DMV MOVES

Moving our region forward, together.

Regional Bus Priority Network Plan

TPB Briefing

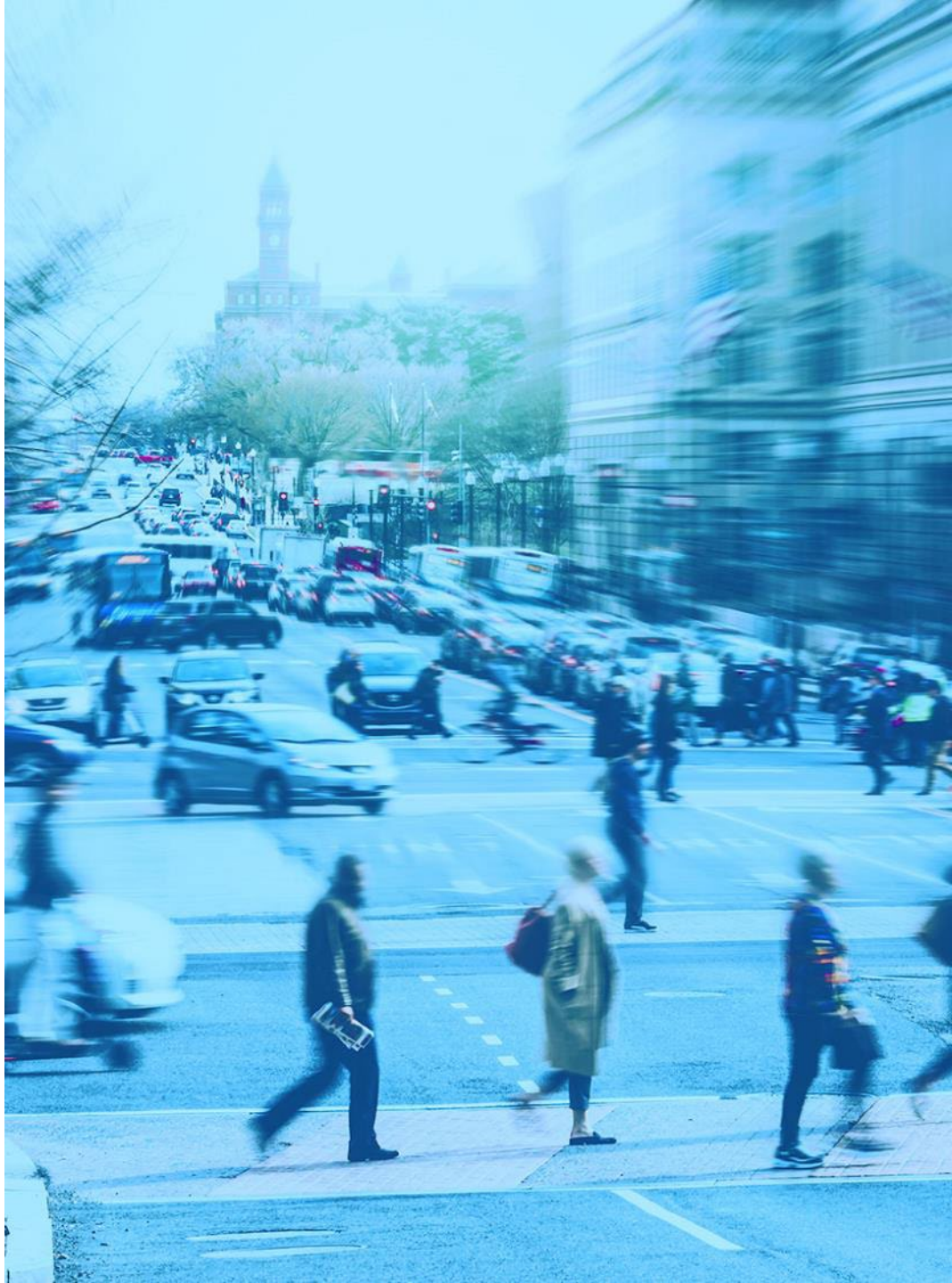
A Regional Investment in Faster, More Reliable Bus Service

Eric Randall, TPB Transportation Engineer

Transportation Planning Board

November 18, 2026

Agenda Item 10



DMVMoves Regional Integration

- The DMVMoves Plan calls for the region's governments to take action to improve regional integration and includes a detailed Action Plan
- TPB Resolution in January accepted the Plan and called for:
  - ***Developing a Regional Bus Priority Plan that will define outcomes and targets, system benefits, and roles and responsibilities for the initial 7-corridor system concept.***


TPB R9-2026
January 21, 2026

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION IN SUPPORT OF THE DMVMOVES REGIONAL TRANSIT INITIATIVE

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally
Washington region, has the
ce Transportation (FAST) Act,
vestment and Jobs Act (IIJA)
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itan area; and

in the region's transit assets
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e frequency and capacity of
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ty (WMATA) faces a capital
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additional, dedicated capital

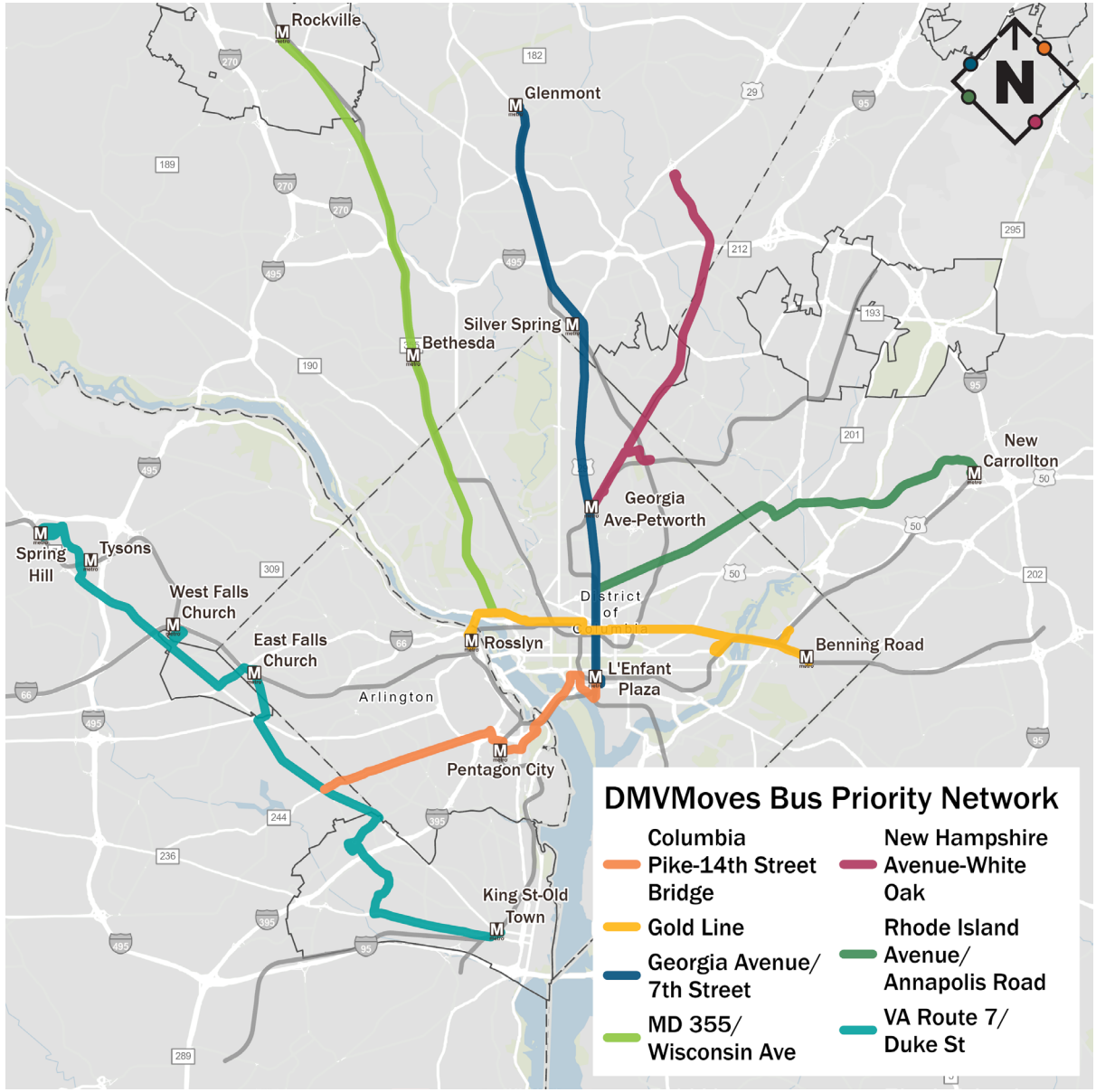
hallenges including, but not
ng gaps, raising the potential
rogress on economic growth,

gh the 2024 launch of the
il of Governments (COG) and
establishing DMVMoves as a
planning for regional transit;

ials, assisted by two Advisory
d developed a shared vision
on of sustainable, long-term,

The DMV*Moves* Bus Priority Network

- DMV*Moves* identified the need for a regional bus priority network to get buses out of traffic, reducing bus operating costs and growing ridership.
- The region identified **seven priority corridors** for investing in bus priority for roads carrying high-ridership and high-frequency bus service.



Seven Bus Corridors, Outsized Reach



25%

of all daily Metro bus ridership is on these corridors

1.2 M

people live ½ mile from the corridors



41 activity centers

in the region served, including the region's densest

1.1 M

jobs are within ½ mile from the corridors



6-12 minutes

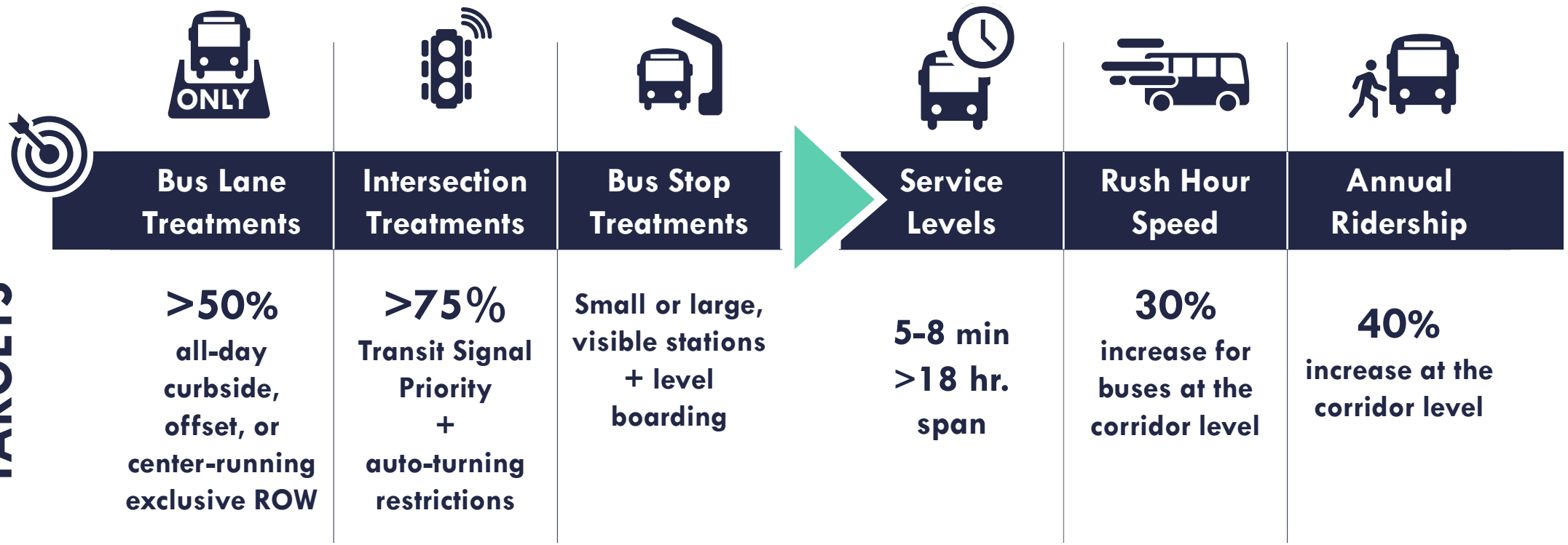
Between buses during a peak hour serving stops on the corridors*

30

Bus routes from three operators serve these corridors**

**Average number of buses across routes serving each corridor.*
***Excludes routes briefly entering and exiting the corridors.*

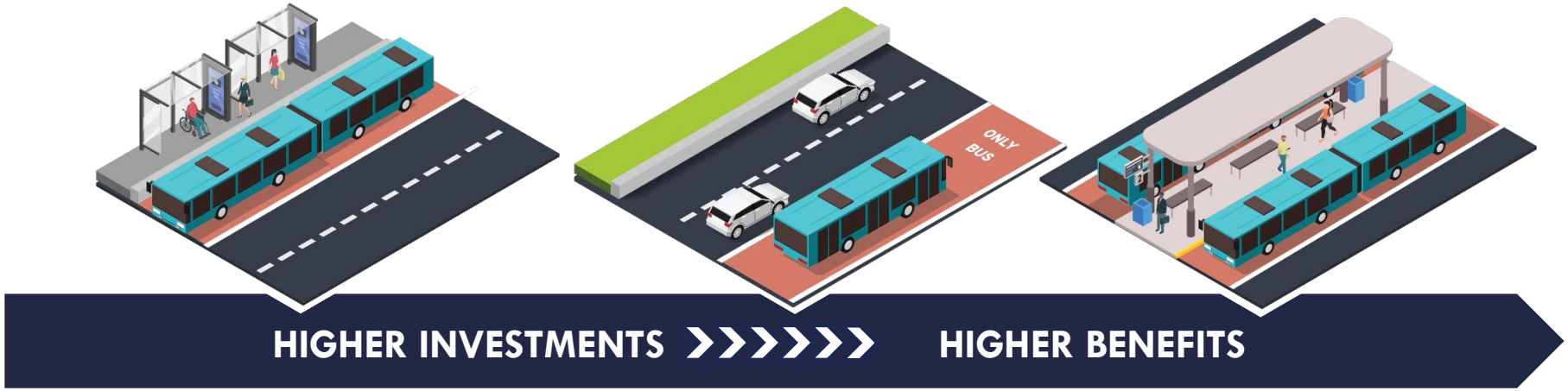
Commit to Shared Targets



- DMVMoves sets **shared regional targets** for investment levels and implementation timelines across all seven corridors.
- For now, local plans are **not yet on pace to meet regional targets.**
  - Accepting that each corridor is unique and the approach to bus priority will vary by corridor/segment.

Shared Targets, Not Yet a Shared Pace

- Investing in higher-tier, capital project treatments in the near-term will deliver faster service that is more reliable and provides long-term operating benefits.



Commitment is needed:

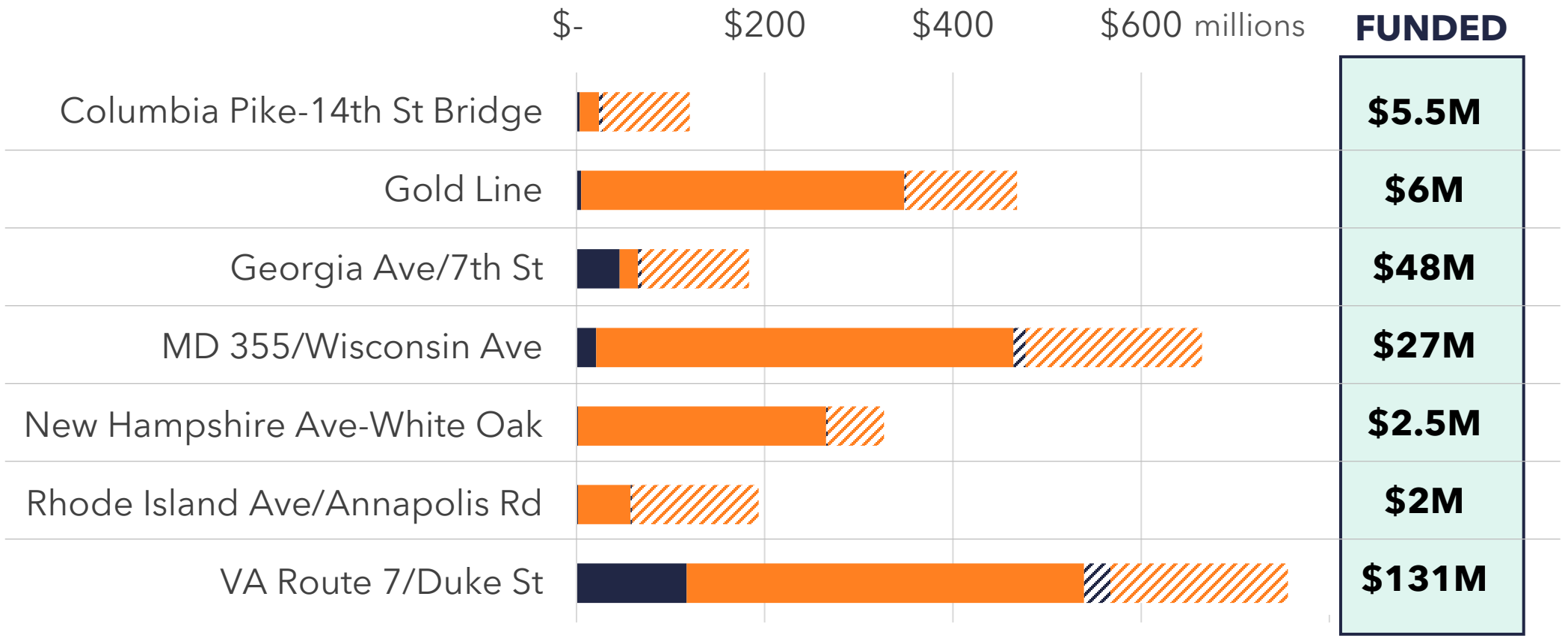
- Full funding of investments that will deliver intended outcomes
- Resources for project development in next budget year
- Staff to advance project development, study and develop detailed plans

The Future of our Region is Riding on the Bus

Silver Line length **23.1 mi**	Construction cost **$6B | $260M per mile**	Official proposal to opening day **37 years**
Purple Line length **16.2 mi**	Construction cost **$4B | $250M per mile**	Official proposal to opening day **33 years**
DMVMoves Bus Priority Network length **83 mi**	Construction cost **$1.6B-$2.7B** **$22M-$32M per mile***	Estimated time to full-build out **8 years**

**The range accounts for a higher-tier scenario in which additional work may be needed to accommodate the proposed improvements.*

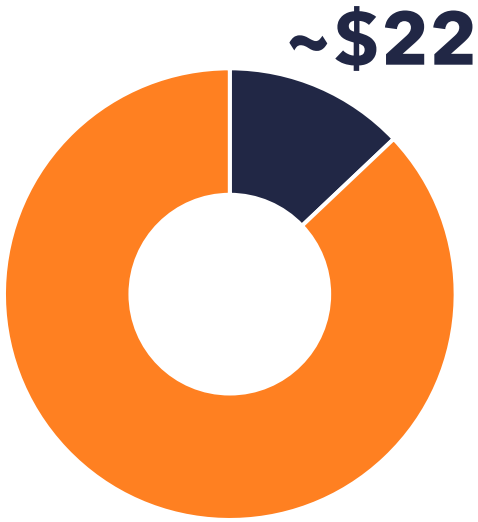
Only ~12% of the Network is Funded



$1.6B to $2.5B remain unfunded

All costs are approximate estimates in 2026 dollars.

Current Funding Levels, Limited Benefits



At the current level of funding:

3 minutes, average corridor travel time savings**

$5.5M annual O&M cost savings due to speed improvements**

5,000 new riders per weekday, about 1M new riders annually

However, travel times and benefits may erode over time as congestion worsens and key bottlenecks remain unresolved.

**The range accounts for a higher-cost scenario in which additional work may be needed to accommodate the proposed improvements*
*** Assumes current-day congestion levels.*

The Benefits of Investing in the Transformational Network

FASTER BUSES

up to

22 min

saved *per trip* on the slowest corridors

MORE EFFICIENCY

$30M

annual O&M cost savings due to speed improvements

MORE SERVICE

50%

more bus trips on the network corridors during *peak hours*

MORE RIDERS

42,000

additional *daily* riders network-wide

MORE VALUE

$220M

in personal cost savings and societal benefits *every year*



More reliable and faster buses cost less to run, freeing funds for more service that attracts more riders.

All costs and savings in 2026 dollars.

How the Region Gets on Pace

1 Set Up Program Management

Establish a central, regional program management structure to coordinate projects and keep implementation on track.

2 Fund

Coordinate regional funding strategies and leverage local, state, and federal resources to advance projects.

3 Accelerate

Advance near-term improvements while phasing projects toward full corridor build-outs.

4 Fill the Gaps

Connect priority segments across jurisdictional boundaries to create a seamless regional network.

5 Track Progress

Monitor implementation against regional targets and address delays and gaps early.

6 Build

Commit to project delivery schedules and advance the key milestones needed to meet regional targets.

Every Partner Has a Role in Delivering the Network

COG/TPB	Metro	Local Transit Agencies	Governments and Road Owners
▪ Host regional forums. ▪ Keep the regional plan current. ▪ Report progress annually. ▪ Fund studies and technical assistance.	▪ Coordinate the regional program and track delivery. ▪ Lead federal grant applications with locals. ▪ Deliver NextGen TSP with localities. ▪ Operate mainline transit service.	▪ Plan service to use priority network. ▪ Advocate for local bus priority funding. ▪ Coordinate across borders to connect the network.	▪ Lead and approve project design. ▪ Build and maintain bus priority projects. ▪ Partner with Metro to fund service improvements.

Deliver in 8 Years

TIMELINE

YEAR 1	YEARS 2 to 4	YEARS 5 to 8
▪ Confirm corridor roles and responsibilities; map project development and timelines ▪ Continue working group	▪ Deliver near-term treatments, "quick wins" ▪ Advance design on the gap segments	▪ Build bus lane and station projects ▪ Complete the network

Apply for funding, coordinate with COG and Metro, and track progress.

Locals lead, Metro coordinates
Project Development

Road owners approve and build
Design Approval and Construction

Metro and local transit
Operations

Boards and elected officials reaffirm the target and endorse the timeline.

Thank you!