

ITEM 9 – INFORMATION
July 15, 2026

DMVMoves Service Guidelines

Background: The committee will be briefed on the work of the DMVMoves working group developing a regional set of service guidelines and performance measures for public transportation. Following a recommendation of the DMVMoves Plan adopted in November 2025 and endorsed by the TPB in January 2026, the TPB will be asked to adopt the set of regional service guidelines in September.



National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Tom Harrington, TPB Multimodal Planning Program Director
Eric Randall, TPB Transportation Engineer

SUBJECT: DMVMoves – Regional Service Guideline

DATE: July 9, 2026

In January, the TPB passed Resolution R9-2026, endorsing the [DMVMoves Plan](#) and accepting the request urged upon it to act as the lead coordinator for implementation of the Plan, including overall plan progress reporting and working with the region's transportation agencies and transit operators to move forward on implementation of the DMVMoves Plan's Regional Integration Action Plan.

A specific recommendation of the DMVMoves Plan, which was accepted in the TPB Resolution, called for the TPB to adopt service guidelines for public transportation, which would provide a consistent framework for evaluating the type and level of transit service provided across the region.

TPB staff and staff of the Washington Metropolitan Area Transit Authority (WMATA) coordinated to reconvene a DMVMoves working group of local agency subject-matter experts in the field of Service Guidelines and Performance Monitoring. The working group met bi-weekly, starting in March, and has developed a set of guidelines for regional bus service, based on span of service (hours per day) and frequency of service across different land use activity tiers, with dense urban locations receiving high-frequency, all-day service and other locations receiving service appropriate to their context. These guidelines are now being proposed for adoption by the TPB.

Table: Proposed Regional Bus Service Guidelines

Minimum Hours of Service and Frequency Standards			
	Tier 1	Tier 2	Tier 3
At least 50% of bus stops along a route are within a census block that has populations and employment density of:	30 or more units (residents+ jobs per acre)	15 or more units (residents+ jobs per acre)	5 or more units (residents+ jobs per acre)
Core routes <i>Serve major corridors with moderate frequency and all day service. Tend to be more direct</i>	16 hrs per day Bus every 15 mins	14 hrs per day Bus every 20 mins	12 hrs per day Bus every 30 mins
Coverage routes <i>Serve lower density residential communities with lower access to transit and connect them to higher density areas, activity centers, and/or transit hubs.</i>	14 hrs per day Bus every 30 mins	12 hrs per day Bus every 30 mins	10 hrs per day Bus every 60 mins
Peak routes <i>Use regular buses to provide service or connections to transit hubs/high frequency lines, central business districts, or employment centers</i>	4 hrs per weekday As needed	4 hrs per weekday As needed	4 hrs per weekday As needed
Other routes <i>Don't meet above definitions</i>	No regional standards		

Eliminate different standards for peak and off-peak, applying one frequency standard for all day service.

The TPB will be asked to adopt the Service Guidelines at its September meeting, along with a “Use” statement drafted by the working group to ensure that the guidelines can be used within appropriate context.

On June 25, the WMATA Board adopted new guidelines for rail and for bus service, the latter of which are consistent with the regional bus guidelines developed by the DMVMoves working group. Other transit agencies in the region will also be asked to adopt or otherwise incorporate these regional bus service guidelines and the use statement this year, potentially using the TPB’s resolution as a template.

In addition to agreeing on the service guidelines, the working group discussed a set of performance measures, some ready now and some for future application, that can be used to evaluate the performance of public transportation service across the region. In addition, a “Use” statement has been drafted by the working group to ensure that the performance measure information can be properly interpreted and used within appropriate context. The TPB will be briefed on the Use statement and on the development of performance measures. An initial set of performance measures and results will be included in the DMVMoves progress report that is expected to be completed this fall.