



Moving our region forward, together.

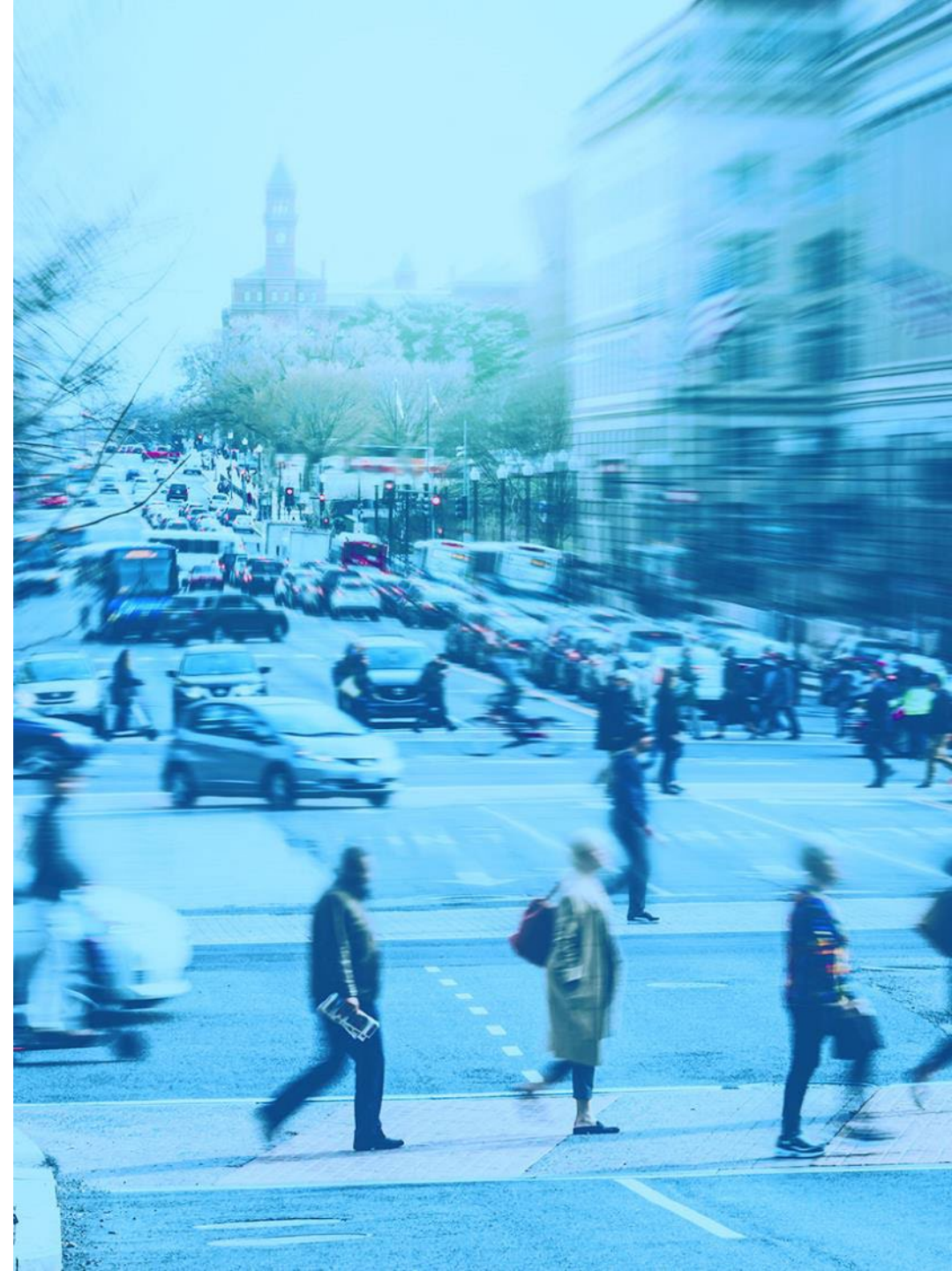
Regional Service Guidelines

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TPB Technical Committee

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Agenda Item 3



DMVMoves Regional Integration

- The [DMVMoves Plan](#) calls for the region’s governments to take action to improve regional integration
- TPB Resolution in January accepted the Plan and charges asked of it:
 - *TPB to adopt regional service guidelines, creating consistent expectations for customers across jurisdictions.*

The TPB was briefed in July on the proposed bus service guidelines.



Why Set Regional Guidelines?

- 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

As a first step, a regional working group was convened, and a set of bus service guidelines was developed.

Activity Tiers and Route Classifications Help Unify Levels of Service Across the Region

Activity Tier 1

Activity Tier 2

Activity Tier 3

Higher Density Requires More Service

Lower Density Requires Less Service



Proposed Regional Bus Service Guidelines

At least 50% of bus stops along a route are within a census block that has populations and employment density of:

Core routes

Serve major corridors with moderate frequency and all day service. Tend to be more direct

Coverage routes

Serve lower density residential communities with lower access to transit and connect them to higher density areas, activity centers, and/or transit hubs.

Peak routes

Use regular buses to provide service or connections to transit hubs/high frequency lines, central business districts, or employment centers

Other routes

Don't meet above definitions

Minimum Hours of Service and Frequency Standards		
Tier 1	Tier 2	Tier 3
30 or more units (residents+ jobs per acre)	15 or more units (residents+ jobs per acre)	5 or more units (residents+ jobs per acre)
16 hrs per day Bus every 15 mins	14 hrs per day Bus every 20 mins	12 hrs per day Bus every 30 mins
14 hrs per day Bus every 30 mins	12 hrs per day Bus every 30 mins	10 hrs per day Bus every 60 mins
4 hrs per weekday As needed	4 hrs per weekday As needed	4 hrs per weekday As needed
No regional standards		

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

“Use” Statement for Service Guidelines

- A. Service guidelines set expectations [standards] for frequency and span by route purpose and the density of the areas the routes serve.
- B. They are used by transit agency staff to design or restructure service, to inform resource requests, and to prioritize improvements when resources become available.
- C. Resource limitations may require transit staff to make trade-offs between meeting these route-level guidelines and meeting standards for network accessibility – i.e., ensuring that most of the service area has access to at least some level of transit service within walking distance.
- D. As a result, transit agencies operate routes for different goals; therefore, there may be cases where certain routes do not meet the service guidelines, but do meet other agency-specific goals or legal requirements.
- E. It can be valuable to track adherence to the guidelines to (1) understand the level of additional resources that would be needed for the existing network to comply and (2) establish priorities for future investments.

Service Guidelines – Next Steps

- The TPB will be asked to adopt the Regional Bus Service Guidelines at its September 16 meeting
- The Resolution will also include the “Use” Statement for the Guidelines
- Local transit agencies across the region will be asked to adopt the guidelines
 - TPB Resolution could serve as a template for local agencies
 - Multiple paths for adoption
 - Formal adoption
 - Transit Strategic Plan update
 - Internal guidance

	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.			

DMVMoves Next Steps

- ✓ Brief Regional Bus Service Guidelines – July 15
- Adopt Regional Bus Service Guidelines – September 16
- DMVMoves Annual Progress Report – November
 - Will include initial set of regional Performance Measures
- Bus Priority Network Plan – November