

**BOARD OF SUPERVISORS
BUSINESS MEETING
ACTION ITEM**

SUBJECT: **Endorsement of the DMVMoves Funding Proposal**

ELECTION DISTRICT(S): Countywide

STAFF CONTACT(S): Scott W. Gross, General Services
Ernest Brown, General Services

PURPOSE: The purpose of this item is to inform the Board of Supervisors (Board) about the DMVMoves regional transit funding and coordination initiative and to seek conceptual endorsement of the Funding Proposal (Plan). DMVMoves establishes a unified regional vision for sustainable and long-term investment in the Metro and local transit systems through coordinated planning and predictable funding. Staff recommends conceptual endorsement of the Plan while deferring any financial commitment until the County of Loudoun's (County) potential obligations and related legislative actions are clarified.

RECOMMENDATION(S): Staff recommends the Board endorse the conceptual funding component of the DMVMoves strategy that is to be introduced as legislation during the 2026 General Assembly Session.

BACKGROUND: DMVMoves was created in May 2024 by the boards of directors of the Metropolitan Washington Council of Governments (COG) and Washington Metropolitan Area Transit Association (WMATA) to create a unified vision and sustainable funding model for the region's transit network. Two advisory groups representing government and community partners, along with several working subgroups have met over the last 24 months to develop short, mid, and long-term recommendations to grow and maintain rail and bus transit services.

The DMVMoves Plan builds upon that foundation, addressing the structural funding challenges that threaten the long-term stability of Metro and regional transit networks. It recommends establishing a dedicated annual capital commitment of \$460 million for WMATA beginning in Fiscal Year (FY) 2028, growing at least three percent annually to provide sustainable, bondable, and flexible funding. The estimated jurisdictional shares are \$164 million for the District of Columbia, \$154 million for Maryland and \$142 million for Virginia. The Plan also calls for parallel investment in local and commuter systems, promoting coordinated service standards, integrated fare policies, shared procurements, and workforce development to enhance efficiency and regional equity.

The DMVMoves Plan is more than a funding strategy—it is a regional call to action. It envisions a connected and competitive future in which all systems rise together through coordinated planning, predictable investment, and shared accountability. Key actions from the Plan are provided below:

DMVMoves Plan: Recommended Transit Integration Actions

Advisory Groups recommend key actions 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	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; Offer consistent fare discounts; Adopt free fares for youth; Enable revenue sharing for regional passes	Simpler, more equitable fare experience
Customer Information & Facilities	Standardize bus stop design and 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; Coordinate contract terms	Reduced duplication, lower procurement costs, and stronger negotiating power
Consistent Training & Requirements	Expand participation in Metro’s training programs; Create a working group to explore skilled-trade training partnerships; Streamline reporting requirements for regional agencies	Strengthened regional workforce and reduced administrative burden

The task force overseeing the DMVMoves initiative presented its resolution and recommendations to a joint meeting of the COG and Metro Boards on Monday, November 17. The joint COG/Board of Directors Committee voted to approve the resolution adopting the DMVMoves plan. The next steps will be to distribute letters to regional partners requesting their support for coordinated regional advocacy efforts and for the adoption of necessary funding legislation by the DC Council and the Maryland and Virginia state legislatures. The Resolution, Draft Executive Summary, and Presentation provided to the DMVMoves Task Force during its final meeting are included as Attachment 1, Attachment 2, and Attachment 3, respectively.

Staff recommends endorsing the Plan conceptually but does not recommend committing to funding at this time, as numerous variables could influence the County's share of the \$460 million capital contribution.

ISSUES: While many of the concepts outlined in the DMVMoves initiative are customer-focused and make practical sense, several operational questions remain that could present challenges such as:

- How shared stops will be branded
- How fare-free systems will be accommodated in transfer policies
- Shared procurements between Maryland, Virginia, and Washington, D.C. being feasible given the differing legal frameworks among the three jurisdictions
- Does establishing a single customer call center improve service efficiency and enhance the customer experience, or would it simply add another layer to the transfer process

Additionally, how is the Plan affected if Washington D.C. or Maryland or some of the Virginia jurisdictions do not support the initiative in the form of funding.

FISCAL IMPACT: There is no fiscal impact associated with this item. However, the DMVMoves initiative proposes that Virginia, Maryland, and Washington, D.C. contribute \$460 million in additional funding to Metro, growing at three percent annually before Metro reaches its debt capacity limit in FY 2029. The amount of funding specific to the County or any other entity is unknown at this time.

ALTERNATIVES:

1. The Board may endorse the conceptual funding component of the DMVMoves strategy that is to be introduced as legislation during the 2026 General Assembly Session.
2. The Board may endorse the funding component as presented by the Task Force.
3. The Board may not endorse the funding component, and direct staff on how to proceed.

DRAFT MOTIONS:

1. I move that the Board of Supervisors endorse the conceptual funding component of the DMVMoves strategy that is to be introduced as legislation during the 2026 General Assembly Session.

OR

2. I move an alternate motion.

ATTACHMENT(S):

1. Resolution of the DMVMoves Task Force
2. Draft Executive Summary
3. DMVMoves Task Force Presentation



**Resolution R29-2025
November 17, 2025**

RESOLUTION COG AND WMATA BOARDS ADOPTING DMVMOVES PLAN

WHEREAS, the Metropolitan Washington Council of Governments (COG) is comprised of 24 jurisdictions of the National Capital Region's local governments and their governing officials in the District of Columbia, Maryland, and Virginia, plus area members of the Maryland and Virginia state legislatures, and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA), is an interstate compact agency and instrumentality of the District of Columbia, the State of Maryland, and the Commonwealth of Virginia, established by an Interstate Compact, approved by Congress, to plan, develop, finance, and operate improved transit facilities as part of a balanced regional transportation system, and to coordinate the operation of publicly and privately owned or controlled transit facilities into a unified regional transit system without unnecessary duplication of service; and

WHEREAS, transit is vital to the success and economic vitality of the National Capital Region, and the region's jurisdictions came together in 2018 to guarantee funding for WMATA's capital program after more than a decade of deferred maintenance that resulted in major service disruptions, and the region again built on its long record of support for the Metro system by increasing contributions to WMATA's operating budget when temporary federal operating assistance expired; and

WHEREAS, WMATA's major capital funding sources, including 2018 dedicated funding and federal and matching Passenger Rail Investment and Improvement Act (PRIIA) funding, were not indexed to grow and lost considerable purchasing power over the past five years of historic inflation, rising construction and labor costs, and accelerated capital program needs; and

WHEREAS, without additional, dedicated capital funding WMATA will reach its debt capacity limit in about FY2029 which will cause its approved FY2026-FY2031 Capital Improvement Program to fall from an average annual amount of \$2.2 billion to \$1.4 billion, severely impacting safety and reliability of the system; and

WHEREAS, without additional, dedicated capital funding that addresses WMATA's debt capacity limit, it will carry a capital backlog averaging \$10 billion over the next 25 years, totaling \$22 billion by FY2050, but that with additional funding WMATA could responsibly manage a backlog averaging \$3 to \$4 billion per year; and

WHEREAS, regional rail and local bus providers face deferred maintenance risks, and state and local transit agencies face unsustainable operating gaps, raising the potential for disruptive service reductions that would undercut regional progress on economic growth, environmental goals, and mobility goals (see Attachment C); and

WHEREAS, the region has demonstrated unified leadership through the 2024 launch of the DMVMoves initiative, when the COG and WMATA Boards of Directors adopted a joint resolution formally establishing DMVMoves as a shared commitment to strengthen long-term coordination and planning for regional transit; and

WHEREAS, the COG and WMATA Boards of Directors appointed the DMVMoves Task Force of regional officials to lead the DMVMoves effort and to develop a shared vision for the future of the region's transit network and identify sustainable, long-term, dedicated funding sources to support it; and

WHEREAS, the Task Force was supported by two Advisory Groups—the Government Partners Advisory Group, consisting of chief administrative officers, chief financial officers, and senior state and local transportation executives; and the Community Partners Advisory Group, consisting of regional, business, labor, and community leaders and advocates—whose insight and recommendations were critical to the development of the DMVMoves Regional Transit Investment and Action Plan (“DMVMoves Plan”); and

WHEREAS, over the course of six Task Force meetings and seventeen Advisory Group meetings, participants worked collaboratively to assess regional needs, review detailed technical analyses, consider public feedback, and refine recommendations for a funding and action plan that would strengthen, integrate, and sustain transit across the District of Columbia, Maryland, and Virginia; and

WHEREAS, the Advisory Groups established Working Groups to further evaluate and recommend strategies for enhanced coordination and service improvement for a seamless transit experience that reflect both the practical realities and the collective aspirations of the region's transit providers and customers; and

WHEREAS, through this process, the Task Force and Advisory Groups together have established a shared Vision for an integrated, reliable, and financially sustainable regional transit network that supports economic prosperity, environmental goals, and access to opportunity; and

WHEREAS, the culmination of this collaboration is the DMVMoves Plan, which outlines both a funding recommendation to address WMATA's long-term capital needs and a Regional Transit Integration Action Plan that calls for coordinated investments and actions to make travel across the region faster, safer, more integrated, and more reliable; and

WHEREAS, the investments proposed in the DMVMoves Plan are critical for delivering the DMVMoves Vision, ensuring economic prosperity, meeting the region's goals, and addressing WMATA's capacity, reliability, and safety needs in a more cost-effective manner, including growing ridership and increasing capacity and connectivity for east-west travel across the region's core while being more cost efficient in providing that service; and

WHEREAS, that this funding and action plan is designed to reinforce service reliability and efficiency, unlock underutilized assets, and position the National Capital Region as a leader in mobility and transit innovation; and

WHEREAS, the COG and WMATA Boards of Directors endorse the recommendations for modernization of WMATA's Metrorail System, and acknowledge that additional dedicated funding will support WMATA's ongoing capital program, including investments in the Rail Modernization Program Plan WMATA is developing; and

WHEREAS, the COG and WMATA Boards of Directors endorse the recommendations for a regional, collaborative approach to implementing bus priority infrastructure and strategies on regional priority corridors that advance connectivity, access, performance, and efficiency; and

WHEREAS, the COG and WMATA Boards of Directors encourage jurisdictions to pursue implementation of regional bus priority project corridors collaboratively with WMATA as a partner in project development and federal funding, as appropriate; and

WHEREAS, the COG and WMATA Boards of Directors recognize the importance of regional and local funding commitments in leveraging federal funding opportunities, including through the Capital Investment Grants (CIG) program, to advance implementation of the DMVMoves Plan; and

WHEREAS, the COG and WMATA Boards of Directors understand WMATA will produce and make public a 20-year, conceptual capital plan every five years, and that capital plan will include an analysis of capital investments and other opportunities to be more cost efficient; and

WHEREAS, the COG and WMATA Boards of Directors understand COG will convene stakeholders and monitor progress on the implementation of the DMVMoves Plan and develop and make public an annual report on the progress of the DMVMoves Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS AND THE BOARD OF DIRECTORS OF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY THAT:

1. Adoption of Vision and Goals

RESOLVED, that the COG and WMATA Boards of Directors adopt the DMVMoves Vision and six regional goals as the foundation for regional planning and DMVMoves funding investment plan (see Attachment A);

2. Endorsement of DMVMoves Plan

RESOLVED, that the COG and WMATA Boards of Directors endorse the DMVMoves Plan and direct WMATA and local agency staff to implement accordingly, (see Attachment B), which:

- Defines a 25-year framework for investment needs and funding targets;
- Supports WMATA's investment plan for world-class transit, including:
 - Ongoing repair, maintenance, and modernization of assets, systems, and technologies;
 - Deployment of rail modernization—modern signaling, compatible fleet upgrades, and selective platform screen doors—to improve safety, reliability, capacity, and

- efficiency;
 - A fast and frequent bus network with bus priority, providing all-day, all-week service that is faster, more reliable, and better aligned with regional travel needs and coupled with regional investments in bus priority; and
- Provides an indication of local transit agencies' funding needs to meet proposed service goals;
- Identifies key policy changes and other actions to improve transit service delivery and inter-jurisdictional coordination to make the regional transit system function more like an integrated and seamless network; and
- Advances regional priority corridors for targeted bus priority investment, in partnership with WMATA, jurisdictions, and stakeholders; and

RESOLVED, that the COG and WMATA Boards of Directors urge the National Capital Region Transportation Planning Board at COG to act as lead coordinator for implementation of the DMVMoves Plan, responsible for convening stakeholders, monitoring progress, and issuing annual reports to WMATA, state and local partners, and the public, and that such reports will include progress reports on the implementation of the DMVMoves Plan, including bus priority corridor advancement, implementation of fare policy changes and regional service guidelines, and uniform reporting of transit system performance; and

RESOLVED, that the COG and WMATA Boards of Directors calls on our federal partners, in recognition of the critical role WMATA plays in supporting the federal government and our national capital, to increase PRIIA funding to restore the purchasing power lost due to inflation since 2010; and

RESOLVED, that WMATA will use reasonable efforts to pursue federal grant, loan, and credit programs to support the DMVMoves Plan, including Transportation Infrastructure Finance and Innovation Act (TIFIA) financing opportunities; and

RESOLVED, that the COG and WMATA Boards of Directors request staff to continue their efforts to drive cost efficiencies and to manage a reserve account that enhances financial accountability and provides greater predictability for jurisdictional funding partners;

RESOLVED, that the COG and WMATA Boards of Directors request WMATA to produce and make public a 20-year, conceptual capital plan with initial publication not later than July 2027 and to refresh that plan every five years, and that capital plan will include an analysis of capital investments and other opportunities to be more cost efficient; and

RESOLVED, that the COG and WMATA Boards of Directors request that WMATA deliver an annual report to COG and funding partners on the performance of the WMATA Transit System and its capital program, and the use and outcomes of additional dedicated funding; and be it further

RESOLVED, that the COG and WMATA Boards of Directors calls upon elected officials, agency partners, and regional stakeholders to support and advance the commitments necessary to realize the DMVMoves Vision and ensure a stable, integrated, and sustainable future for the region's transit systems;

3. Legislative Need

RESOLVED, that the COG and WMATA Boards of Directors recognize the urgent need for \$460 million in additional, predictable, annual and ongoing funding directed to WMATA in advance of reaching its debt capacity limit in FY2029, and calls upon regional leaders to provide that funding (see Attachment C); and

RESOLVED, that legislation is required in each of the Compact Signatories—the District of Columbia, the State of Maryland, and the Commonwealth of Virginia—to:

- Establish additional predictable, multiyear funding for WMATA;
- Ensure that additional funding grows annually; and
- Ensure that additional funding is structured appropriately to maintain flexibility of use to preserve purchasing power and meet long-term financial needs;

RESOLVED, that the COG and WMATA Boards of Directors call upon regional leaders to advance the necessary legislative and budget actions to ensure these commitments are enacted in advance of reaching its debt capacity limit in FY2029, and sustained over time;

RESOLVED, that the COG and WMATA Boards of Directors call upon regional leaders to advance necessary legislative and budget actions to advance actions to support state and local transit operators; and be it finally

RESOLVED, that to ensure alignment between these findings and upcoming WMATA decisions this Resolution shall be effective immediately.

Attachment A: DMVMoves Vision & Goals

Vision: Transit is the backbone of an integrated, world-class mobility network that makes the National Capital Region a thriving global economy, a preferred home, and a leader in innovation, environmental sustainability, and social equity.

Goals:

1. Make transit a preferred travel choice
2. Provide a seamless, connected, and convenient customer experience
3. Grow ridership through transit-oriented development and expanded connections to economic opportunities
4. Enhance quality of life, economic development, climate resilience, and equity
5. Ensure predictable and sustainable transit funding
6. Establish standard, best-in-class transit workforce policies and skills training

Attachment B: DMV*Moves* Plan

- Attach plan

Attachment C: Regional Transit Investment Needs, Assumptions, Investment Plan, and Accountability & Transparency Measures

Regional Transit Investment Needs & Assumptions

Regional Transit Funding Challenges

- In 2018, the District of Columbia, Maryland, and Virginia committed \$500 million annually in Dedicated Funding for WMATA.
- Since then, inflation, rising construction and labor costs, and accelerated capital program needs have significantly reduced the value and impact of that investment.
- Inflation similarly reduced the buying power of WMATA's other capital funding sources, such as federal PRIIA grants and local PRIIA matches, none of which were indexed to grow.
- Without additional, sustained funding that grows over time, WMATA and regional operators face deferred maintenance, service cuts, and unmet regional goals.

25-Year Planning Assumptions

The DMVMoves Investment Plan is based on the following assumptions:

- 2% average annual ridership growth
- Fare policies adjusted with inflation
- Continuation of current federal and dedicated capital support
- Additional funding that grows at least 3% annually
- Relatively stable labor, construction, and equipment markets

These assumptions provide a reasonable basis for long-term investment planning while acknowledging that major disruptions (e.g., pandemics, economic recessions) are not included.

Regional Transit Investment Plan

Investment Priorities for WMATA

- Ongoing repair, maintenance, and modernization of WMATA assets, systems, and technologies
- Rail modernization technologies, including modern signaling, compatible fleet upgrades, and selective platform screen doors, to improve safety, reliability, capacity, and efficiency
- Frequent and fast bus network with bus priority, providing fast, reliable, all-day/all-week service
- Revised Blue/Orange/Silver Corridor Strategy, integrating rail modernization, bus priority, and targeted rail station capacity and access improvements as a more cost-effective alternative to Metrorail expansion

Total Estimated Need and Allocation for WMATA

- In addition to existing funding provided to WMATA, \$460 million starting in advance of reaching its debt capacity limit in FY2029, and growing at least 3% or by other regionally agreed-upon indexing rate annually, or an estimated \$16.8 billion over 25 years

Investment Priorities for Regional Rail and Local Bus Operators

- State and local funding support sufficient for local bus operators to provide service that meets or exceeds the new regional service guidelines established by the DMVMoves Plan, as well as capital investments in modern bus fleets, street infrastructure, and supporting facilities required to meet service guidelines.
- State and local funding support sufficient for the Maryland Area Rail Commuter (MARC) and

Virginia Railway Express (VRE) commuter rail systems to implement their long-range growth and system plans.

Accountability and Transparency Measures

- Updating WMATA's 3% operating budget subsidy cap to apply to unit costs of service rather than aggregate subsidy
- 20-year capital plan updated every five years
 - Including analysis of opportunities and capital investments to be more cost efficient
- Major projects with capital cost greater than \$300 million must have a publicly available funding/financial plan (dollar threshold adjusted in future for inflation)
- Annual report to COG/TPB on system and capital program performance, core outcomes from funding - published and shared with all partners

I HEREBY CERTIFY THAT Resolution R29-2025 was approved by the COG Board of Directors and the WMATA Board on November 17, 2025

Kayla Joyner
Government Relations Associate

DRAFT

DMVMOVES
Moving our region forward, together.

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



Attachment 2

Executive Summary

Transportation is a foundational element of daily life—it shapes how we work, live, and play. A well-functioning transportation system is key to both economic competitiveness and quality of life. In the National Capital Region, where a talented, mobile workforce is essential, access to efficient transit is not a luxury—it’s a necessity. Without Metro and regional transit, people could not move efficiently across the region—from Loudoun County to DC and Prince George’s County, from Montgomery County to Fairfax, and between countless communities that depend on transit to reach major employment centers and opportunities.

To attract and retain businesses, the region must maintain a high-performing transportation network. The inverse is equally true: without strong transit infrastructure, the region risks losing talent and economic opportunity to areas with better transportation systems.

The region’s transportation system has evolved over decades across a uniquely complex landscape. It spans multiple jurisdictions—D.C., Maryland, Virginia (DMV)—and involves collaboration with the federal government. The 14 separate transit operators and 12 bus systems serving the region provide extensive coverage of service but present major challenges to planning, funding, and delivering an integrated, seamless, and consistent customer experience.

Past efforts to improve regional coordination have often resulted in recommendations that were not implemented. A new initiative, DMVMoves, jointly led by Metro and the Metropolitan Washington Council of Governments (COG), seeks to change that. DMVMoves is action-oriented, with a commitment to both identify key recommendations and work with the region to implement them. When DMVMoves began in 2024, Metro faced both operational and capital funding shortfalls. Since then, the agency has made major strides on the operating side, listening to regional input and emerging as a national leader in post-pandemic transit recovery:

Metro’s Strong Record of Success

100%

bus ridership back to 2019 levels

#1 in U.S.

leading major systems in rail ridership recovery

54 months

consecutive year-over-year ridership growth

82%

decrease in rail fare evasion

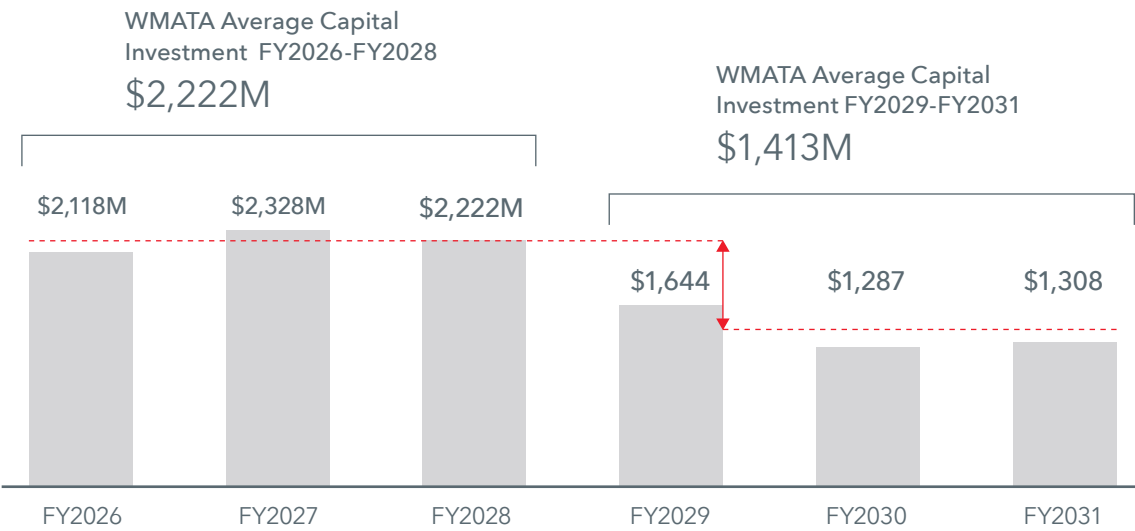
This work has been recognized nationally with the American Public Transportation Association naming Metro “2025 Transit Agency of the Year.” Thanks to these efforts, Metro expects to operate within the revised 3 percent subsidy growth cap and does not require additional operating funds at this time.

However, Metro lacks the financial resources to maintain the system’s state of good repair and to make modernization investments that improve safety and reliability. The root cause is that Metro’s major capital funding sources are fixed and have lost significant purchasing power over time, 32 percent since 2020. Another factor is that Metro will no longer be able to issue debt by 2029. This will cause Metro’s capital program to shrink from \$2.2-\$2.4 billion annually to \$1.3-\$1.5 billion annually. If this shortfall is not addressed, the system’s condition will decline. The improvements made since 2018 will be reversed, and the condition of the network could fall below pre-2018 levels within a decade. Metro is no longer known for broken escalators, ‘hot cars’, poor reliability and fires due to the progress that has been made—but that progress is at risk without additional funding.

Metro is also missing out on the ability to leverage federal funding for transformative modernization investments, or potential expansion. Because Metro lacks the capacity to guarantee required local match funding, it can't compete for the federal infrastructure dollars other regions and peer systems are winning.

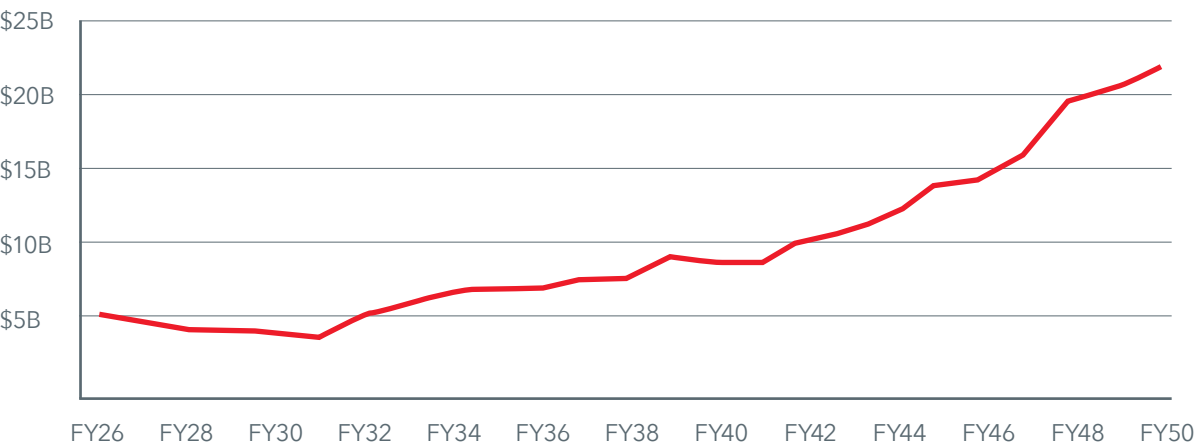
In addition to Metro's budget concerns, the region's local transit operators also experienced pandemic-related ridership and revenue loss leading to operating budget shortfalls. While some progress has been made in regaining ridership, regional economic uncertainty and other external factors could place further pressure on local agencies.

Metro's reduced capital budget without new funding



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

Estimated capital backlog without adequate funding



DMVMoves: Delivering a World-Class Transit Network

DMVMoves Funding for Metro:

Starting in in FY28:	\$460M	Expected growth per year:	+3%
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Reinvesting in/ Modernizing Metro

- Metrorail modernization
- Fast, frequent service all day/all week
- Modern vehicles and technology
- Sustained repair and replacement
- Integrated, customer-focused system



Regional Bus Priority Network

- Partner in joint project development
- Coordinate federal funding opportunities
- Metro operates fast, frequent service all day/all week



Separate State/Local Funding

Commuter Rail

Fully fund VRE and MARC
long-range plans:

-  System Plan 2050
-  Growth and Transformation Plan

Improved Local Bus Service

Achieving new regional
service guidelines

~\$65-80M	FY28
+3%	per year

Regional Bus Priority Network

- Partner in joint project development
- Local funding and implementation of roadway investments
- Operate additional service if desired

DMVMoves Plan: Investments and Action to Deliver Vision

To address these urgent needs, the WMATA and COG Boards came together to create the DMVMoves Task Force chaired by Charles Allen, Vice-chair of the COG Board, and Paul Smedberg, First Vice-Chair of the WMATA Board. The Task Force is comprised of 22 members from the COG and the WMATA Boards. It is supported by advisory groups of local government executives and regional stakeholders that are co-chaired by Bryan Hill, Fairfax County Executive, and Jack McDougale, President and CEO of the Greater Washington Board of Trade. DMVMoves is action-oriented *and* committed to both identifying key recommendations *and* working with regional partners to implement them.

The Task Force adopted a vision for transit in the region:

“Transit is the backbone of an integrated, world-class mobility network that makes the National Capital Region a thriving global economy, a preferred home, and a leader in innovation, environmental sustainability, and social equity.”

This vision is guiding the development of actionable recommendations that reflect regional priorities, build accountability, and ensure sustainable implementation.

A Sustainable Solution for Metro's Capital Needs

The Task Force recommends \$460 million per year in new, unencumbered funding for Metro capital investments. This investment should grow at 3 percent annually to account for inflation and maintain purchasing power. The combined effect of the funds being predictable, unencumbered, and growing over time will

allow Metro to establish a sustainable revolving debt program. This program—unlike the current dedicated capital funding program—will allow the region to avoid another capital funding cliff like we facing are today. For the first time, Metro will have sufficient resources to issue bonds for the next 25 years when the current bond will be paid off – freeing up funds and allowing Metro to issue new bonds.

This funding will:

Support the system's state of good repair, reinvestments in key infrastructure, and Metrorail modernization. It will deliver to the region and riders:

- Improved safety
- Increased reliability of service
- Increased system capacity and when combined with bus priority strategies to address core capacity issues on the Blue, Orange, and Silver lines between Rosslyn and Stadium-Armory Stations
- Faster travel times
- More cost-efficient service



Metro recognizes the significance of this ask and is committed to:

- Creating a sustainable bond program to support long-term investments.
- Making generational upgrades to the system's core infrastructure.
- Ensuring annual growth in the cost of service at or below 3 percent.
- Working with regional partners to help fund and implement the seamless and integrated policy recommendations from DMVMoves.

The region has learned lessons since the 2018 regional funding effort, the DMVMoves Plan reflects those learnings. We know that the new Metro funding must be flexible, unencumbered, and grow. We must document the assumptions and anticipated outcomes underpinning the analysis to increase transparency and accountability. Finally, DMVMoves recommends an updated and uniform 3 percent cost control measure across all three jurisdictions to replace the patchwork of cost controls in 2018.

The Importance of Bus Priority

This region continues to grow and transform, and there are activity centers throughout that serve as key job centers, healthcare, education, and entertainment sites. Improving bus service on existing high-frequency, high-ridership routes will help connect these activity centers to each other and the Metrorail, VRE, MARC, and Purple Line rail systems.

The DMVMoves Task Force has identified bus priority corridors and is recommending that the region commit to working with Metro to advance these investments.

Without bus priority, the region risks having to invest more each year just to maintain current levels of service—all while customers experience slower, less reliable trips.

Bus Priority projects are vital because they:

- Improve travel times and reliability for riders.
- Help reduce long-term operating costs.
- Ensure that growing congestion does not degrade transit service.



Commuter Rail: A Golden Opportunity to be Regional Rail

The National Capital Region currently lags behind peer metro areas in regional rail service. This is due in part to infrastructure bottlenecks—especially the Long Bridge over the Potomac—and the complexities of sharing track with freight railroads.

Now, the region is on the cusp of transformation:

- Construction of a new Long Bridge is underway
- Virginia has purchased the VRE Manassas Line right-of-way
- Union Station is being redeveloped

These new investments create the opportunity to advance concepts such as through-running trains between Maryland, DC, and Virginia. Both MARC and VRE recently released long-term plans outlining visions for future service. DMVMoves recommends that the region begin discussions and coordination between these systems to fully realize this opportunity. Expanding regional rail would not only improve access and reliability but would also reduce highway congestion and emissions by offering a viable alternative to driving. With integrated fares and coordinated special event service, regional rail can make travel across jurisdictions more seamless and convenient for riders. By 2030, the transformation of Long Bridge and Union Station will be in place. If we are prepared to act, we can capitalize on that investment starting day one and have a truly regional rail network like peer regions in Boston, Chicago, Philadelphia, and New York.

Enhanced Bus Service

DMVMoves calls on jurisdictions and local bus service providers to adopt and use new, shared service guidelines, and for state and local jurisdictions to commit the funding needed for their local operators to implement service improvements.

Toward an Integrated, Seamless Network

Today's transit system—comprising 14 separate operators—can be complicated. If the region were designing the system with a blank slate today, it is unlikely we would have 14 operators. At the same time, these operators provide essential services tailored to the needs of their communities, and many have seen significant improvements in service over the last few years. Coordination between the region's systems can help improve the customer experience and lower barriers to the use of transit, especially beyond the customer's home jurisdiction.

Conclusion: The Time to Act Is Now

Transportation is not just a utility—it is a strategic asset. The decisions we make today will determine whether the National Capital Region remains competitive, livable, and connected.

We are at a pivotal moment. Metro has stabilized its operations and led the nation in post-pandemic transit recovery. But capital funding remains a ticking clock. Without action, we risk undermining and unraveling the progress we've made.

DMVMoves offers a path forward—one that is regional, sustainable, and future-focused. 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 and visitor.

Let's invest in the future we all want to ride.

DMVMoves proposes the following pillars for a unified system:

- Bus priority strategies and investments to make service more cost-effective and get best value from high-frequency, in-demand corridors.
- More consistent and better integrated fare policy (e.g., consistent low-income discounts, "kids ride free" across systems).
- Shared bus service guidelines to target funding and expansion where it's most needed.
- Performance reporting to assess service effectiveness and identify improvements.
- Improved clarity and consistency in signs, customer information, and amenities at bus stops.
- Use of shared resources and grouped procurements to reduce costs and improve buying power.
- Consistent training and certification programs to improve effectiveness and efficiency.



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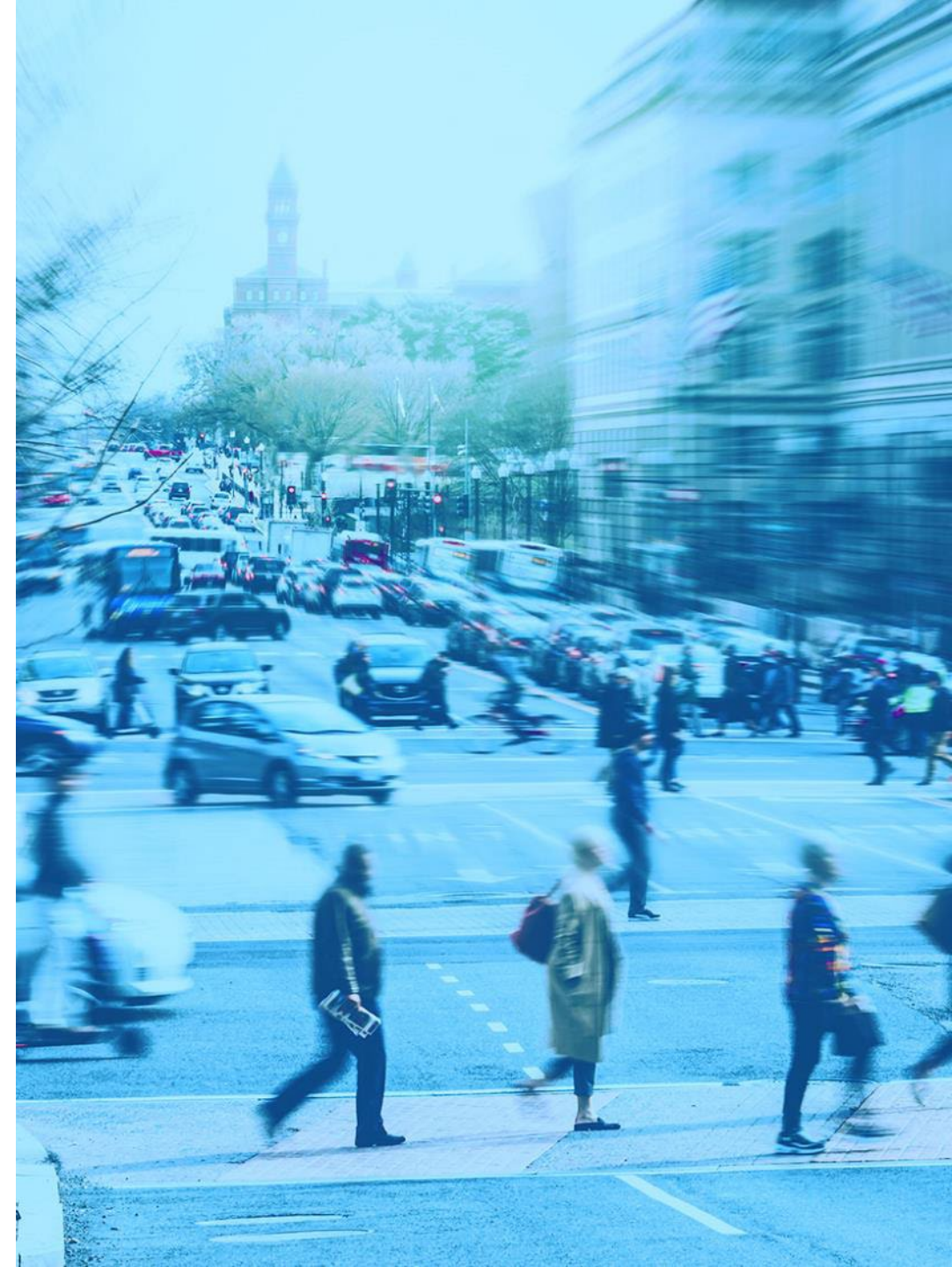


Moving our region forward, together.

Task Force Meeting #6

October 29, 2025

Attachment 3



Agenda

Welcome

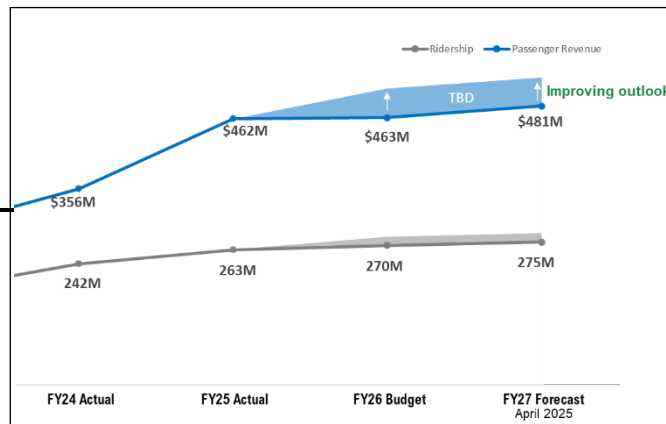
1. Public Comment
2. Metro Update
3. Recap of DMVMoves Initiative
4. Transit Investment Plan
5. Actions for Regional Network Integration
6. Recommendation from Advisory Groups
7. DMVMoves Resolution and Recommendations to Joint Boards

Metro's recent successes



Recognizing Success

- **APTA Transit Agency of the Year**
- APTA awards for
 - **Heavy Rail Security** Gold
 - **Outstanding Partnership** in Public Transportation
- **Customer satisfaction of 92% on rail and 83% on bus**



Ridership and Revenue Growth

- **54 consecutive months** of ridership growth
- **Passenger trips +9%** in FY25
- **Crime down 55%**, lowest in 8 years
- 12 days this spring with 1M+ trips
- 24M+ trips each month – **first time in six years**



Financial Stewardship

- **Eliminated a projected \$750M budget gap in FY2025** through high ridership growth, cost efficiencies, and regional investment
- FY25 ended in a **surplus – \$120M under budget**
- **\$480M saved in FY25** to be reinvested in **capital program**

New wins for customers



Better Bus Network

- 7% more service using same resources
- More frequent service, new connections for customers



Safety and Security

- Crime down 55% - an 8-year low
- Fare evasion down 82% on Metro Rail
- Ramped up bus fare enforcement



Tap. Ride. Go.

- Maximum payment convenience
- 4.1M+ trips and \$12.6M revenue to date
- Expanding to bus this year



Safer and More Reliable Service

- Restored Automatic Train Operations (ATO)
- 12.5 new miles of bus lanes in FY2025



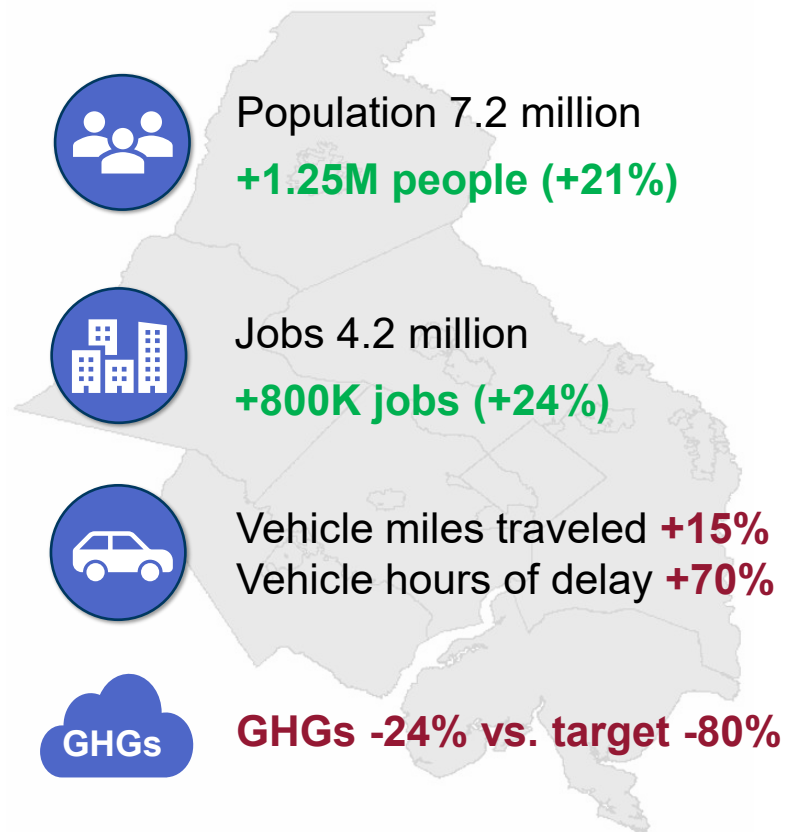
Escalator & Elevator Availability

- Elevators: 97.3% in FY2026 Q1
- Escalators: 94.6% in FY2026 Q1

Region is growing and has aspirational goals

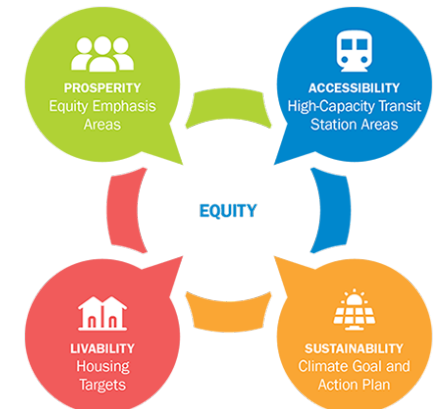
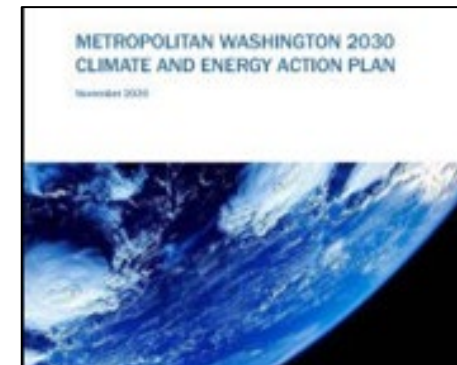
The region is still projected to grow significantly by 2050. That means more people making more trips – and a lot more traffic congestion, worse air quality, and pressures on quality and cost of living. But the region has many aspirational goals to guide that growth to better outcomes.

The region in 2050:



The region's plans and goals:

VISUALIZE
2050



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

Transit drives economic activity



Bethesda



Eisenhower Ave



NoMa



Tysons



Navy Yard



New Carrollton

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

Transit connects the DMV



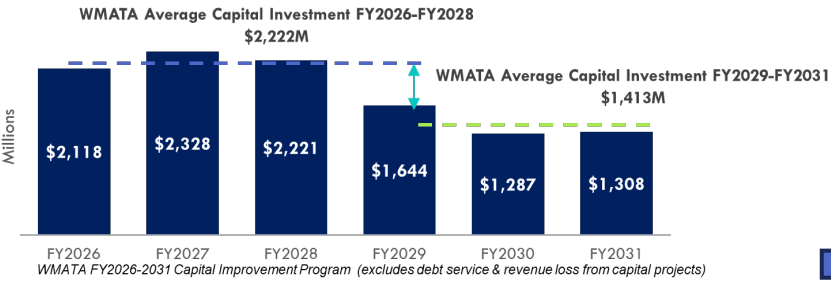
And connects us to the world



DMVMOVES is a joint initiative to develop a **unified vision** and **sustainable funding model** for public transit in our region

Transit Funding Crisis:

Metro will reach its debt capacity limit, **creating a serious and permanent capital funding gap starting in FY2029**. 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 limit will be reached in FY2029**
- ⚠ 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 sets a new Vision and goals for transit

DMVMOVES Vision and Goals

“Transit is the backbone of an **integrated, world-class mobility network** that makes the National Capital Region a thriving global economy, a preferred home, and a leader in innovation, environmental sustainability, and social equity.”

- | | | |
|--|--|---|
| 1. Make transit a preferred travel choice | 3. Grow ridership through TOD and expanded connections to economic opportunities | 5. Ensure predictable and sustainable transit funding |
| 2. Provide a seamless, connected, and convenient customer experience | 4. Enhance quality of life, economic development, climate resilience, and equity | 6. Establish standard, best-in-class transit workforce policies and skills training |

Task Force direction to maximize use and value of existing system before growth and expansion

First get maximum use and value from the existing transit and road network

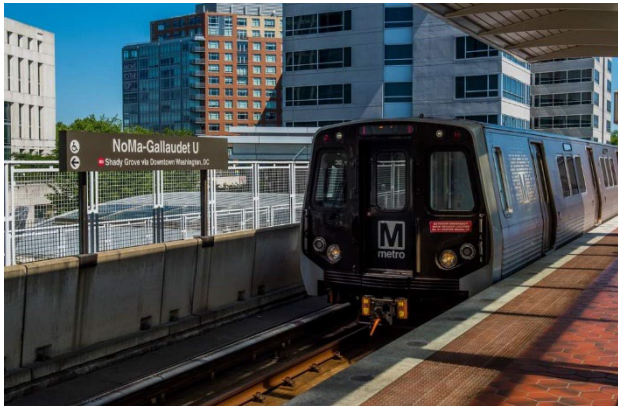
Existing system in good repair



Modernized, efficient assets



Frequent, all-day rail and bus service



Bus priority network



Then consider long-term growth and expansion plans

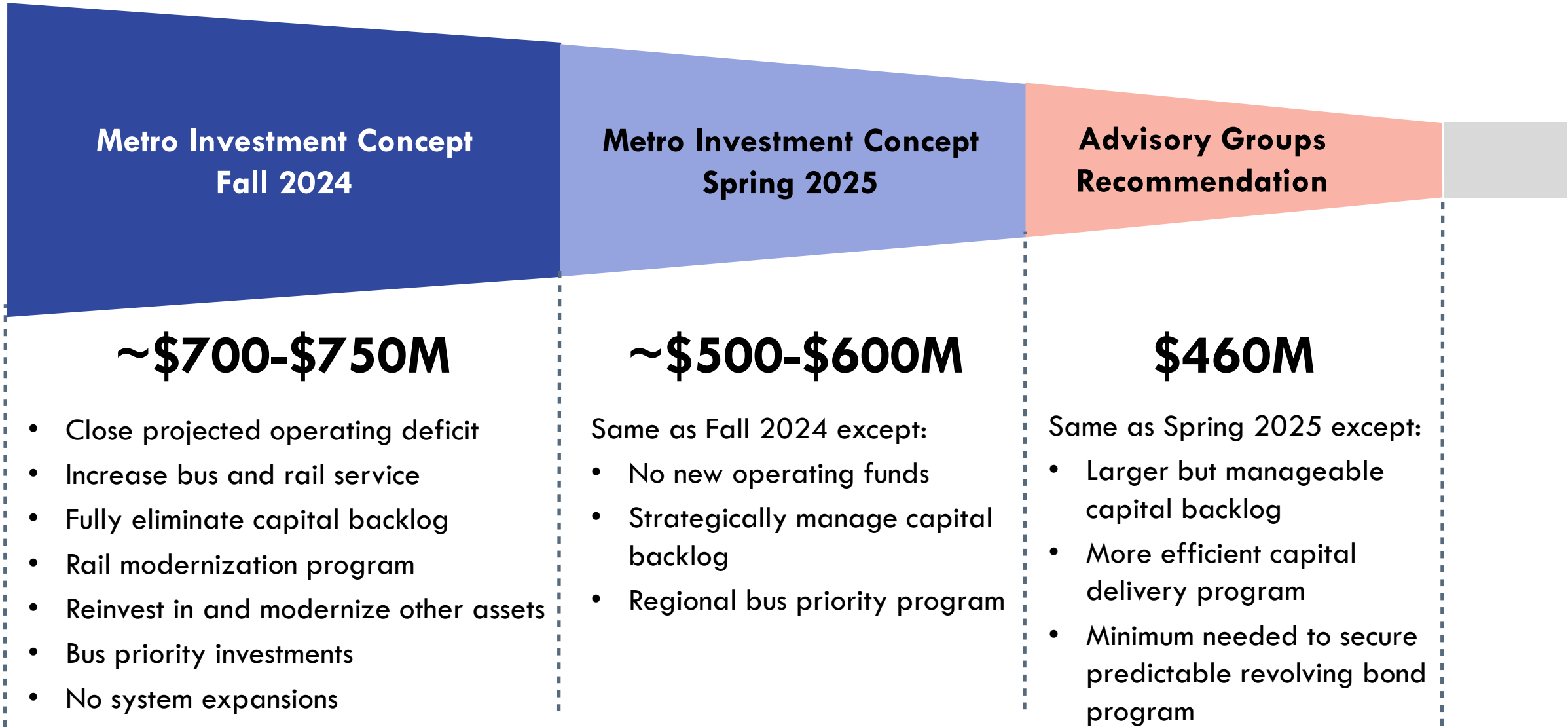
Regional rail with all-day, bidirectional service



Expand into new markets



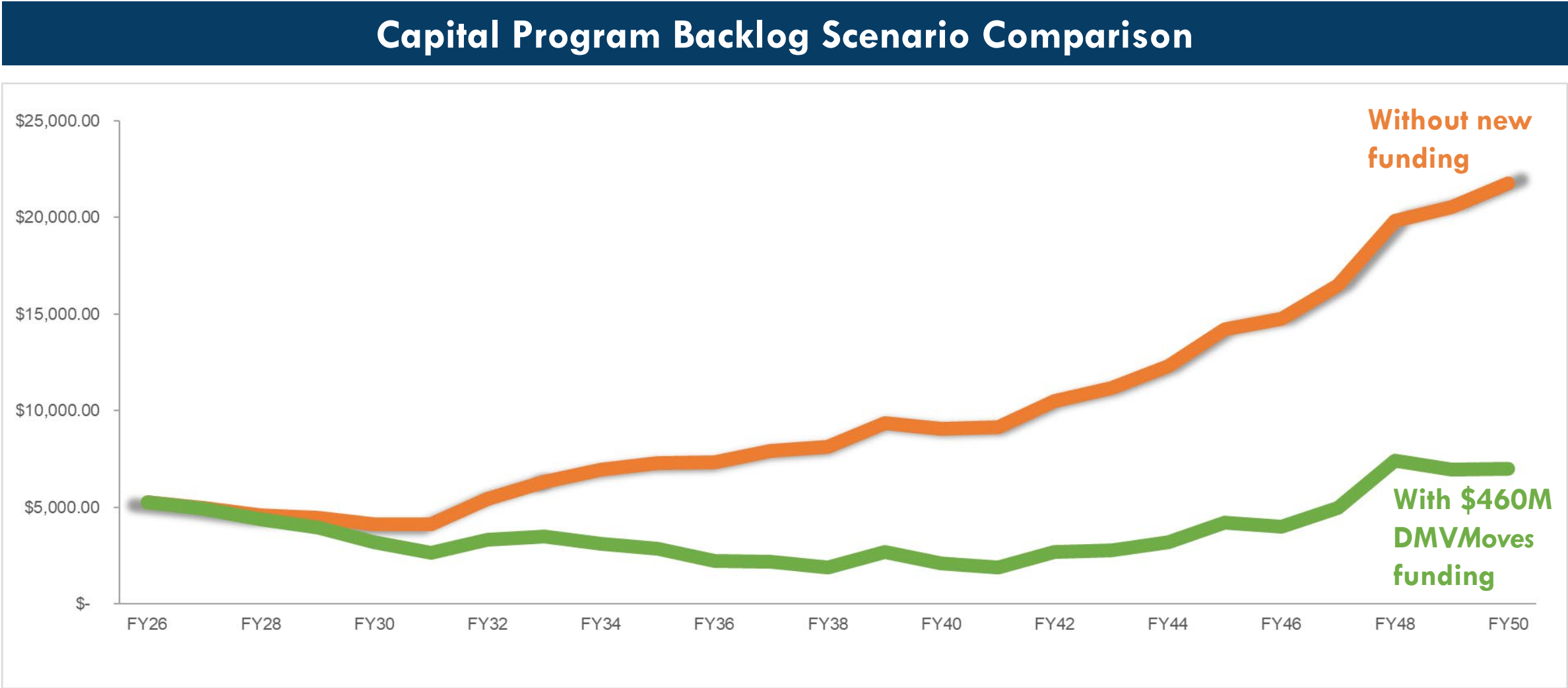
Metro worked with partners to revise the funding ask



Additional funding grows at least 3% per year and starts before Metro reaches its debt capacity limit in FY2029

Additional funding will support Metro's capital program

This graph illustrates how DMVMoves funding will help Metro reduce and manage its capital backlog.

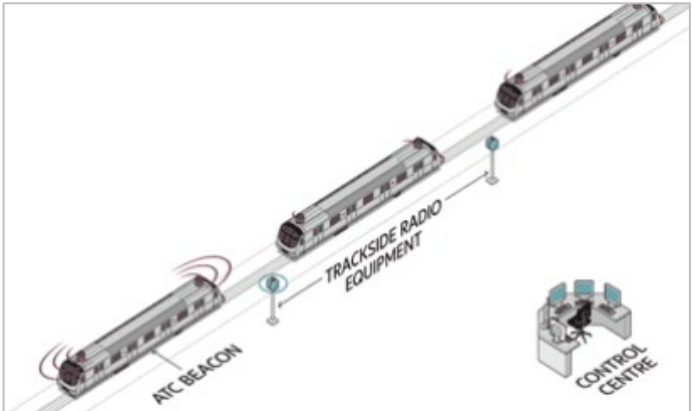


Proposed DMVMoves Plan prioritizes maximum use and value of the existing transit and road network

Additional Funding

Reinvesting in/Modernizing Metro

Metro Rail Modernization

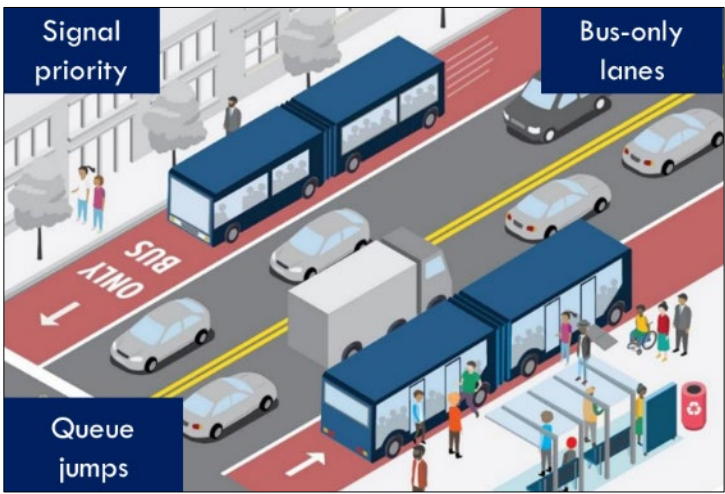


**\$460M before FY29* +
3% per year**

*In advance of reaching
debt capacity limit

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 before
FY29 + 3% per year**

Commuter Rail to Regional Rail

Fully fund VRE and MARC long-range plans



+ Implementation of Action Plan for Transit Integration

DMVMoves calls on service providers to take action to deliver a more integrated, seamless transit network

What a fully integrated and seamless network would look like:

One region, one transit network



Working Groups' proposed Action Plan advances regional integration closer to aspirational vision:

Still 14 service providers, 12 bus operators - but providing more consistent policies and better integrated service

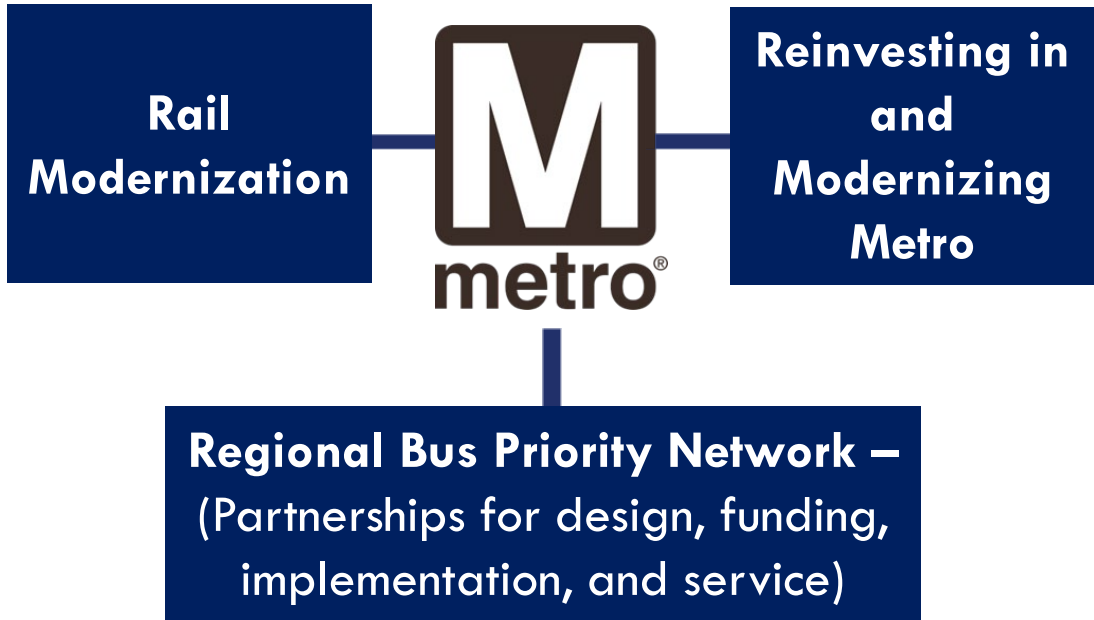


-  Implement bus priority on initial, high-ROI corridors
-  Regional bus service guidelines and consistent performance reporting
-  More consistent fare policies
-  Unified bus stop signs and improved customer information
-  Exploring grouped buying power and shared resources
-  Consistent training and certification programs

Potential funding strategies

WMATA World-Class Transit Investments

\$460M before FY29* + 3% per year



+ State/Local investments in priority bus corridors

Potential funding mechanisms discussed by Task Force:

- Sales and use tax increase
- Expansion of sales taxes to services
- Payroll / income tax
- Real property tax
- Real estate transfer tax
- Motor vehicle sales tax
- Motor fuel tax
- Vehicle registration / impact fees
- Hotel / accommodations tax

*In advance of reaching debt capacity limit

Estimated jurisdictional shares of Metro investment plan (subject to legislative agreement)

Metro's DMVMoves Investment Plan = **\$460M** before FY29 + 3% per year



District of Columbia
\$173M



Maryland
\$152M



Virginia
(Commonwealth and Local)
\$136M

Funding sources must be predictable, bondable, and sustainable.

Commitments and transparency

Region's Commitments

- Provide Metro \$460M in additional funding growing at 3% annually before Metro's reaches its debt capacity limit in FY2029
- Apply Metro's 3% operating cap to per-unit costs of service
- Implement changes in 6 action areas to advance more integrated and seamless transit service / delivery
- Jurisdictions and Metro to partner to plan, develop, and implement bus priority corridors and continue to invest in bus priority, improving service for customers and reducing unit costs of service
- COG/TPB to deliver and publish an annual report on DMVMoves Plan implementation

Metro's Commitments to the Region

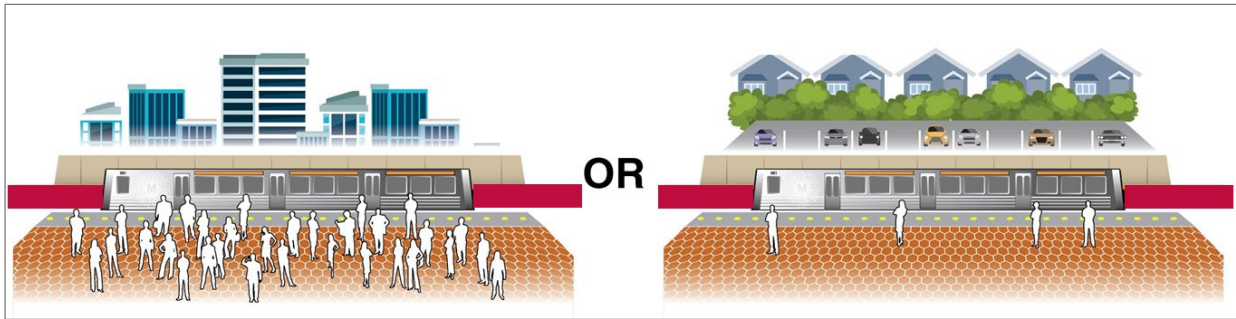
- Use additional funding to (i) reinvest in Metro system, (ii) modernize its rail system (iii) Metro's partnership in regional bus priority program
- Develop and publicize a 20-year capital plan every 5 years, including analysis of potential capital investments that reduce operating costs
- Deliver an annual report to COG/TPB on system performance and use of additional funds

Partnerships across agencies are necessary to grow transit

Increase annual ridership growth over baseline

Examples:

- Improve service to grow ridership
- Explore new non-fare revenue opportunities
- Zone and develop all stations and bus corridors to maximum potential
- Target economic development tools to station areas
- Implement programs that incentivize transit



Implement productivity/ efficiency strategies and investments that reduce per-unit costs

Examples:

- Make capital investments that reduce per-unit costs
- Increase bus fare enforcement, explore new technologies and partnerships that help
- Continue modernization and efficiency actions
- Deploy an extensive network of bus lanes / bus priority
- Enact uniform bus fare policies and rates

Rail Modernization



~10% minimum estimated operating cost reduction







Bus Priority



~15% minimum estimated reduction in service hours

→ Reinvest cost savings into better service

Advisory Groups recommend key actions for a more integrated and customer-focused regional transit network

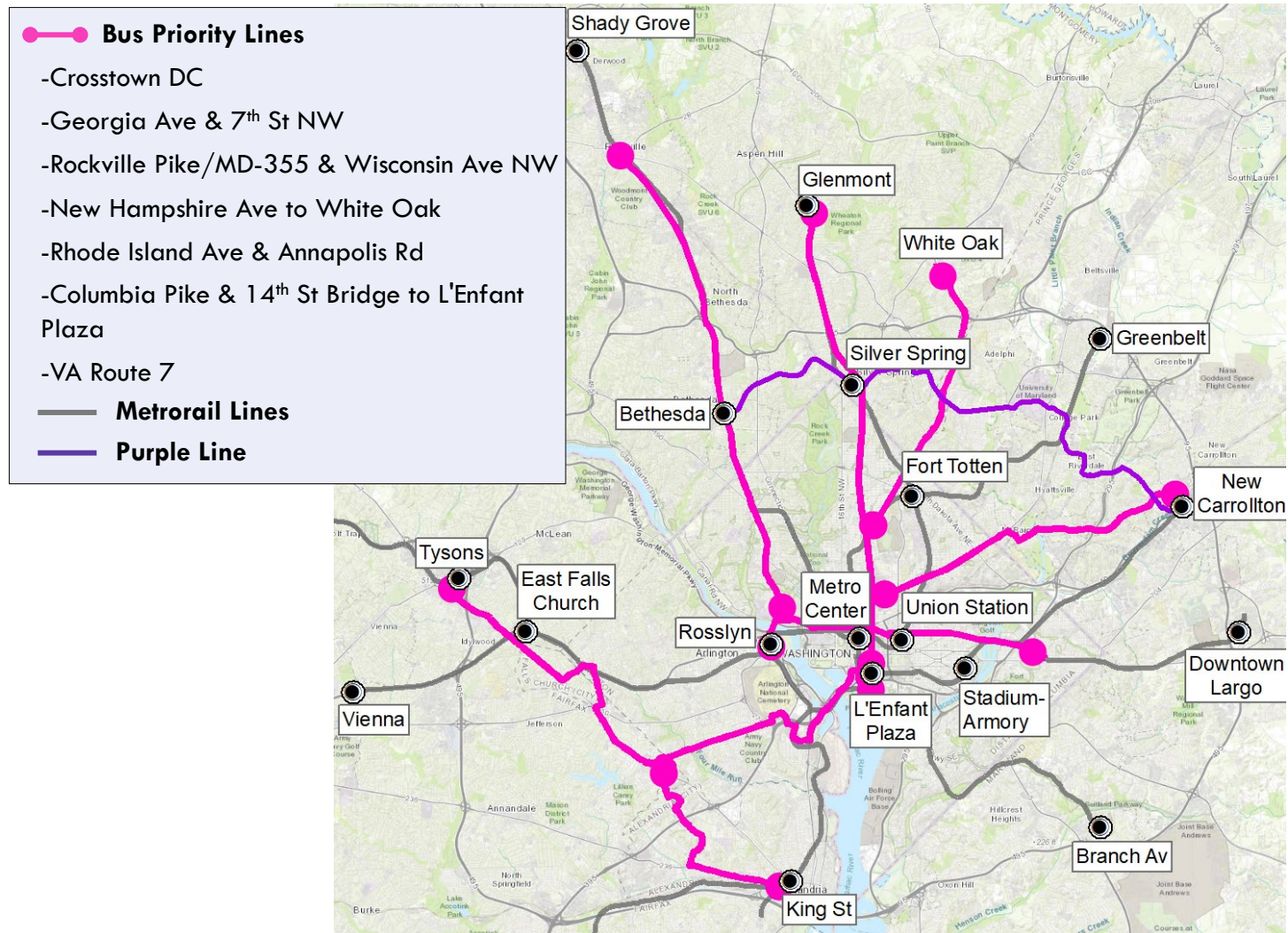
	Action Area	Key Actions	Regional Benefits
	Regional Bus Priority	Endorse and implement priority bus corridors; Metro and jurisdictions partner on design, funding, and implementation, Metro operates main service	Faster, more reliable, and more cost-effective service in high-demand corridors
	Service Guidelines & 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

Proposed DMVMoves Regional Bus Priority Plan concept

Current DMVMoves investment plan does not fully address bus priority needs but defines a path for coordinated regional action on high-priority corridors

Proposed action plan for next 6-8 years:

1. **Identify limited set of top-priority, high-ROI corridors** based on objective criteria
2. **Set ideal outcomes and performance targets** that service and priority investments need to achieve
3. **Project development:** Metro and jurisdictions partner on designing investments to meet targets
4. **Implement:** Fund, build, and operate
 - Metro coordinates federal funding strategy, lead applicant when appropriate
 - Jurisdiction builds / implements roadway treatments
 - Metro operates “mainline” service; other bus providers may also operate service in corridors



Why the region needs DMVMoves

Benefits

- Faster, safer, more reliable, and more cost-effective rail and bus service
- Higher ridership and revenue
- Enhanced customer experience and convenience
- Expanded access and faster trips to jobs, shopping, healthcare, and other needs
- Sets the stage for regional growth and potential future transit expansion

 Safety

 Reliability

 Capacity

 Efficiency

 Convenience

 Access to Opportunity

Risks of No Action

- Capital program and good repair backlog increases
- Declining reliability and customer experience, increased safety risk
- Reduced access to jobs and other opportunities
- Worse traffic and congestion, longer travel times



Recommendations from Advisory Groups

Community Partners Advisory Group

*Chair: Jack McDougale,
President & CEO, Greater Washington
Board of Trade*

Government Partners Advisory Group

*Chair: Bryan Hill
County Executive, Fairfax County*



Discussion

Thoughts on the proposed Plan

- Key takeaways from the proposed Plan and its recommendations
- Opportunities to build momentum toward implementation

Your perspectives will help shape how we communicate the Plan's next steps and demonstrate regional alignment moving forward.



Resolution

Call to vote on a resolution adopting the DMVMoves Plan and recommending approval by the WMATA and COG Boards of Directors

Procedure

- Quorum: 50% plus 1 member
- Co-chairs call a motion to vote, must be seconded
- Discussion and questions

Amendments

- Any member may offer amendments during discussion
- Friendly amendments: minor changes that do not alter content/goals added by direction of Co-Chair
- Other amendments: must be approved by voice vote

Vote

- Vote by voice / show of hands
- YES / NO / ABSTAIN
- Results determined by Co-Chairs
- Requires majority of 50% + 1 member to pass

Path forward

October 2025 — Task Force Recommendation

Members discuss and endorse advancing DMVMoves recommendations to the Boards

November 2025 — Boards Review

WMATA and COG Boards consider the Plan and Joint Resolution

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

Call to action

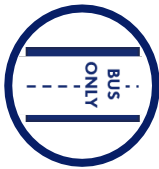
We are at a pivotal moment. WMATA has stabilized its operations and led the nation in post-pandemic transit recovery. But the system will always require ongoing capital investment. Without action, we risk undermining the very progress we've made.

DMVMoves offers a path forward—one that is regional, sustainable, and forward-looking. 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.

Thank you for your collaboration, leadership, and continued commitment to strengthening our region's transit future.

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 provides service.*

What We’re Recommending:

Adopt regional bus priority plan

Region develops a plan and commitments to design, fund, and construct regional 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 6 identified corridors. Partners would then work together to implement plans to improve speed and reliability while providing service more cost-effectively. Metro would operate most service, other operators including commuter bus would also use priority corridors.

Regional Benefits:

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

DMVMoves Regional Bus Priority Plan concept

Proposes a regional, collaborative approach to vastly improve bus service in key 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. Identify limited set of top-priority, high-ROI corridors based on objective criteria:



High bus ridership



Slow bus speeds / delays

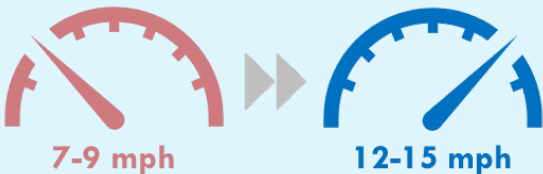


High densities of people and jobs (2050)

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

Illustrative examples:

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



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 “mainline” service; locals might operate additional service

Service guidelines and performance reporting



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

What We’re Recommending:

Regional Service Guidelines

COG/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. COG/TPB reports system results through the annual State of Public Transportation Report.

Regional Benefits:

- Sets clear, consistent expectations for riders 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

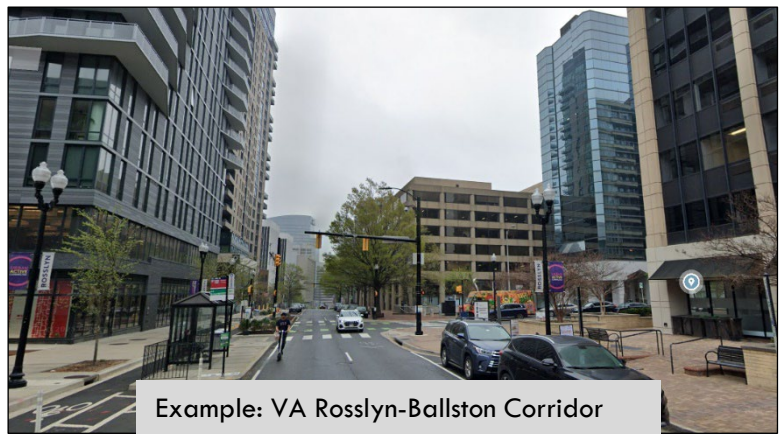
This framework ensures that customers in similar communities receive consistent, high-quality service regionwide

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.*

What We’re Recommending:

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

Free Rides for Youth/Students Regionwide

All agencies adopt “18 & under ride buses for free” policy

Regional Benefits:

- Improves rider 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

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.*

What We’re Recommending: *One flag, one stop ID, one number*

Unified Bus Stop Flags

Local agencies agree to have a consolidated bus stop flag; WMATA coordinates sign design and manages production, install and maintenance.

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 stops and, as needed, add capability to field customer inquiries related to every transit operator in the region.

Regional Guidelines for Bus Stop Design and Amenities

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

Regional Benefits:

- Improves rider 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

Joint procurements and shared resources



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

What We’re Recommending:

Joint Bus Procurement

WMATA and local transit agencies explore potential cost efficiencies by leveraging their combined purchasing power for revenue vehicle procurement via joint contracts. 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.

Other Joint Procurements (e.g., IT software)

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. This group will develop a 24/7 list-serv for everyday communication and will 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. Projected outcomes include easier joint purchasing, cost reductions, and less administrative burdens.

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.



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.*

What We’re Recommending:

Shared Training Programs

Transit Training Working Group meets regularly to strengthen transit training across region. Representatives from local and state governments, transit agencies, WMATA, and labor partners collaborate to develop consistent, best-practice programs. The group identifies opportunities for shared training, works with community colleges on transit-focused curricula, promotes knowledge sharing, explores joint procurement, and assesses expanded apprenticeship opportunities.

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, WMATA audits, and the inspection, certification, and permit requirements for transit assets.