



Moving our region forward, together.

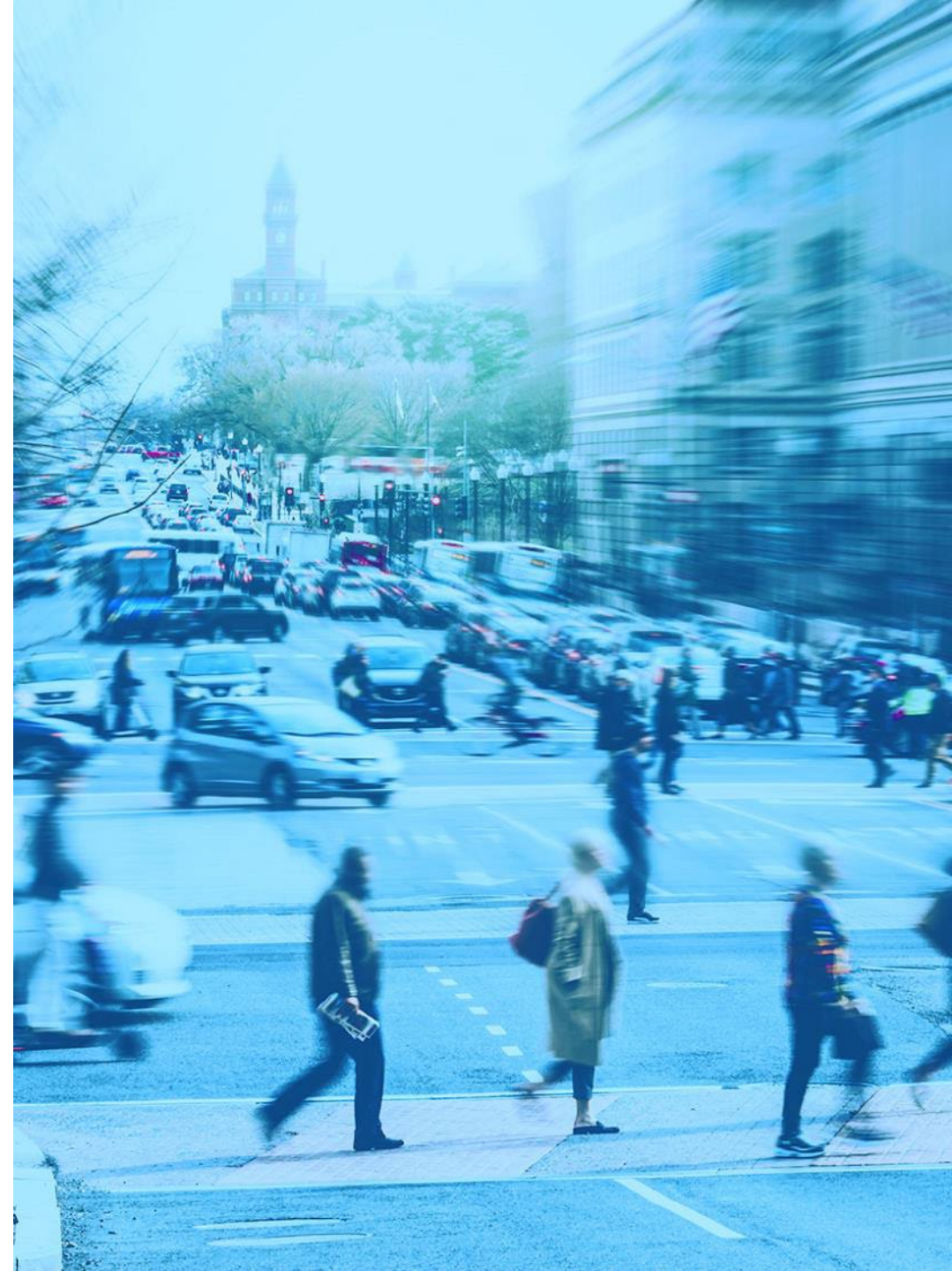
# Regional Transit Integration Work Plan Overview

*Tom Harrington, TPB Multimodal Planning Program Director*

*Eric Randall, TPB Transportation Engineer*

*TPB Technical Committee, Item 4*

*April 3, 2026*



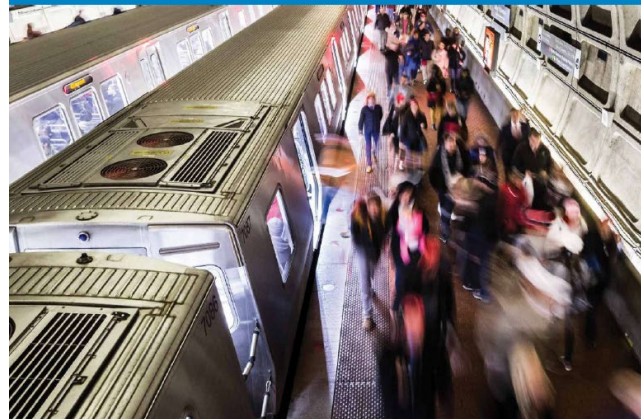
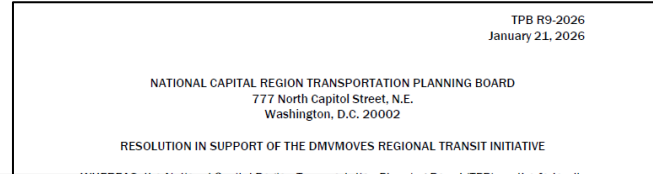
# DMVMoves Plan and Endorsement

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

[DMVMoves Plan](#)



Planning Board (TPB), as the federally (O) for the Washington region, has the ica's Surface Transportation (FAST) Act, structure Investment and Jobs Act (IIJA) g out a continuing, cooperative and he metropolitan area; and

vestments in the region's transit assets e of good repair; and

creasing the frequency and capacity of rays, reducing travel times on all public on Metrorail and commuter rail; and

nsit Authority (WMATA) faces a capital m in a state of good repair which could a need for additional, dedicated capital

ce similar challenges including, but not ble operating gaps, raising the potential regional progress on economic growth,

ship through the 2024 launch of the gton Council of Governments (COG) and n formally establishing DMVMoves as a ation and planning for regional transit;

regional officials, assisted by two Advisory es effort and developed a shared vision identification of sustainable, long-term,

TA will reach its debt capacity limit in Capital Improvement Program to fall verely impacting safety and reliability

t addresses WMATA's debt capacity e next 25 years, totaling \$22 billion by sibly manage a backlog averaging \$3

# DMVMoves Endorsements

- DMVMoves has been endorsed by many local governments, as well as regional organizations.

The infographic features the DMVMoves logo at the top left, with the tagline 'Moving our region forward, together.' Below the logo is a dark blue banner with the text 'earning endorsements across the region...'. The infographic is divided into three main sections: VIRGINIA, MARYLAND, and REGIONAL ORGANIZATIONS. Each section lists local governments and organizations that have endorsed DMVMoves. The background of the infographic shows a blurred image of a highway with a road sign.

**DMVMOVES**  
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

# 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

## Detailed Action Plan for Regional Transit Integration



# Doing What's Best for Transit Customers

What are the bus/train times?

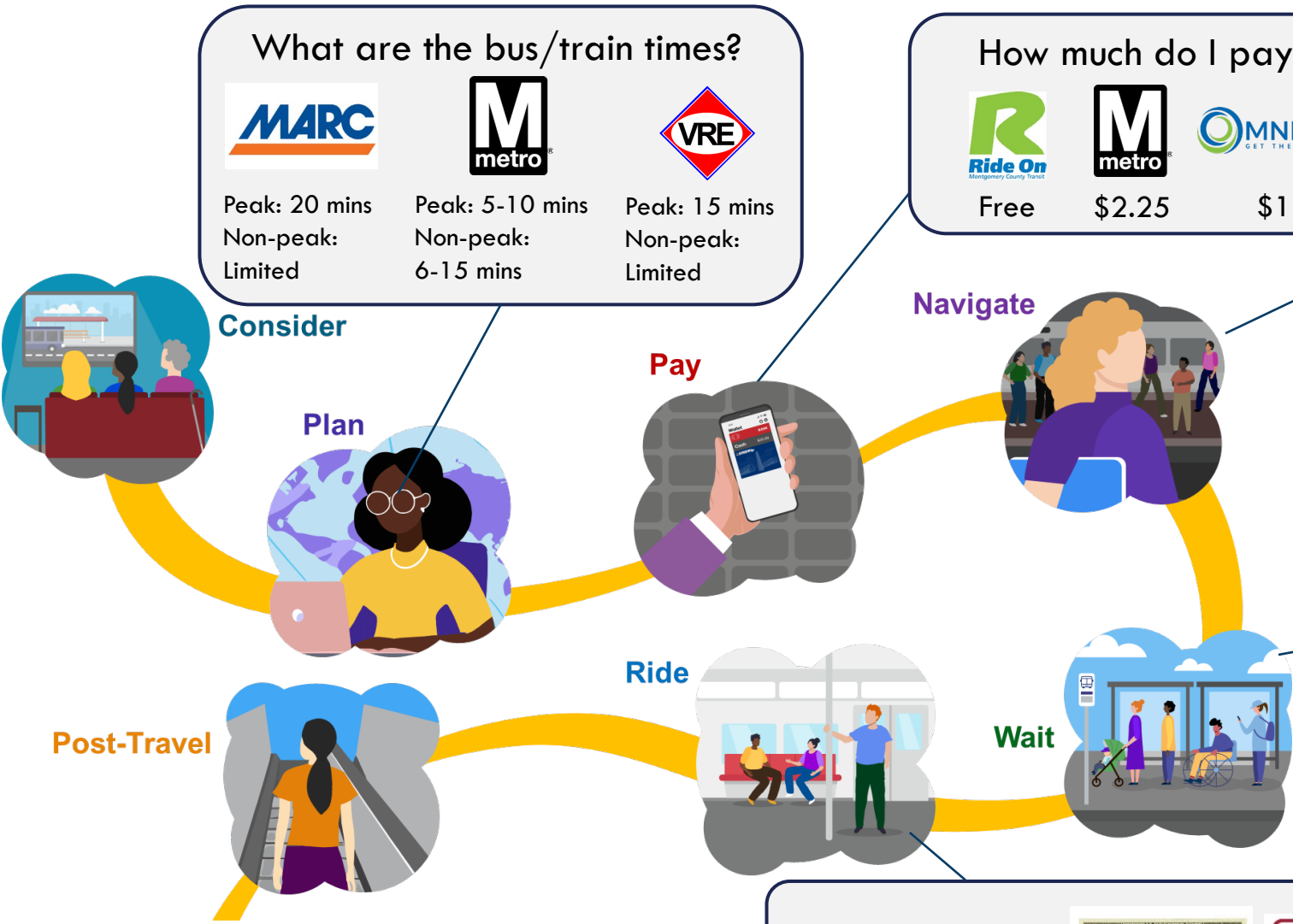
Peak: 20 mins Non-peak: Limited	Peak: 5-10 mins Non-peak: 6-15 mins	Peak: 15 mins Non-peak: Limited

How much do I pay?

Free	\$2.25	\$11

Is this the right stop?

Which bus do I get on?



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.

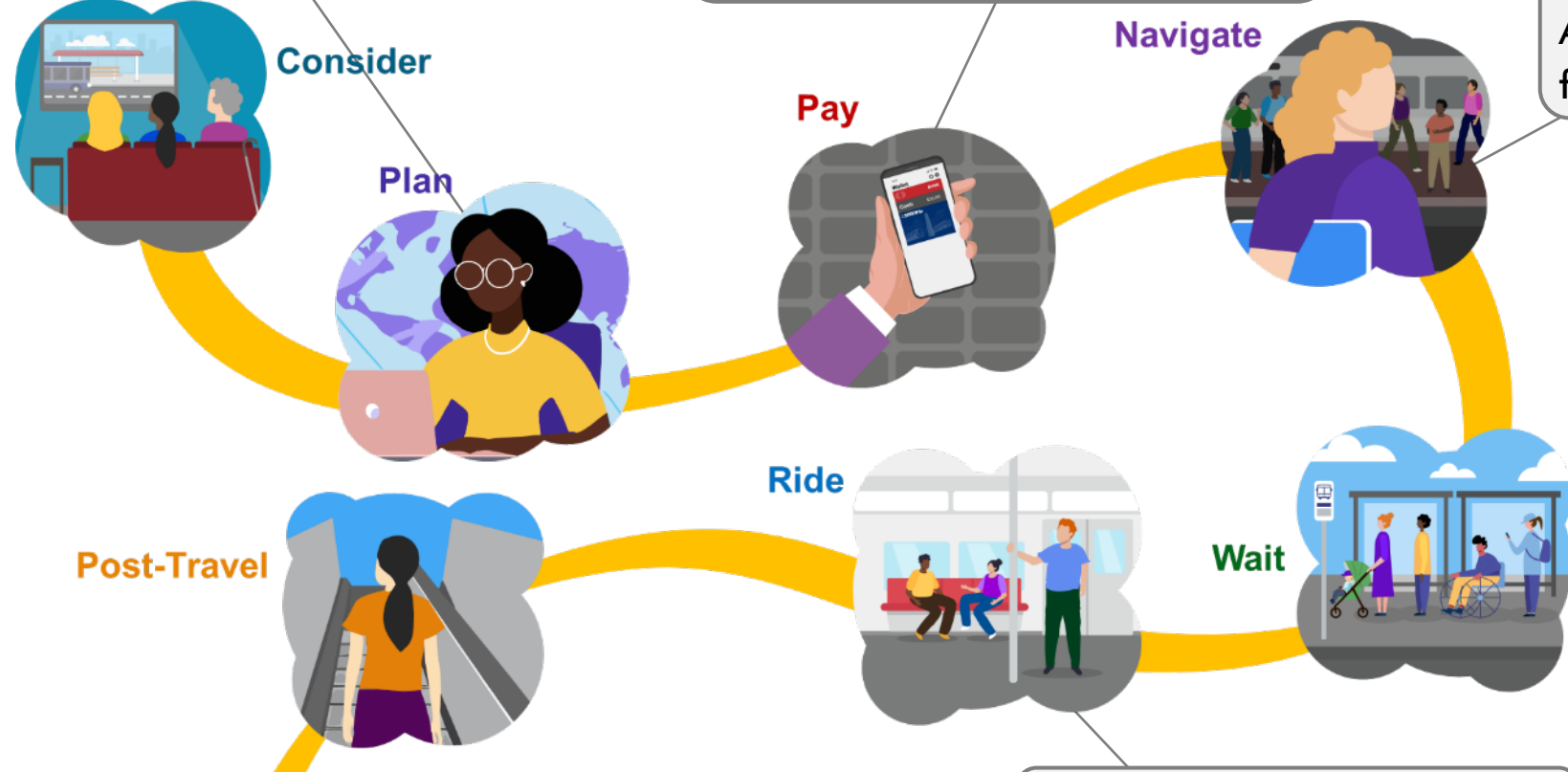
Standard fares and payment methods. Clear policies for special and regional passes.

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.

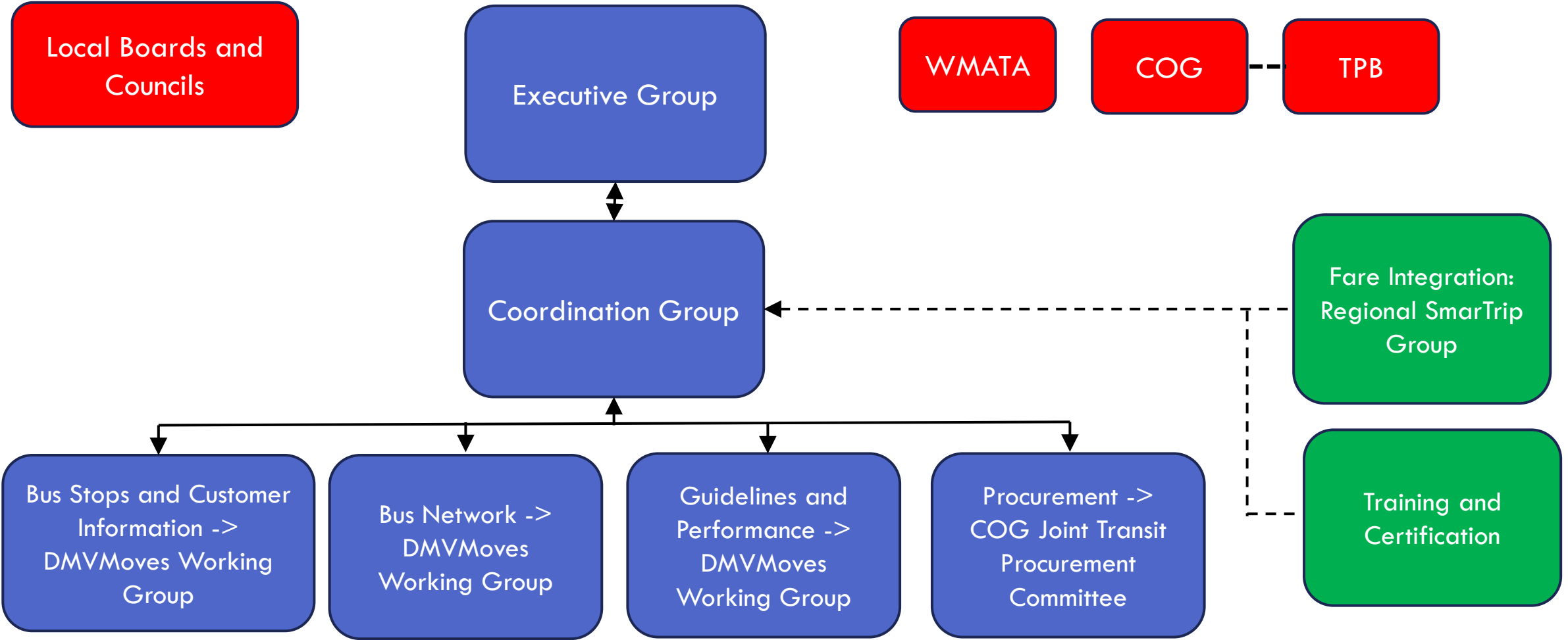
Fast, frequent, and reliable ride – not stuck in traffic.

Transparent and accessible data on system performance.



## *ORGANIZING FOR ACTION*

# DMVMoves – Organizing for Implementation



# Working Groups on each action reconvening

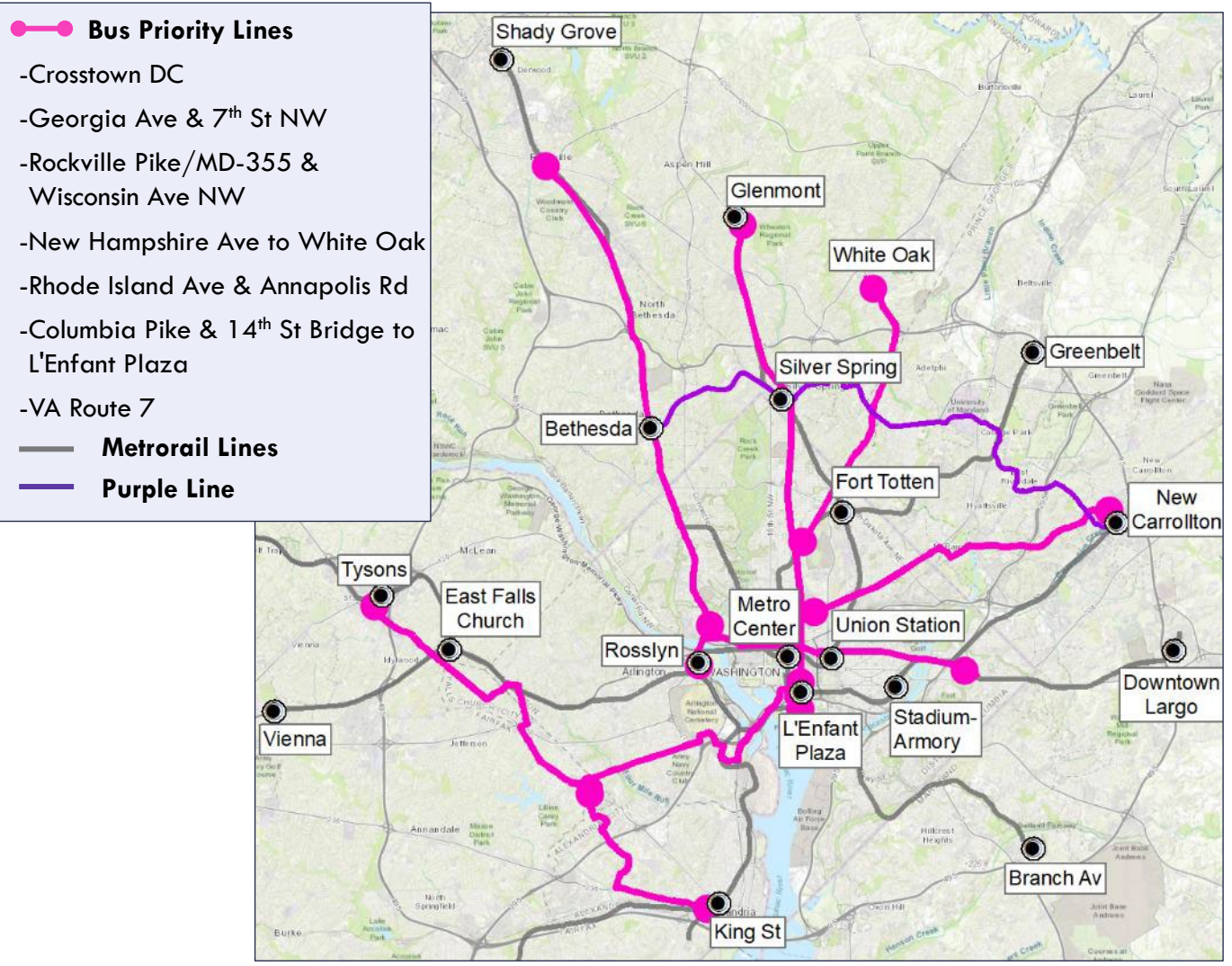
- Meeting to review group action plans, next steps, schedules
  - Ensuring all agencies represented and participating
  - Determining if schedules are realistic
  - Identifying key issues/challenges for implementation
  - Identifying needs for information, support, and collaboration
  - Providing information and data for the reports and studies being conducted
- As plans advance, agency staff will work with executives and elected officials to develop detailed internal actions, direct staff resources, identify budget funding, and overall advance the Action Plan.
- TPB staff will prepare an annual report on the overall status of DMVMoves Action Plan implementation activities and progress.

## 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 responsiveness to information requests are critical to progress

## *ACTIONS AND CHALLENGES*

# The DMVMoves Plan identified 7 initial high-value bus priority corridors



**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 for the corridors or segments
- Estimating the regional system benefits and impacts of the network

# Regional Bus Priority Network – Implementation Issues to Address

## **In the near term:**

- Burden of collecting data from various sources
  - For some corridor/segments, no data is currently available.
- Identifying policy decisions:
  - Competition for limited Right Of Way (ROW) and curbside space
- Roles and responsibilities coordination. Who leads:
  - Public Engagement?
  - Federal Grant Applications?
  - Technology Procurement, Development, and Implementation?

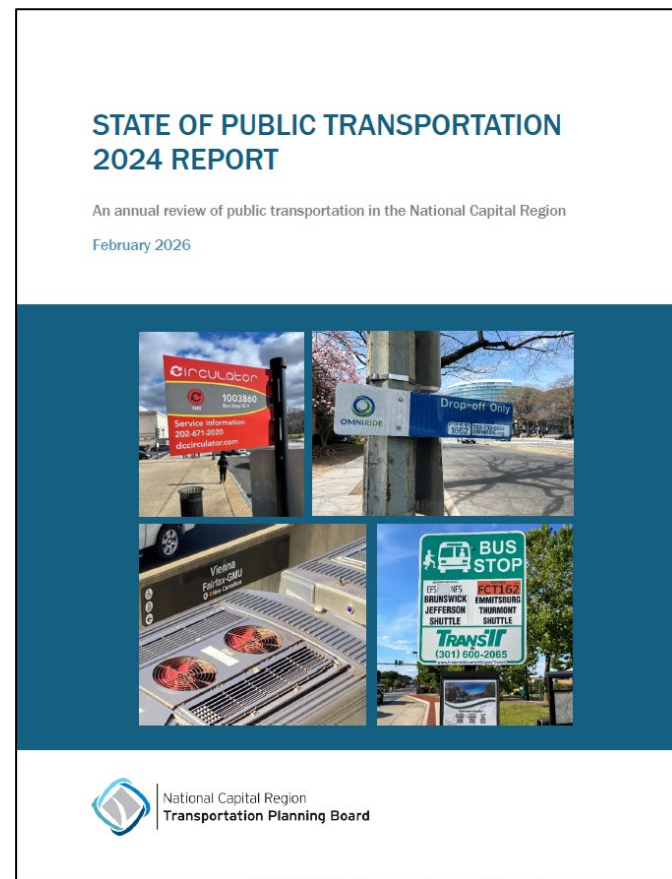
## **In the long term:**

- Identifying funding for bus priority projects >>> competition with other projects and priorities
- Implement in a timely manner >>> within 6-8 years

# Using Regional Service Guidelines Framework, finalize and collect performance data and produce report

## Actions include:

- TPB, Metro, local transit agencies, and local and state governments adopt regional guidelines
- Develop and finalize the common set of and definitions for performance measures to be reported on annually
  - The final set of performance metrics will be brought to the TPB for its review.
- TPB staff will develop a database to collect the agreed upon performance data from Metro and regional transit providers.
- Annual performance report will be an annex to the TPB's annual State of Public Transportation Report.



# Guidelines and Performance Reporting – Implementation Issues to Address

## **In the near term:**

- Defining measures acceptable to all, that are still meaningful
- Integrate / deconflict with Title VI, state, and local requirements
- Collecting consistent data (same definitions, parameters)
  - Some data are not available, or are resource intensive to collect

## **In the longer term:**

- Presentation in report
- Concern with comparative performance being scrutinized, without necessary context
  - Type of service: commuter, high-frequency, lifeline, 24-hour
  - Location: urban vs. suburban operation, streets vs arterial highways

# The Regional SmarTrip Group coordinates fare policy and implementation discussions

## 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
- Standardize low-income fare discount programs across transit agencies in the DMV region with regional acceptance of Metro Lift Program



## Fare Integration – Implementation Issues to Address

### **In the near term:**

- Timeline for fare-charging agencies to move forward with 18 & Under Ride free on buses, universal transfer acceptance, regional pass products and low-income fare products
- Refine revenue and cost impacts, incorporate into budgets
- Reach formal agreement on appropriate fare changes
- Plan for updating farebox technology and customer information as needed

### **In the longer term:**

- Develop future technological options – costs and capabilities
  - Successor to SmarTrip smart cards
  - Future options for commuter rail and commuter buses (not equipped for SmarTrip use)
  - Selected Purple Line fare payment system

# Working Group meeting to implementing consistent bus stop design, wayfinding, and information

- Align on bus stop amenity standards appropriate at a regionwide scale.
- Define a universal set of bus stop design guidelines and work to upgrade bus stops to be compliant.
- Create regional bus stop database using best available data on region's bus stops
- Conduct initial assessment of bus stops to determine gaps
- Coordinate on methodologies to prioritize bus stop upgrades in an equitable way.
- Reach agreement on shared bus stop flag showing multiple operator logos and Metro customer service number.
- Provide option for local agencies to use the shared bus stop flag for non-shared stops.
- Develop approach for regional bus stop ID numbering (that can be cross-walked with local bus stop ID).



## Bus Stop Design, Amenities, Wayfinding and Customer Information – Implementation Issues to Address

### **In the near term:**

- WMATA initiative to replace all Metrobus bus stop signs (from temporary Better Bus transition signs) is setting an immediate deadline
  - Proposal to unify all shared-stop signs with just one joint sign
- Design, cost, and information to be displayed on joint signs.
- Loss of legacy identification and brand recognition
- Local loss of managerial control: costs, timeliness, consistency of upkeep, repair, and updates

### **In the long term:**

- Expansion of regional bus stop sign to local-only stops would require formal agreement on responsibilities, governance and administration, cost sharing.
- Customer information services tied up with other municipal services, agency staffing. Some services are part of multi-year contractual agreements. Any transition to a regional center needs to be easy for customers while meeting local agency needs.

## COG's Procurement team has convened a Joint Transit Procurement Committee and is supporting the sharing of opportunities through a listserv and contracts clearinghouse

- COG convening regional agencies to formally establish the JTPC. All transit agencies providing representatives involved in procurement to participate in the JTPC.
  - *Meeting scheduled for March 27*
- COG is soliciting contract data from participating transit agencies and is developing a clearinghouse database. The JTPC is discussing database content, advising features to include, potential for adding COG riders to local contracts, and evaluating the terms and conditions unique to procurement agreements across the region.

## Additional Activities in DMVMoves Plan

- Shared Training
  - WMATA intends to establishing a working group that will meet to share best best practices and leverage partnerships for shared training and knowledge 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 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*