



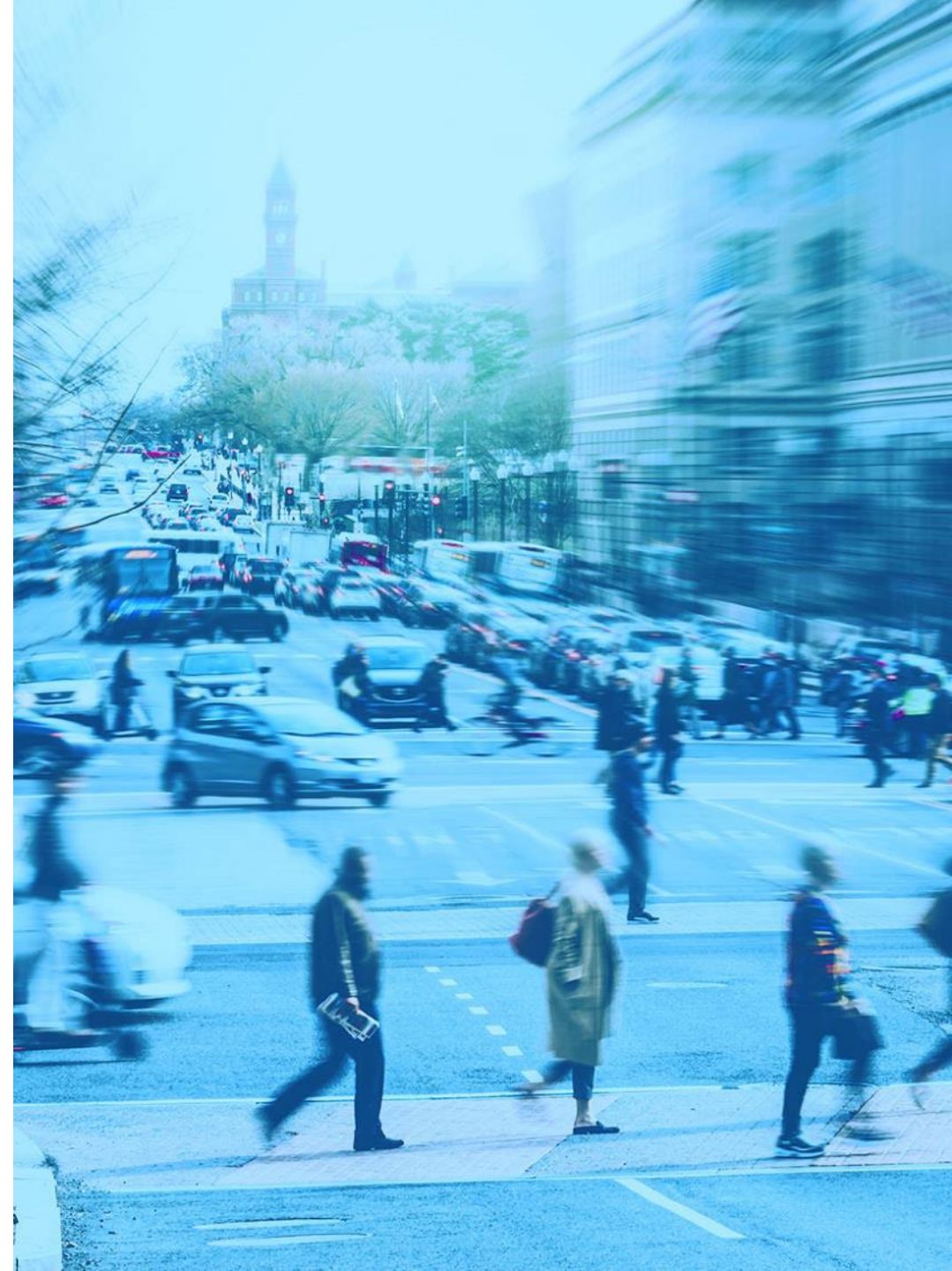
Moving our region forward, together.

Update on DMV*Moves* Work Activities

TPB Technical Committee

December 5, 2025

Agenda Item 6



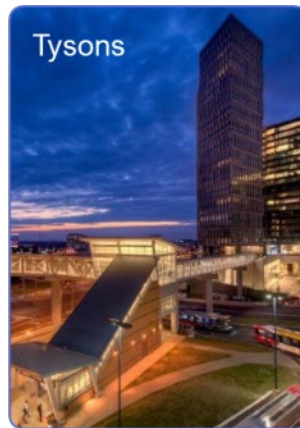
Agenda

- DMVMoves Plan Summary
 - Investment Plan
 - Regional Integration Action Plan
- Board Action and Next Steps
 - Implementation Activities
 - Legislative Actions

Final DMVMoves Plan is available at dmvmoves.org

World-class transit is critical to the region's goals

In the DMV, transit drives economic activity



Within half-mile of Metro stations and bus stops:

- **60%** of population • **2.8M** people
- **70%** of jobs • **1.7M** jobs
- **50%** of employers • **134,400** businesses
- **\$9.4B** in business output supported by transit
- **\$330B** in property value around Metro stations
- **\$3.2B** in tax revenue generated around Metro stations

improves mobility & accessibility regionwide



and connects us to the world



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.

WMATA Average Capital Investment FY2026-FY2028 \$2,222M

Fiscal Year	Capital Investment (Millions)
FY2026	\$2,118
FY2027	\$2,328
FY2028	\$2,221
FY2029	\$1,644
FY2030	\$1,287
FY2031	\$1,308

WMATA Average Capital Investment FY2029-FY2031 \$1,413M

WMATA FY2026-2031 Capital Improvement Program (excludes debt service & revenue loss from capital projects)

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

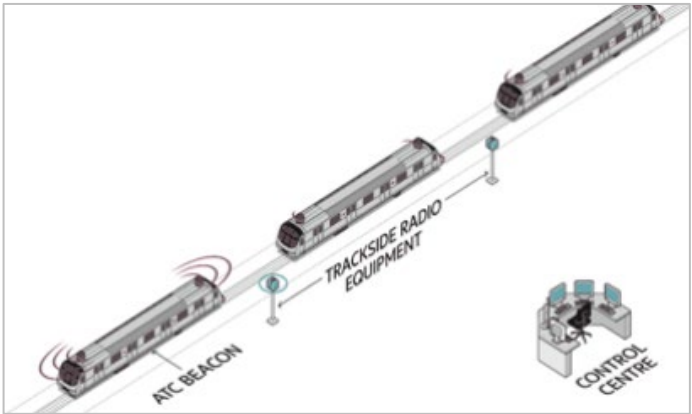
Government, transit, business, and community leaders to provide input, guidance, and recommendations to Task Force

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

New DMVMoves Funding

Reinvesting in/Modernizing Metro

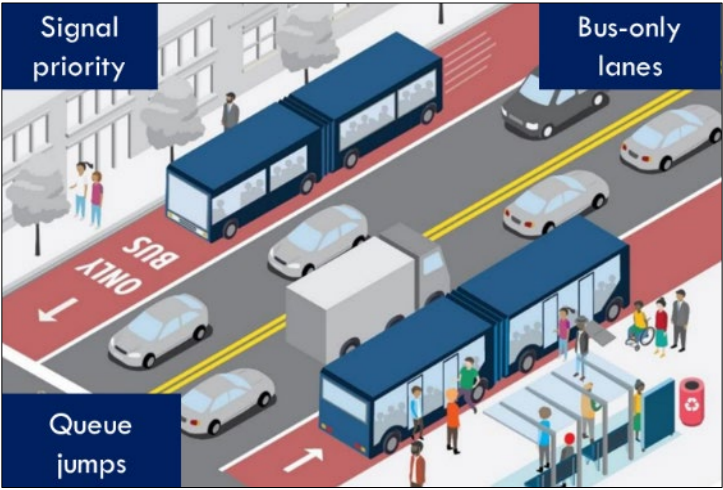
Metro Rail Modernization



**\$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

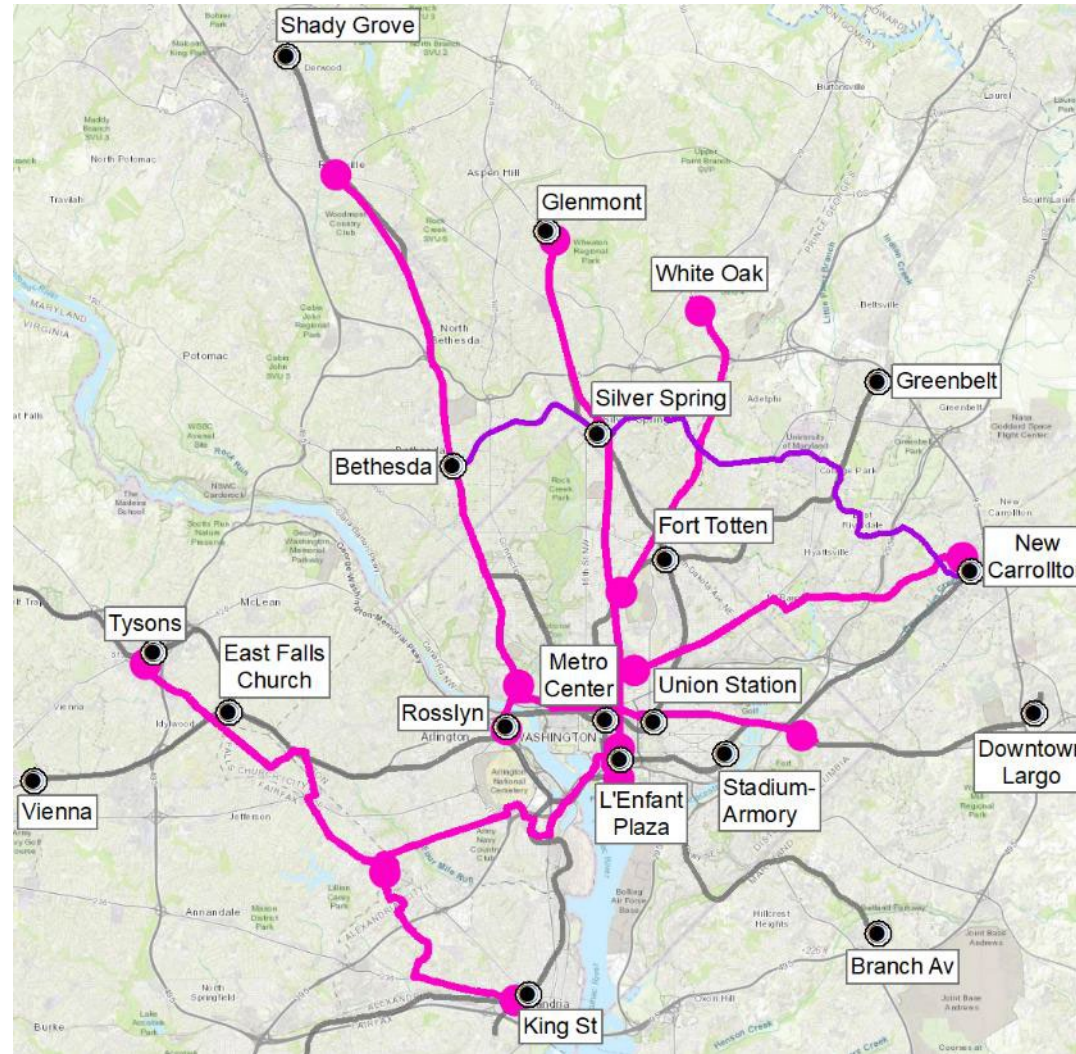
Action Plan for a more integrated and customer-focused regional transit network

	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 & 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
- Metrorail Lines**
- Purple Line**

Milestone - November 17, 2025:

COG and WMATA Boards adopted a joint resolution on endorsing the DMV*Moves* Plan recommendations and investment plan



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

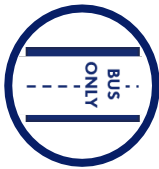
2026 — Legislative Approval
State legislatures enact funding legislation

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: ACTION PLAN

Regional bus priority



***Aspirational Vision:** One regional plan for bus priority on major corridors. Jurisdictions commit to partnering with Metro to plan, design, fund, and build these corridors. Metro operates “mainline” service where it is the primary provider; other bus providers may also operate service in corridors.*

DMVMoves Recommendation:

Adopt regional bus priority plan

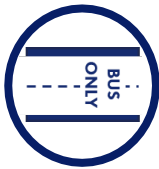
Region develops a plan and commits to design, fund, and construct regional bus priority corridors over the next 6-8 years.

Develop plans and implement regional priority corridors

Local jurisdictions and roadway owners will partner with Metro to develop plans for bus priority on the identified corridors. Partners would then work together to implement plans to improve speed and reliability while providing service more cost-effectively. Metro operates “mainline” service where it is the primary provider; other bus providers may also operate service in corridors.

Regional Benefits:

- Reduces operating costs; improves efficiency
- Improves customer experience by improving travel times (faster buses) and reliability (fewer delays)
- Grows ridership by improving travel experience



Regional bus priority

Key Actions

Finalize and adopt a Regional Bus Priority Action Plan.

(a) DMVMoves Working Group identifies a limited, initial set of top-priority, high-ROI corridors the region should collaborate to deliver in the next six to eight years. Those corridors will be the subject of a Regional Bus Priority Action Plan and resulting regional implementation partnerships.	Completed
(b) TPB convenes Metro and relevant local and state agencies to complete the Regional Bus Priority Plan. The Regional Bus Priority Plan will provide additional detail on corridors selected in Action (a), set outcomes and performance targets that the service and priority investments need to achieve; and identify agency roles and responsibilities for each corridor project.	Complete in Fall 2026

Develop plans and implement regional priority corridors

(a) Metro, in partnership with local and state agencies, will prioritize and phase corridor projects; coordinate studies, preliminary engineering, and environmental reviews; and engage the public throughout project development.	Phased implementation starting in 2026 over the next 5 to 6 years
(b) Metro will partner with jurisdictions to pursue federal grants and identify matching funds, ensuring shared ownership of project financing.	Phased implementation starting in 2026 over the next 6 to 8 years
(c) Metro and jurisdictions will advance projects into detailed engineering, construction, and rollout of bus priority infrastructure, with Metro serving as the regional coordinator.	Phased implementation starting in 2026 over the next 6 to 8 years

DMVMoves Regional Bus Priority Plan

Proposes a regional, collaborative approach to vastly improve bus service in key regional corridors while making that service more cost-effective.

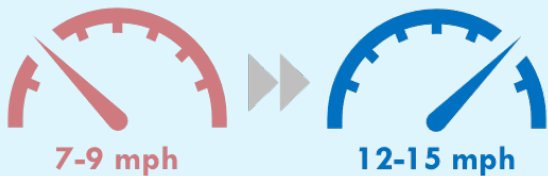
Regional Bus Priority Plan
facilitated by COG/TPB

Post-Plan Implementation
progress reported by COG/TPB

1. Set outcomes and performance targets
that the service + priority investments need to achieve

Illustrative examples:

- Service **at least** every 10 minutes, all day, 7 days
- 95%+ on-time performance
- Average bus speed 12–15 mph



2. Roles and responsibilities for implementation for each corridor

- Planning and design partners
- Funding strategy and lead
- Public and stakeholder engagement lead
- Implementation lead
- Service provider(s)

3. Project development:
Metro and jurisdictions partner on investment plan that would meet targets in each corridor

- ☒ ☒ ☐ Bus only lanes
- ☒ ☒ ☐ Signal priority
- ☒ ☒ ☐ Queue jumps
- ☒ ☒ ☐ Floating bus stops
- ☒ Project delivery plan and schedule

4. Implement:
Fund, build, and operate:

- Metro coordinates federal funding strategy, lead applicant when appropriate
- Jurisdiction builds / implements roadway treatments
- Metro operates service if primary provider; locals might operate additional service

Service guidelines and performance reporting



***Aspirational Vision:** One set of service guidelines and metrics for Metro and all local bus operators—consistent quality across areas of the DMV, with flexibility for local needs.*

DMVMoves Recommendation:

Regional Service Guidelines

TPB and region’s transit agencies adopt regional service guidelines, creating consistent expectations for customers across jurisdictions.

Annual Performance Reporting with Common Measures

Transit agencies use a common set of performance measures to improve transparency in transit decision-making across the region. TPB reports system results through the annual State of Public Transportation Report.

Regional Benefits:

- Sets clear, consistent expectations for customers across the region, with flexibility to meet local needs
- Supports more seamless, coordinated service planning
- Enhances customer understanding and confidence in the system and encourage increased ridership
- Enhances transparency and accountability

Service guidelines and performance reporting



Key Actions

Regional Service Guidelines: Establish shared service guidelines across the region’s transit agencies.

(a) DMVMoves Working Group develops regional bus service guidelines by service and activity tier.	Completed
(b) Metro, local transit agencies, and local and state governments adopt regional guidelines.	Complete in Fall 2026

Annual Performance Reporting: Establish a common set of performance measures and a standard format and timeline for reporting.

(a) Metro convenes a transit agency working group that develops a common set of performance measures to be reported on annually.	Complete in Spring 2026
(b) Regional operators agree to report on the common performance measures annually, a summary of which will then be included in TPB’s annual State of Public Transportation Report. Metro can support local transit agencies on data collection as needed.	Spring 2026 and ongoing
(c) The working group assesses opportunities to be more integrated and cost-effective in regional transit performance reporting through development of a regional database maintained by TPB.	In 2026

Draft service guidelines

This framework ensures that customers in similar communities receive consistent, high-quality service regionwide

Service Levels (Defined by Route Class + Activity Tier)

Activity Tier 1	
Route class	Minimum service levels
Core	15 mins, 16-18 hours/day
Coverage	30 mins, 14-18 hours/day
Peak	As needed, 5 days, 4-8 hours



Activity Tier 2	
Route class	Minimum service levels
Core	20 mins, 14-16 hours/day
Coverage	30 mins, 12-14 hours/day
Peak	As needed, 5 days, 4-8 hours



Activity Tier 3	
Route class	Minimum service levels
Core	30 mins, 12-14 hours/day
Coverage	60 mins, 10-12 hours/day
Peak	As needed, 5 days, 4-8 hours



Route Class Definitions

- **Core:** Serve major corridors with moderate frequency and service all day. Routes tend to be more direct.
- **Coverage:** Serve lower-density residential communities and connect them to higher-density areas, activity centers, transit hubs.
- **Peak:** Provide connections to transit hubs, central business districts, or employment centers. Operate primarily weekday peaks.

Fare policy integration



***Aspirational Vision:** One regional fare policy framework and system—uniform fare types, rates, and passes, supported by shared payment technology across the network.*

DMVMoves Recommendation:

Universal Transfer Credit

Implement a universal bus and bus-rail transfer credit for all transferring customers, regardless of originating transit agency.

Expanded Regional Transit Passes

Establish revenue-sharing agreements to enable the sale and use of regional Unlimited Pass products valid across all participating systems.

Low-Income Discount

All transit agencies join Metro Lift low-income fare program with a 50% discount.

Free Rides for Youth/Students Regionwide

All agencies adopt youth ages 18 & Under Ride Free policy.

Regional Benefits:

- Improves customer experience by eliminating surprise fares and making transfers seamless
- Potentially grows ridership by reducing transit costs
- Makes transit even more cost-competitive with driving
- Promotes regional connections and system-wide coordination

Fare policy integration



Key Actions

Establish a universal transfer credit between all transit agencies in the DMV region, building upon existing reciprocal transfer relationships between many local operators.

- | | |
|--|----------------|
| (a) All participating agencies work with the Regional SmarTrip Group to develop an agreement to implement a universal transfer credit across services. | In Winter 2026 |
| (b) Executives and/or decision-makers at all transit agencies reach agreement on appropriate fare changes and plan for updating farebox technology and customer information as needed. | In Summer 2026 |

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

- | | |
|---|---------|
| (a) Local jurisdictions partner with Metro to increase enrollment in the Metro Lift discount program. | Ongoing |
| (b) Local bus operators offer comparable discount for Metro Lift program participants. | In 2026 |

Fare policy integration



Key Actions

Standardize free local bus rides for youth ages 18 and under across transit agencies in the DMV region.

- | | |
|--|----------------|
| (a) Transit agencies evaluate how to participate and coordinate an identification process for 18 & Under Ride Free policy. Transit agencies also determine how to recognize partner agencies' processes and identifications. | In Spring 2026 |
| (b) Agencies enter into agreements to administer and/or reciprocally honor any 18 & Under Ride Free programs. | In 2026 |

Expand unlimited regional transit pass products available across regional providers and Metro, including Metrorail.

- | | |
|--|--|
| (a) Participating agencies work with the Regional SmarTrip Group to coordinate regional pass acceptance, including multimodal and university passes (U-pass) or other regional passes. | Ongoing coordination beginning Spring 2026 |
| (b) Agencies enter into agreements to accept any regional passes beyond the 7-Day Regional Bus Pass. | Ongoing coordination beginning Spring 2026 |

Consistent bus stop design, wayfinding, and information



Aspirational Vision: One regional standard for bus stops—shared design guidelines, a single customer service number, one stop flag, and one ID system.

DMVMoves Recommendation:
One flag, one stop ID, one telephone number

Unified Bus Stop Flags

Local agencies agree to have a consolidated bus stop flag (i.e., signs at each bus stop indicating which buses stop there); Metro coordinates sign design and manages production, installation, and maintenance. Locals opt in.

Regional Bus Stop ID System

All agencies transition to using a consistent stop ID numbering system— a required step for unified bus stop flags.

Customer Service One-Stop Number

Include Metro’s customer service number on shared bus stop signage and, as needed, add capability to Metro’s call center to field customer inquiries for all transit operators in the region.

Regional Guidelines for Bus Stop Design and Amenities

Agencies use common regional bus stop guidelines, starting with Metro’s 2023 Bus Stop Guidelines, and continue to coordinate on unified regional guidelines with flexibility for local conditions as needed.

Regional Benefits:

- Improves customer experience with consistent, accessible stops
- Makes transit easier to understand and navigate
- Ensures more uniform amenities and standards across the region
- Creates a more cohesive regional transit identity
- Improves efficiency through centralized call routing with flexibility for agencies to integrate or keep their own call centers

Consistent bus stop design, wayfinding, and information



Key Actions

Adopt a universal set of bus stop design guidelines and upgrade bus stops to be compliant.

(a) Transit agencies convene a working group to align on bus stop amenity standards appropriate at a regionwide scale, using the 2023 WMATA Bus Stop Design Guidelines and other guidelines in use across the region. The working group will coordinate with transit agencies on methodologies to prioritize bus stop upgrades in an equitable way.	2026 and ongoing
(b) Transit agencies should strive to complete an inventory of the available amenities at their current bus stops (e.g. status of shelters, real-time arrivals information, state of good repair, etc.) to determine what percentage of bus stops are currently compliant with the proposed. Transit agencies agree to provide information on stop conditions for TPB’s annual State of Public Transportation report.	Starting in 2026
(c) Agencies commit to using the regional guidelines when undertaking capital projects that involve bus stops.	Annually, beginning in 2027

Consistent bus stop design, wayfinding, and information



Key Actions

Consolidate bus stop identification (ID) numbering system to streamline real-time reporting, better track bus stop sharing between agencies, and offer more customer-friendly bus arrival information.

(a) Metro convenes a working group of service planning and data management officers from transit agencies to establish a regional standard bus stop ID numbering and nomenclature. It also establishes a regional standardized and harmonized GTFS format and data management protocols for seamless interoperability.	Starting in Winter 2026
(b) Metro and local transit providers agree and begin implementing regional standards for bus stop identification, GTFS format, and data management protocols. Metro covers implementation costs.	In 2026

Consistent bus stop design, wayfinding, and information



Key Actions

Establish a unified customer information phone number that can field customer inquiries related to all transit operators in the region.

- | | |
|--|-----------------------|
| (a) Metro and local transit agencies convene a working group to coordinate call center integration efforts, including centralizing means of communication. | Starts in Spring 2026 |
| (b) Metro and local agencies using the unified customer information phone number begin marketing one regional transit call center number on signage, collateral, and websites. | In 2027 |

Standardize bus stop signage across the DMV region.

- | | |
|---|-------------|
| (a) Metro establishes a regional working group to continue coordination on bus stop flags and review proposed sign design. | Winter 2026 |
| (b) Agencies evaluate whether to opt-in to a joint bus stop flag process where Metro prints, installs, and maintains bus stop flags at shared bus stops. Metro establishes a process by which participating local agencies submits requests for bus stop flag updates. Local agencies may opt to self perform work using regional flag. | In 2026 |

Joint procurements and shared resources



***Aspirational Vision:** One regional approach to procurement—with a single entity purchasing buses, fare equipment, and other supplies.*

DMVMoves Recommendation:

Joint Transit Procurement Committee

Following its first meeting in July 2025, COG will continue to convene a regional working group of transit agency procurement representatives semi-annually that shares updates on local procurement activities, informs members of purchasing opportunities, and serves as a medium to coordinate joint purchases including via COG. This group will develop list-serv for everyday communication and advise on the contents of the regional transit procurement clearinghouse database. COG will also analyze transit procurement contract terms and conditions from across the region and convene agency legal representatives to discuss streamlining requirements.

Joint Vehicle Procurement

Metro and local transit agencies explore potential cost efficiencies by leveraging their combined purchasing power for revenue vehicle procurement. COG serves as a facilitator to assist agencies with identifying and accessing purchasing opportunities via a permanent regional transit procurement clearinghouse database and joint contracts as necessary.

Regional Benefits:

- Make transit administration and operations even more efficient and cost-effective by facilitating cooperative and grouped procurement/purchasing.
- Improve customer experience by enabling investments in facilities, equipment, and technology.



Joint procurements and shared resources

Key Actions

COG establishes a regional Joint Transit Procurement Committee (JTPC) that coordinates grouped purchases, shares contracting opportunities, and creates a regional venue for discussion of transit procurement issues.

(a) COG convenes transit agencies to formally establish the JTPC. All transit agencies provide representatives involved in procurement to participate in the JTPC. The JTPC’s scope focuses on procurements required or of interest to transit operations and maintenance, such as joint charging stations, fare systems, APC systems, security cameras, towing, fuel, tires, support services, staff training, and more.	Kick-off completed in July 2025; meeting semi-annually
(b) COG collects contract data and develops a clearinghouse database. The JTPC discusses database content, advises features to include, and the potential for cooperative purchasing.	In Winter 2026 and ongoing
(c) COG staff examine the terms and conditions unique to procurement agreements across the region. These will be presented to the JTPC for discussion, with potential participation by, or separate discussion with, jurisdictional general counsel to explore how any barriers to joint procurement may be overcome.	In 2026
(d) JTPC members use the committee’s list-serv or clearinghouse to review available cooperative procurement opportunities before undergoing independent purchasing activities.	Starting in 2026 and ongoing

Joint procurements and shared resources



Key Actions

Metro and local transit agencies explore potential cost efficiencies by leveraging their combined purchasing power for revenue vehicle procurement.

(a) Explore expanding the scope of the JTPC to include grouped purchases of revenue and non-revenue vehicle needs. At committee meetings, transit agencies share anticipated or planned purchasing cycles.	Starting in 2026 and ongoing
(b) COG catalogs the contracts used by regional transit agencies for revenue and non-revenue vehicle procurement and presents the results to the JTPC for discussion.	In Summer 2026



Shared training and consistent reporting

***Aspirational Vision:** One regional standard for training—shared programs and facilities for all providers. One regional approach to accountability—consistent reporting, auditing, permitting, and inspections.*

DMVMoves Recommendation:

Transit Training Working Group

Metro establishes a Transit Training Working Group and meet regularly to strengthen transit training across region. Representatives from local and state governments, transit agencies, Metro, and labor partners collaborate to develop consistent, best-practice programs. The group identifies opportunities to leverage partnerships for shared training and knowledge sharing.

Consistent Reporting, Auditing, Permitting, and Inspection Programs

State agencies work with Metro to streamline Metro auditing and reporting requirements.

Regional Benefits:

- Deliver world-class transit and customer service by incorporating best-practice transit employee training programs.
- Reduce administrative and cost burdens by streamlining and making more consistent job qualifications and requirements, Metro audits, and the inspection, certification, and permit requirements for transit assets.



Shared training and consistent reporting

Key Actions

Formalize a regional Transit Training Working Group (TTWG) to advance transit training in the DMV.

- | | |
|---|-----------------------|
| (a) Metro convenes a regional Transit Training Working Group with participation from District of Columbia, Maryland, Virginia agencies, labor, and community and technical colleges. This group will meet to identify opportunities for shared and consistent training, assess workforce needs, and advance training opportunities. | In Spring 2026 |
| (b) The working group will conduct a scan of existing regional transit training programs, apprenticeship initiatives, and workforce development partnerships. The scan will highlight gaps, overlaps, and opportunities for alignment. | In Summer 2026 |
| (c) Based on identified needs, the working group will collaborate to advance shared training opportunities, such as standardized curricula at educational institutions and grouped procurement of training services, instructors, and equipment. | Starting in Fall 2026 |

Evaluate opportunities to streamline Metro reporting requirements.

- | | |
|--|-------------------------------------|
| (a) Metro will work closely with staff from local and state agencies to gather feedback on current processes and explore areas where efficiencies can be gained. This will include discussions on reporting, coordination, and process improvements, as well as changes to enabling legislation. | Ongoing |
| (b) Develop and support a consistent, streamlined reporting framework across jurisdictions in DMVMoves and future funding agreements. | Starting in Winter 2026 and ongoing |