

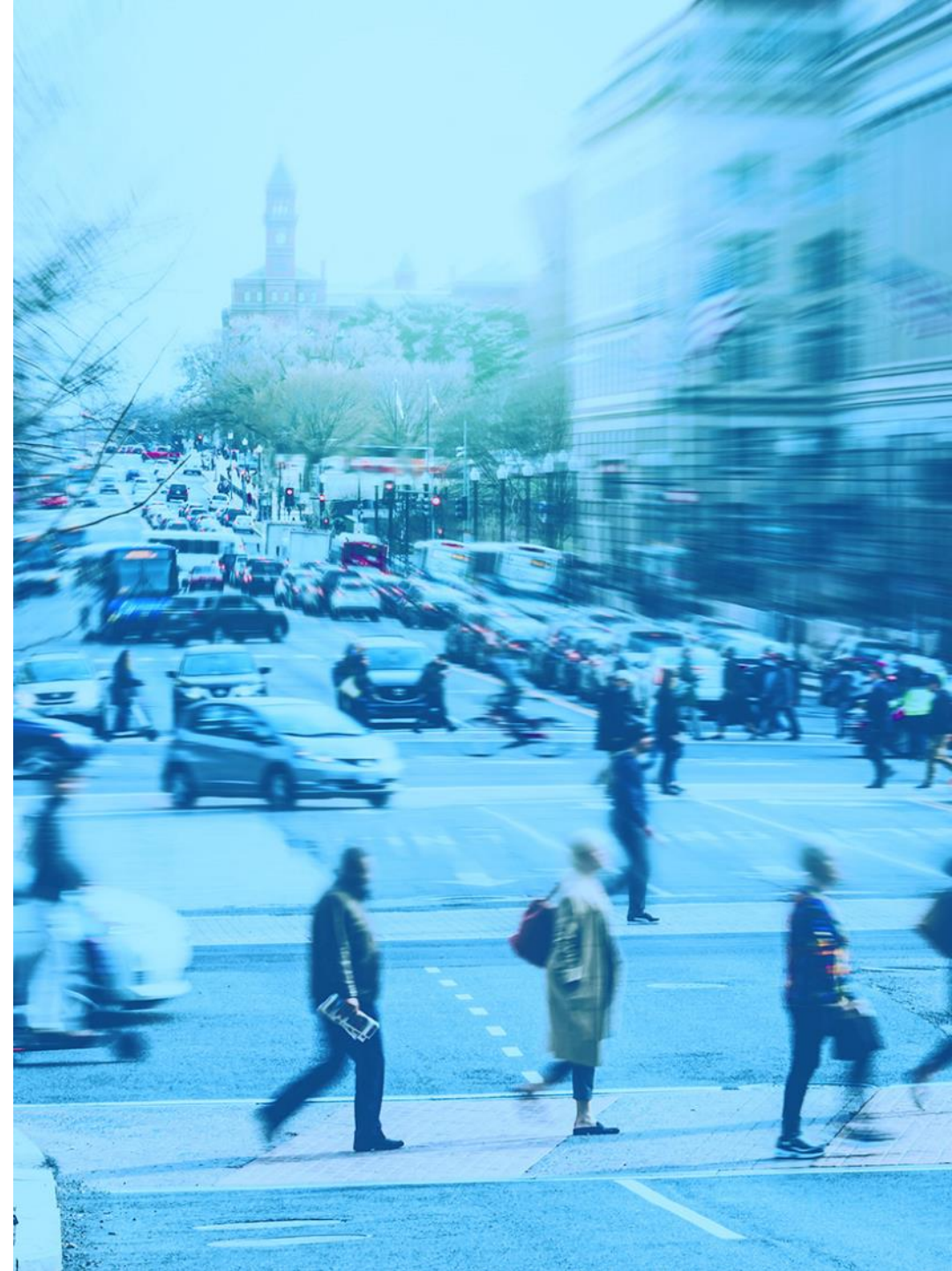


Moving our region forward, together.

# Update on DMV*Moves*

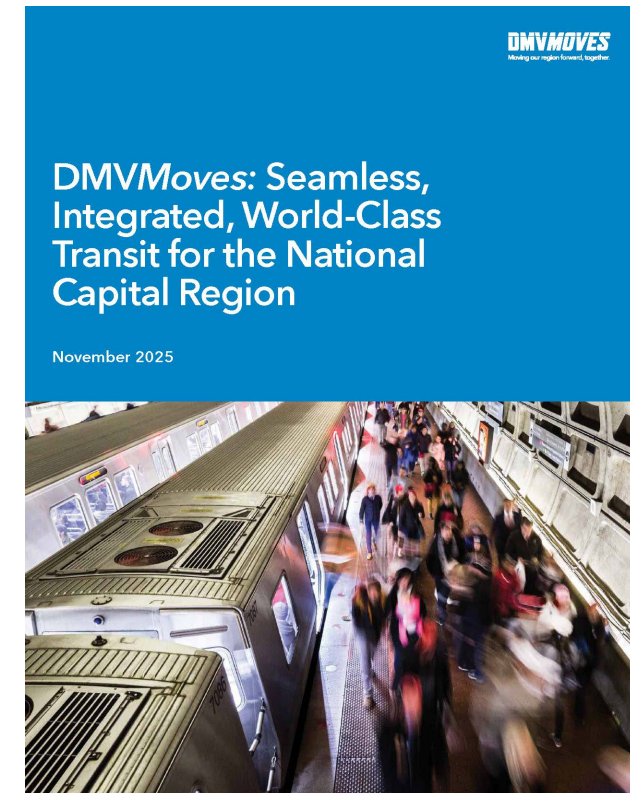
*Community Advisory Committee*

*December 11, 2025*



## **Milestone - November 17, 2025:**

COG and WMATA Boards adopted a joint resolution endorsing the DMVMoves Plan recommendations and investment plan



Final DMVMoves Plan is available at [dmvmoves.org](https://dmvmoves.org)



# TPB's Role in DMVMoves Implementation Activities

- Overall Plan Progress Reporting - 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, in particular:
  - Annual performance reporting through the State of Public Transportation Report
  - Adopting regional bus service guidelines
  - Regional Bus Priority Plan – Defining outcomes and targets, system benefits, and roles & responsibilities for the initial 7-corridor system concept
  - Bus Stops - Facilitating agreement on methodologies and processes to assess bus stop conditions relative to guidelines and to prioritize bus stop upgrades in an equitable manner
  - Supporting COG's Procurement team in convening Joint Transit Procurement Committee and supporting the sharing of opportunities through list serve and contracts clearinghouse

***TPB Staff will provide further details on DMVMoves implementation work plan in early 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
  - DMVMoves financial modeling work aligned with Virginia SJ28, funding numbers are consistent
- 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

**December 2025** – TPB will be 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

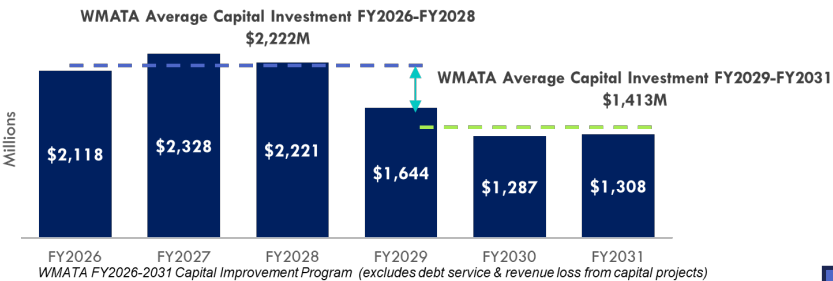
*Through a unified vision, a realistic funding solution, and bold leadership, we can build a seamless, modern transit network that powers our economy and enhances the lives of every resident.*

## ***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 2028**. 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**

22 regional leaders and elected officials who lead the effort

**Government Partner Advisory Group  
Community Partner Advisory Group**

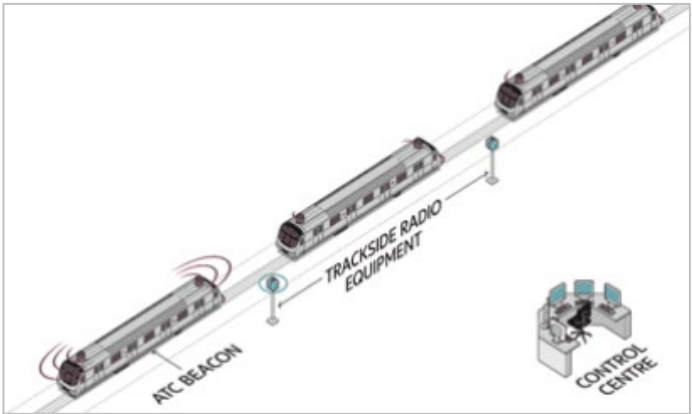
Government, transit, business, and community leaders to provide input, guidance, and recommendations to Task Force

# DMVMoves Plan prioritizes maximum use and value of the existing transit and road network

## New DMVMoves Funding

### Reinvesting in/Modernizing Metro

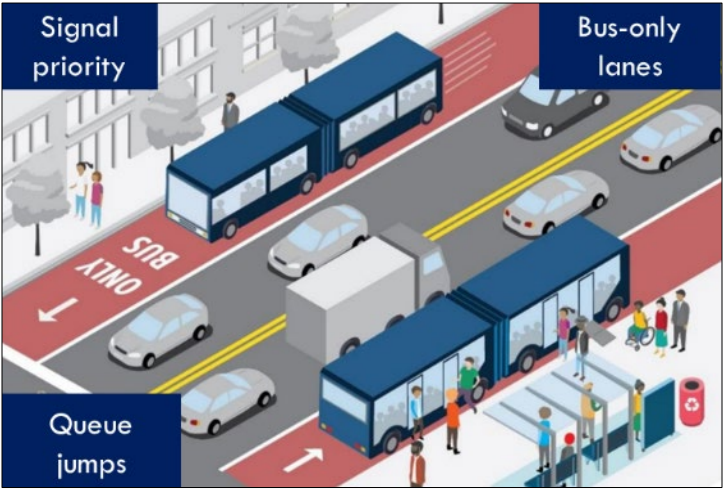
#### Metro Rail Modernization



**\$460M in FY28 + 3%  
per year**

## Metro + Jurisdictional Partnerships

### Regional Bus Priority Network



**Joint project development  
Local funding for priority infrastructure  
Metro operates fast, frequent service all  
day/all week**

## Separate State and Local Needs

### Improved Local Bus Service


**Achieving new, customer-focused  
regional service guidelines.  
\$65-80M in FY28 + 3%/yr**


### Commuter Rail Needs

**\$60M in FY28 + 3%/yr**

### Transition to Regional Rail







**Fully fund VRE and MARC long-range  
plans**

 **System Plan 2050**

 **Growth and Transformation Plan**

**+ Implementation of Action Plan for Transit Integration**

# Action Plan for a more integrated and customer-focused regional transit network

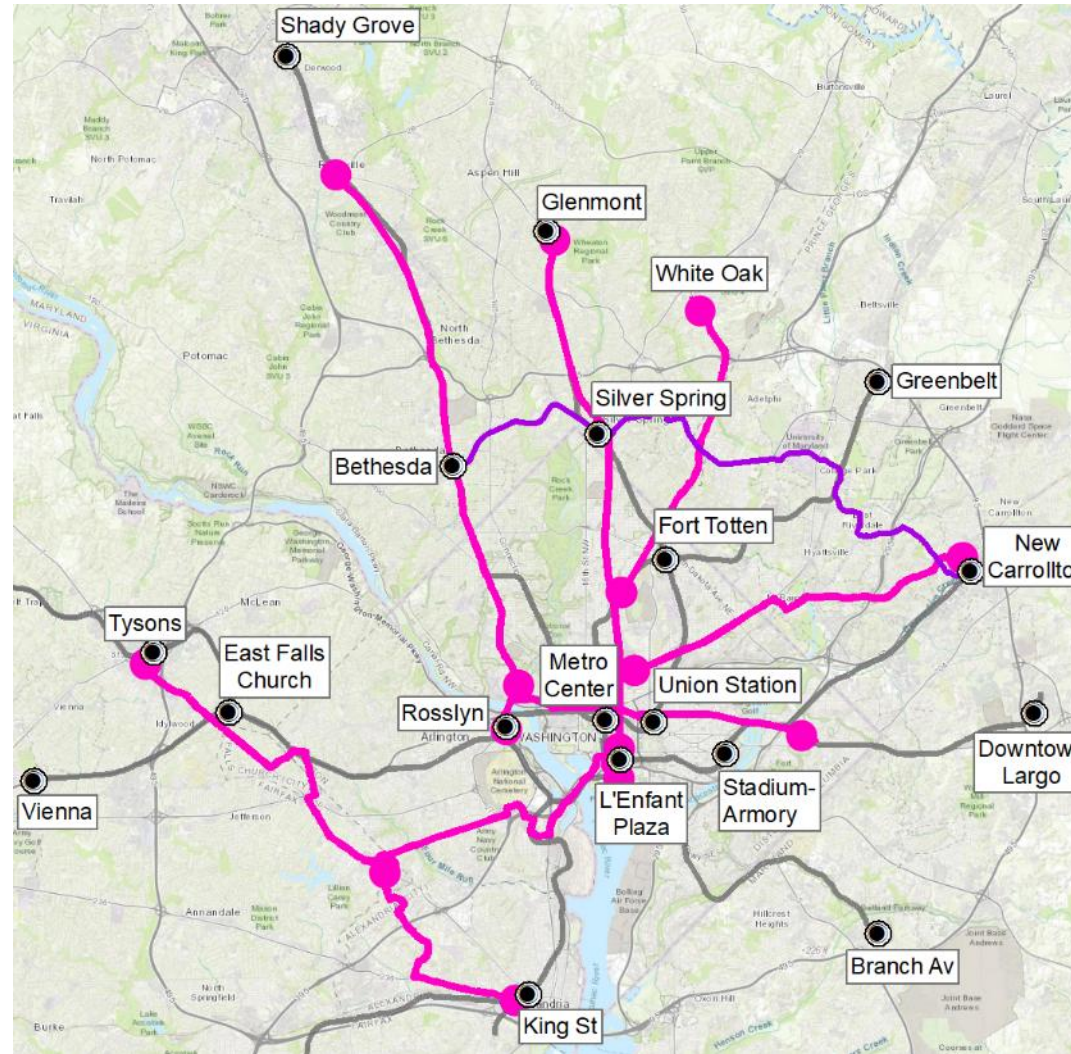
|   | Action Area                        | Key Actions   | Regional Benefits   |
|---|------------------------------------|---|---|
|    | Regional Bus Priority              | Endorse and implement priority bus corridors; Metro and jurisdictions partner on design, funding, and implementation, Metro operates 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                   | Pool purchasing power for vehicles and technology, share procurement opportunities, and coordinate contract terms   | Reduced duplication, lower procurement costs, stronger negotiating power        |
|  | Consistent Training & Requirements | Expand participation in Metro's training programs, create a working group to explore potential skilled trade training partnerships, and 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.



- 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**