



MEMORANDUM

TO: TPB Technical Committee

FROM: Eric Randall, TPB Transportation Engineer

SUBJECT: DMVMoves – Bus Priority Network Plan Executive Summary

DATE: October 30, 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 develop "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 staff and Washington Metropolitan Area Transit Authority (WMATA) staff coordinated to reconvene a DMVMoves working group of local agency subject-matter experts in the field of bus priority. In addition, a consulting team from ICF and Foursquare Integrated Transportation Planning was contracted by COG to provide technical expertise in the development of the bus priority network plan.

Staff and the consulting team conducted corridor interviews with more than 50 staff from jurisdictions, transit agencies, funding partners, and state DOTs. Information documented included project roles, planned and funded projects, corridor gaps, and implementation challenges. This information was used in the development of an impact analysis that summarized the network in numbers, the potential bus priority levels of investment, the benefits of investing and the cost of delay, the travel time and ridership benefits, and the costs and savings of the network.

Working group members agreed that adopting the network plan will not itself implement projects; the region must address funding, governance, project development, outcome-based design, road-space allocation, enforcement, and coordination among roadway owners and operators. A technical document is still being drafted with detailed information.

The committee will be briefed on an executive summary of the bus priority network analysis, which will be briefed to the TPB at its November meeting.