DMV MOVES

Moving our region forward, together.

Regional Bus Priority Network Impact Analysis Executive Summary

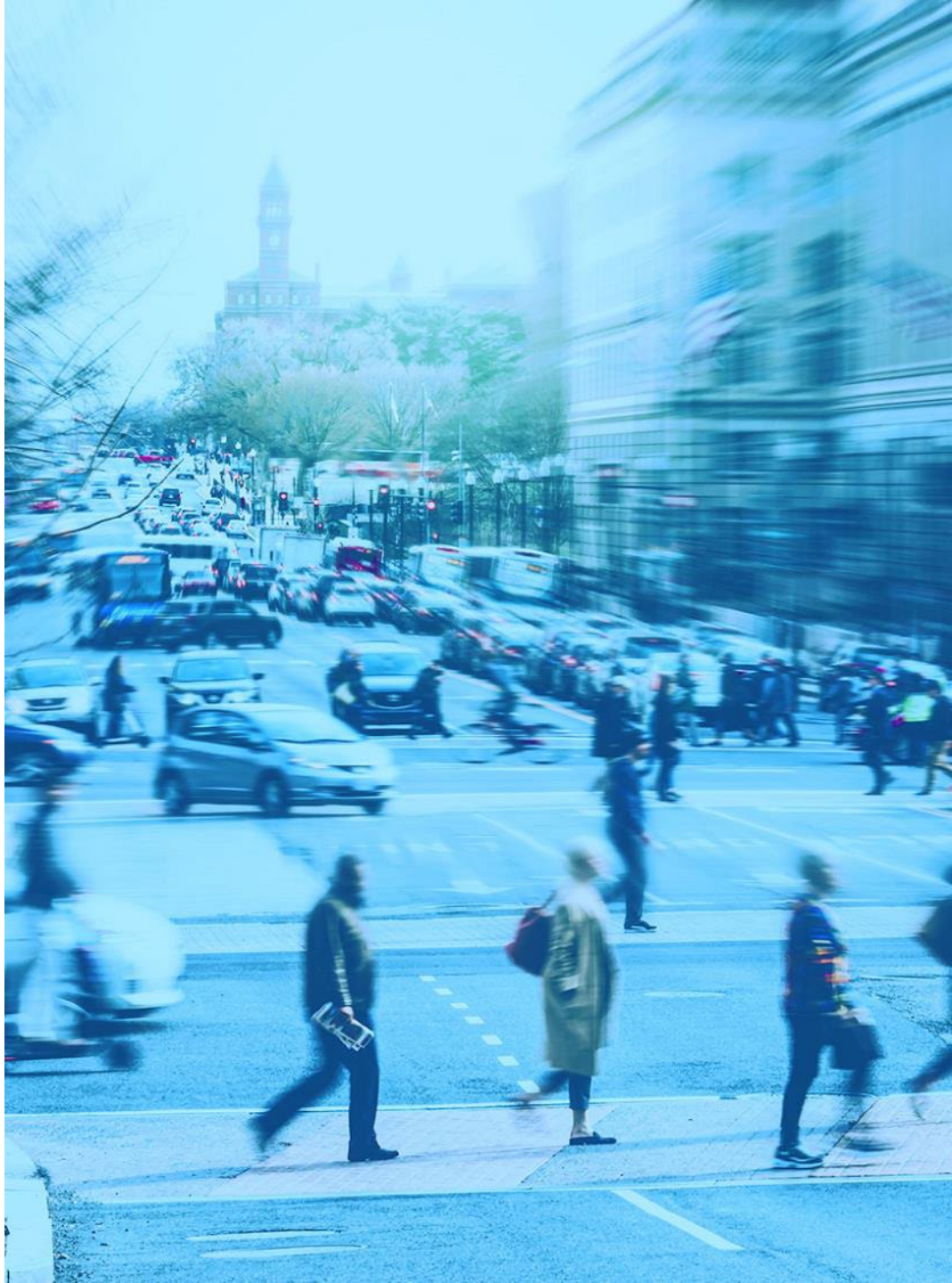
A Regional Investment in Faster, More Reliable Bus Service

Eric Randall, TPB Transportation Engineer

TPB Technical Committee

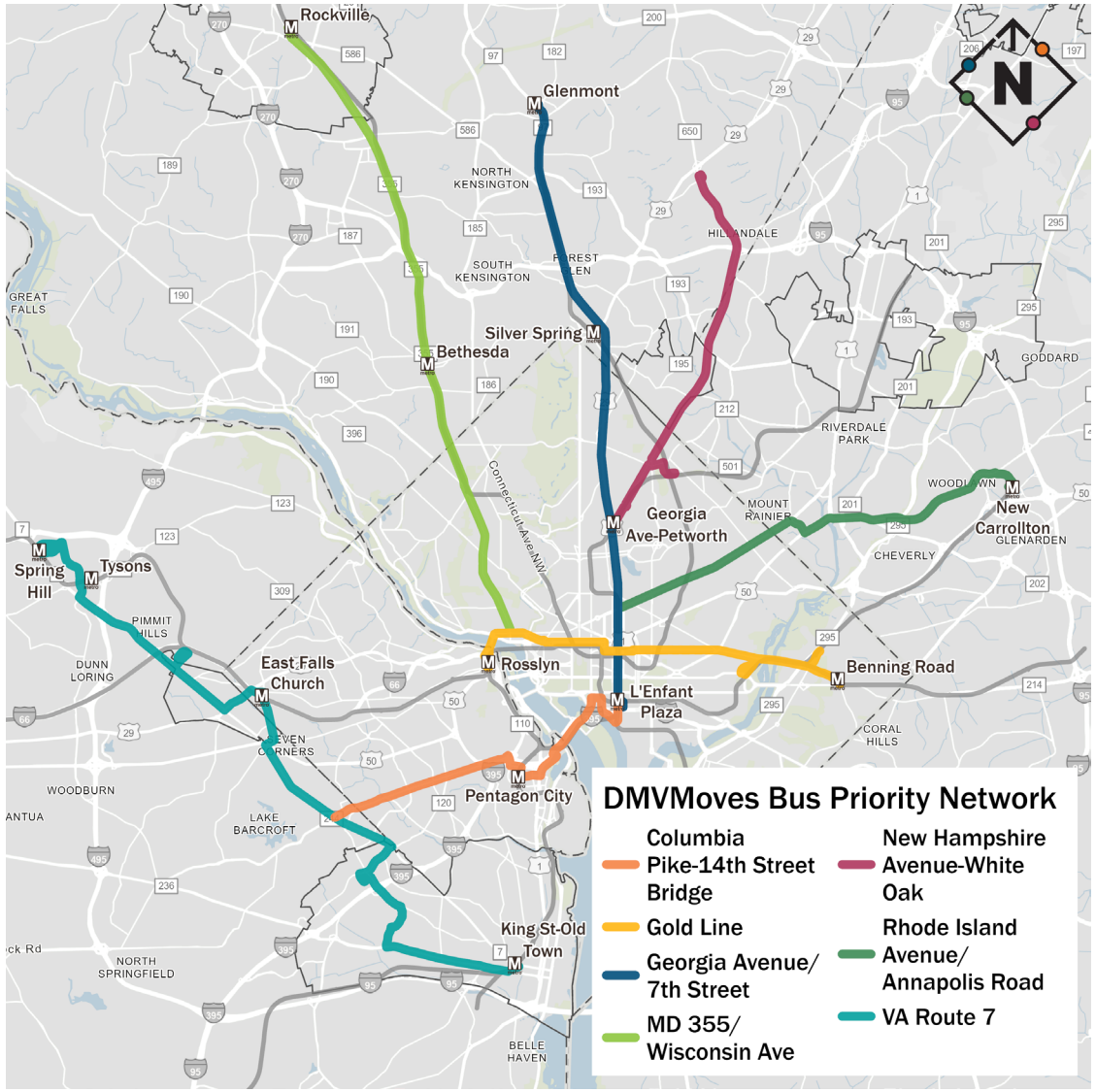
November 6, 2026

Agenda Item 6



The DMV*Moves* Bus Priority Network

- DMVMoves identified the need for a regional bus priority network to reduce bus operating costs, get buses out of traffic, and grow ridership.
- The region has 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



5-10

buses during a peak hour serving stops on the corridors*

30

Bus routes from three operators serve these corridors**

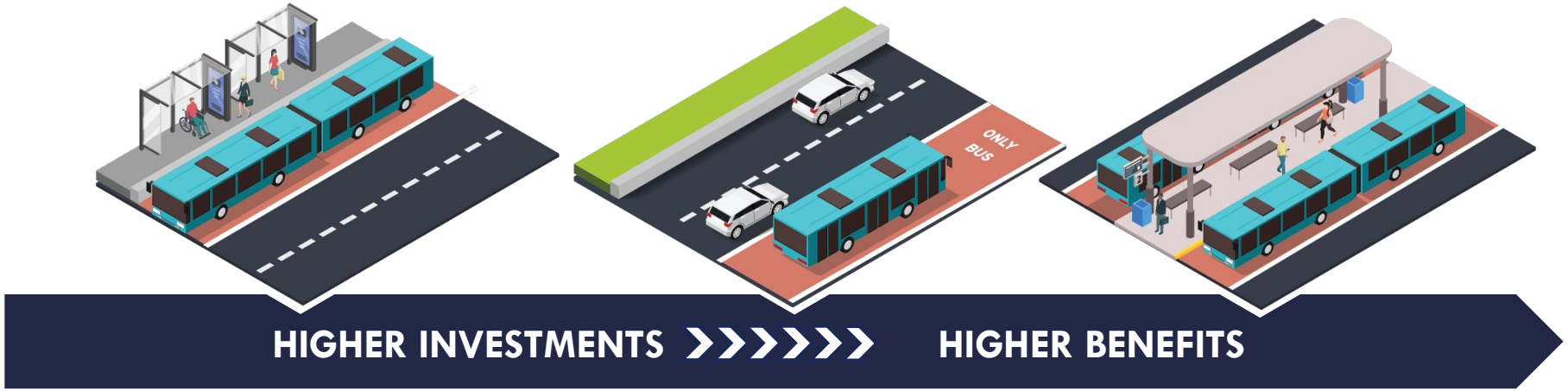
**Average number of buses across routes serving each corridor.*
***Excludes routes briefly entering and exiting the corridors.*

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 | $260M per mile**	Official proposal to opening day **33 years**
Bus Priority Corridor Network length **83 mi**	Construction cost **$1.8 - 2.7B | $22-32M per mile**	Estimated time to full-build out **8 years**

Regional Commitment to Bus Priority

- Investing in higher-tier treatments in the short term has the potential to deliver faster, more reliable travel times and the benefits related to those savings.

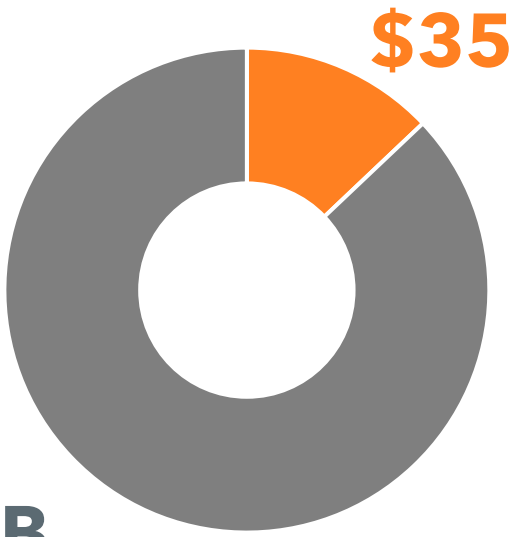


- DMVMoves sets a **shared regional target** for investment level and timeline across all seven corridors.
- For now, local plans are **not yet on pace to meet that target.**

Bus Priority Levels of Investment

	Bus Lane Treatment	Intersection Treatment	Bus Stop Treatments	Service Levels
Bus Priority Limited	25% targeted, peak-only	25-50%	Shelters	10 min 16 hr. span
Bus Priority Enhanced	25-50% all-day	50-75%	Shelters + All-door boarding	10 min 16 hr. span
TARGET BRT Medium	50-75% exclusive ROW	75-100% + some turning restrictions	Small stations + level boarding	5-8 min 18 hr. span
TARGET BRT High	>75% center-running	75-100% + some turning restrictions	Large stations + level boarding	5-8 min 20 hr. span

Only 13% of the Network is Funded



**Travel time savings reflect 2026 congestion levels and O&M cost savings will erode over time as congestion worsens and key bottlenecks remain unresolved.*

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

$24M in personal cost savings and societal benefits every year

**Assumes current-day congestion levels.*

All costs and savings in 2026 dollars.

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

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.

The Cost of Inaction

Every year the region waits to invest, bus service gets slower, less reliable, and costs more.

Ridership Stalls as Service Degrades Further

12M fewer trips taken by bus each year because infrastructure results in only **marginal improvements in travel times and reliability.**

Less Return on Your Subsidies

By delaying investments, the region **forgoes $24.5M in subsidy savings annually.**

Missed Benefits for Residents

Each year, the region **forgoes $220M in benefits from reduced congestion, travel costs, and pollution, hurting** the region's economic competitiveness.

All costs and savings in 2026 dollars.

The Choices Ahead

Continue to invest at the planned funding levels

- Cost of service continues to increase
- Bus reliability and speeds continue to worsen across the region*
- Limited ridership growth (1M additional riders)

** Due to gaps in the network and lack of any bus priority in some segments*

Meet the DMVMoves regional Bus Priority Network targets

- Increased speed and reliability across the regional network
- Annual ridership grows by 13M trips
- $30M in annual O&M cost savings, which can be reinvested into providing better bus service**

***Excludes additional costs related to the planned increase in transit service*

Invest sooner to realize maximum return on investment

Delaying investment from 2034 to 2050 forgoes massive benefits:

- 192M fewer bus trips on the seven-corridor network
- Over $3.5B in cost savings and societal benefits

All costs and savings in 2026 dollars.

DMV*Moves* Action Plan next steps

- **November 18 TPB Meeting:** Present the DMVMoves Bus Priority Network Plan
- **December 16 TPB Meeting:** Present the DMVMoves Action Plan Progress Report
- **TBD:** Presentation and transmittal of Bus Priority Plan and Progress Report to COG Board and Metro Board for approval
- **December 2: *DMVMoves at Year One - Turning the Vision into Action***


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

Detailed Action Plan for Regional Transit Integration

Thank you!