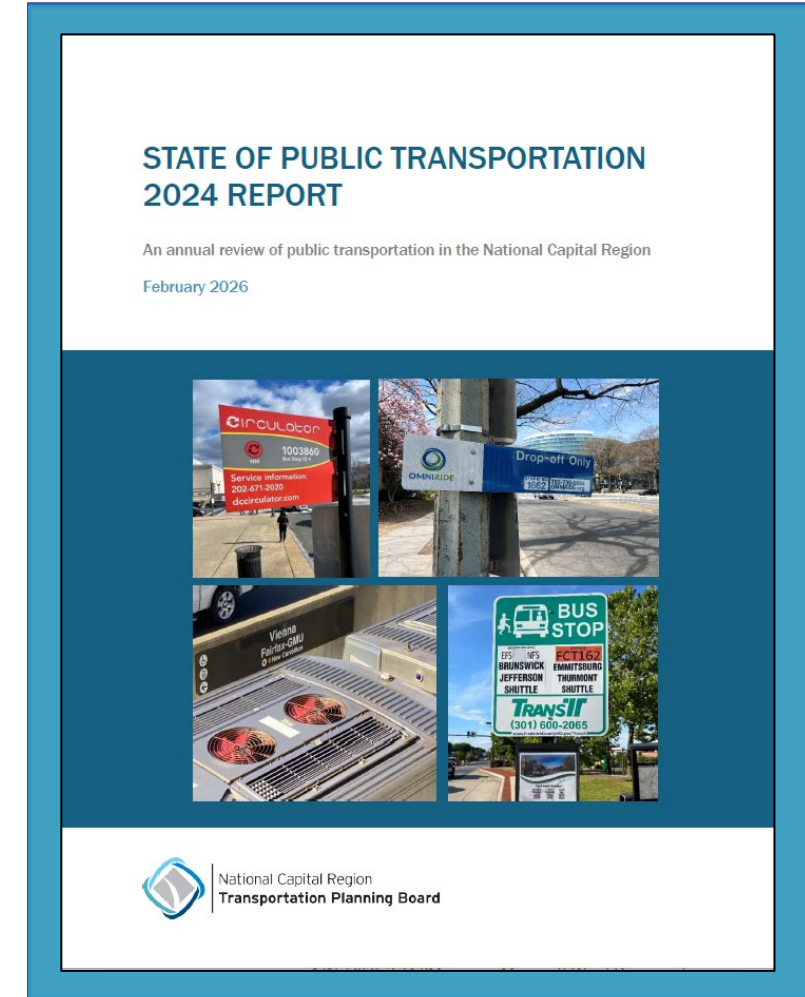
# Finalize regional service guidelines and establish performance measures

## Actions include:

- TPB, Metro, local transit agencies, and local and state governments adopt regional guidelines.
- Agree on the common set of performance measures to be reported on annually and bring to the TPB for its review.
- TPB staff will develop 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 (same definitions).
- 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 across transit agencies in the DMV region
- Make unlimited regional transit pass products available across regional providers and Metro, including Metrorail 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



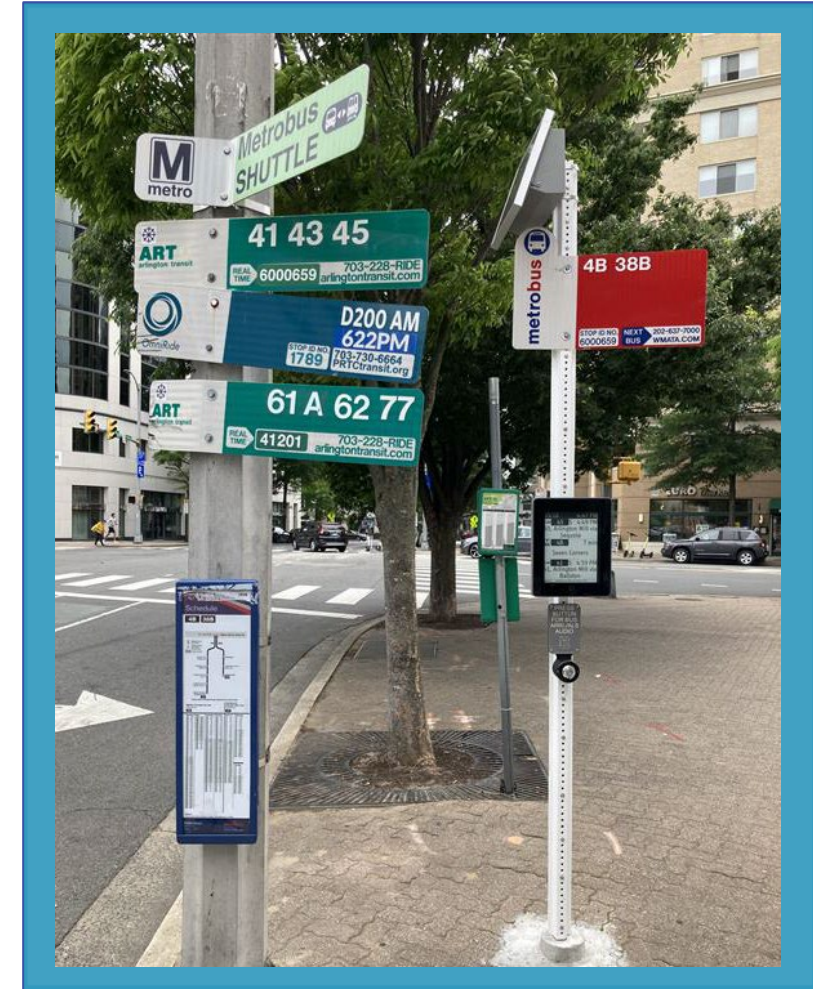
# Bus Stop Amenities Group creating a more seamless experience for transit users across the region

## 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.
- Conduct initial assessment of bus stops to determine gaps.

## Wayfinding/Customer Service actions/issues include:

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



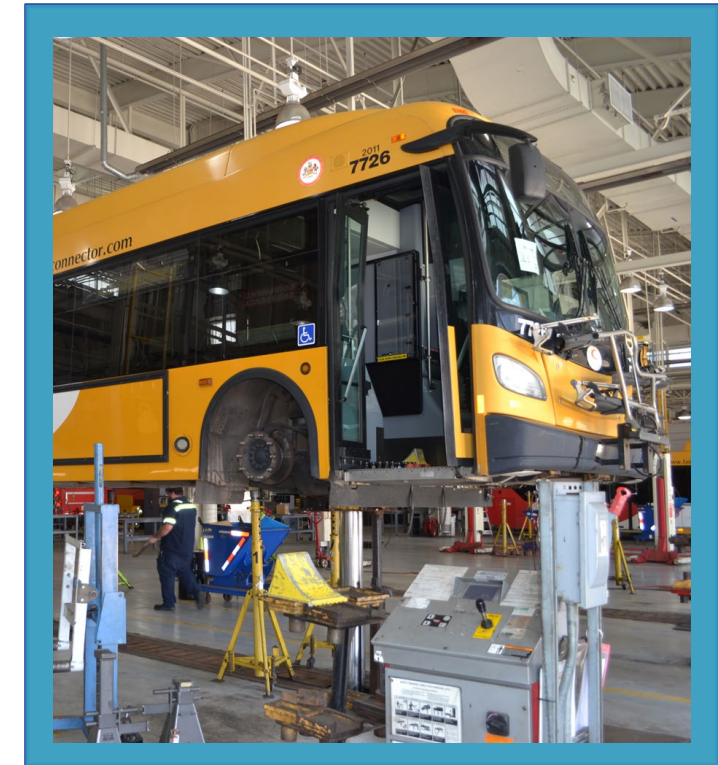
# Work with the COG Joint Transit Procurement Committee (JTPC) to develop useful transit procurement tools and opportunities

## Actions include:

- COG convening regional transit procurement officers (the JTPC).
- Development of a transit contract database clearinghouse.
- Regional list-serv for transit procurement officers.
- Analysis of each jurisdiction's standard contractual requirements.
- Pilot a new joint transit procurement activity, 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

As the DMVMoves working groups reach consensus and detailed work products are completed, the TPB will be briefed on significant products.

Anticipated work products that will be 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*