



NVTC Joint WMATA and Legislative & Policy Committee Meeting

Meeting materials available at novatransit.org

May 29, 2025

Meeting Agenda

1. Welcome and Opening Remarks
2. February 20, 2025 Meeting Summary
3. NVTC Work Towards Long-Term, Sustainable, Dedicated Funding
 - a. DMVMoves
 - b. SJ 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee
 - c. Draft Commission Resolution: NVTC Principles in Response to DMVMoves Funding Concepts
4. 2025 Report on the Performance and Condition of WMATA Update
5. Transit Service Delivery Advisory Committee (TSDAC) Update



The background of the slide is a collage of two images. The top image shows several modern, multi-story office buildings with large windows, set against a backdrop of green trees and distant mountains. One building on the right has the name 'NORTHROP TRUMMAN' visible. The bottom image shows a silver and brown train traveling on an elevated concrete track that curves to the right. The train has its headlights on. The entire slide is framed by a white border with green dashed lines at the corners.

3. NVTC Work Towards Long-Term, Sustainable, Dedicated Funding

DMVMoves – WMATA Funding Concepts

Reinvesting in & Modernizing the Existing System

- Ensure existing system is safe, reliable, efficient, and effective
- Continue reinvestment to sustain and improve the performance and state of good repair of the system
- Reduce and manage state of good repair backlog
- Continue to optimize service, making it more efficient and cost-effective
- Rail automation and advanced signaling



\$450-500M starting FY28
+ 3% per year

+

Additional Frequent Bus & Bus Priority

- Deliver fast, frequent, reliable, safe service
- Invest in infrastructure to make service more cost-effective; operate same frequency with fewer buses and/or reinvest in increasing service
- More connections to economic opportunity
- Grow ridership



\$50-100M (scalable) starting
FY28 + 3% per year

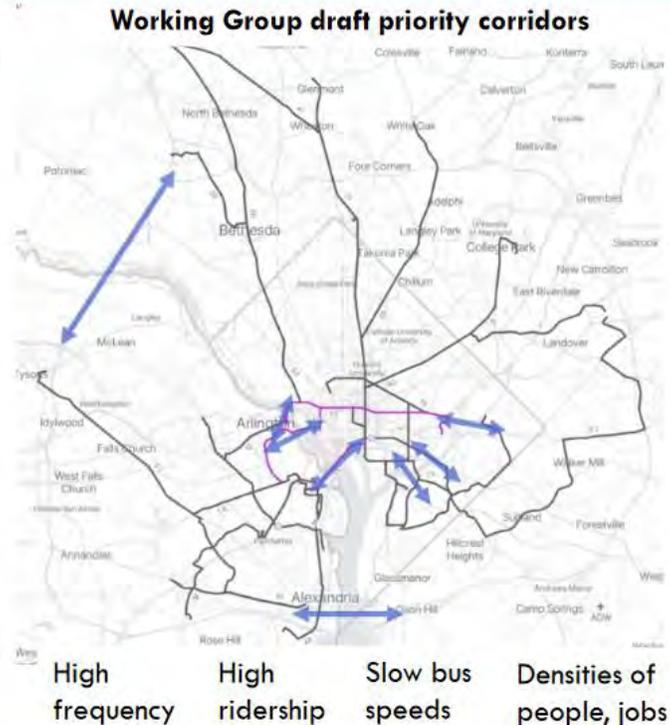
WMATA was created by interstate Compact to plan, develop, finance, build, and operate a unified mass transit system

Source: May 16, 2025 DMVMoves Task Force meeting

DMVMoves - Regional Bus Priority Plan

What a regional approach to bus priority would do:

- ✔ Invests priority treatments in corridors with high demand and frequent service, but slow buses
- ✔ Makes existing service faster and more cost efficient
- ✔ Allows for increased bus frequency through cost savings
- ✔ Ensures regional coordination
- ✔ Better ROI as benefits are maintained over time
- ✔ Faster delivery and benefits realized sooner



What it would not do:

- ✘ Limit all bus priority investments and funding to these corridors
- ✘ Stop an agency or jurisdiction from using existing local funding to pursue other projects that address other priorities
- ✘ Expand the geographic size of the system – regional approach targets funding to improving service in high-demand corridors with heavy congestion vs. expanding into new areas

Our peers have established regional approaches: Boston, Minneapolis, Seattle, and Vancouver each have dedicated regional bus priority programs

Source: May 16, 2025 DMVMoves Task Force meeting

DMVMoves – WMATA Funding Options

Which WMATA funding approach can regional partners commit to?

Option A

Jurisdictions commit to generating sufficient revenue to cover their proportional share of **\$500-600M starting in FY28 and growing 3% per year***. Jurisdictions figure out how to fund it.

Option B

Jurisdictions enact a sales tax that generates sufficient revenue to cover their proportional share of **\$500-600M in FY28***. The tax rate does not change; WMATA receives its share of that revenue regardless of revenue growth rate and must manage within those revenues.

**This figure includes regional bus priority funding*

Source: [May 16, 2025 DMVMoves Task Force meeting](#)



DMVMoves - Draft Action Plan Contents

There will still be 14 service providers and 12 bus operators



But they would operate like an integrated, seamless, more efficient network offering excellent customer experience

- Shared service and frequency guidelines
- Standard fare policies and offerings
- Regional approach to bus priority investments
- Unified bus stop signs and customer information
- Joint call center or “one-stop” customer service number
- Uniform and transparent performance reports
- Grouped procurement of buses, assets, and services
- Shared best-in-class training programs
- Consistent certification and reporting requirements

Seeking commitments on these actions by October 2025

Source: [May 16, 2025 DMVMoves Task Force meeting](#)

DMVMoves – Key Takeaways

- The DMVMoves Task Force held a meeting at WMATA on Friday, May 16 and reviewed WMATA funding concepts, a regional bus priority approach, potential funding strategies and a summary of a draft Action Plan
- The Task Force **supported** the state of good repair and rail automation components of a WMATA investment concept but disagreed on the inclusion of a regional bus priority fund.
- Although the Task Force **did not support** a regional bus priority fund, they did support continued discussion of a regional bus priority plan and improving coordination among agencies.
- The majority of the Task Force **supported Option A** in which jurisdictions figure out how to fund their proportional share of the WMATA need, which is consistent with [NVTC Resolution #2552: NVTC’s Guiding Principles for Future Transit Funding.](#)



[DMVMoves website](#)



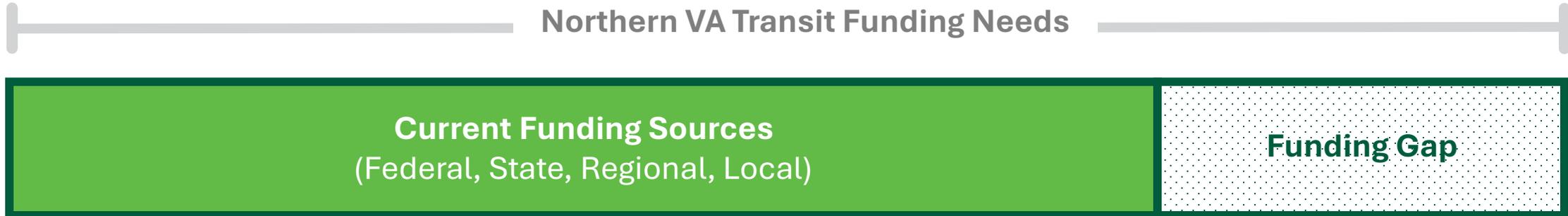
SJ 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee

- Last met on Tuesday, April 22, 2025 and reviewed:
 - How transit funding works now
 - Current challenges faced by transit agencies in Northern Virginia
 - Considerations for any new, future transit funding
- Next meeting is June 23 at NVTC where the Joint Subcommittee will focus on new revenue estimates for 15 sources at the NVTC, PRTC, and statewide geographies
- Future 2025 Joint Subcommittee meetings:
 - September – Transit Agency Long-Term Needs and Cost-Containment Tools
 - November – Adopting Recommendations



[SJ 28 website](#)

Components of a transit funding solution for Northern Virginia via SJ 28

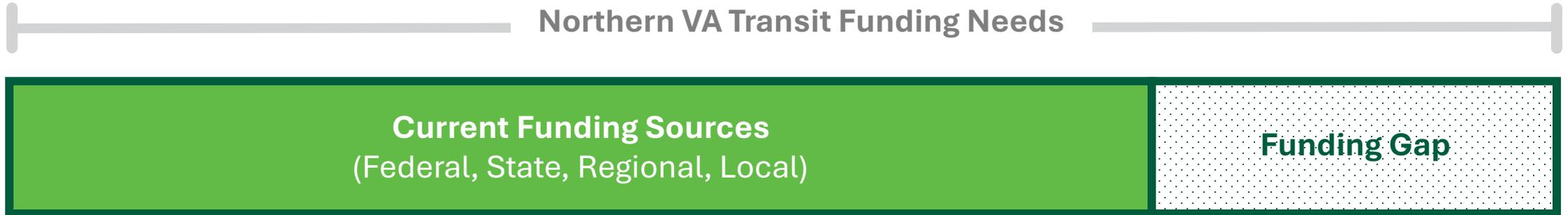


**Chart is illustrative and not to scale*



Source: SJ 28

Components of a transit funding solution for Northern Virginia via SJ 28



**Chart is illustrative and not to scale*



- Permanent **operating funding** solution to replace temporary, two-year FY 2025 and FY 2026 rebaseline solve between Northern Virginia localities and the Commonwealth
- DMVMoves **capital** WMATA needs: state of good repair (SGR), rail automation and advanced signaling

Components of a transit funding solution for Northern Virginia via SJ 28

Northern VA Transit Funding Needs



**Chart is illustrative and not to scale*

Local Bus

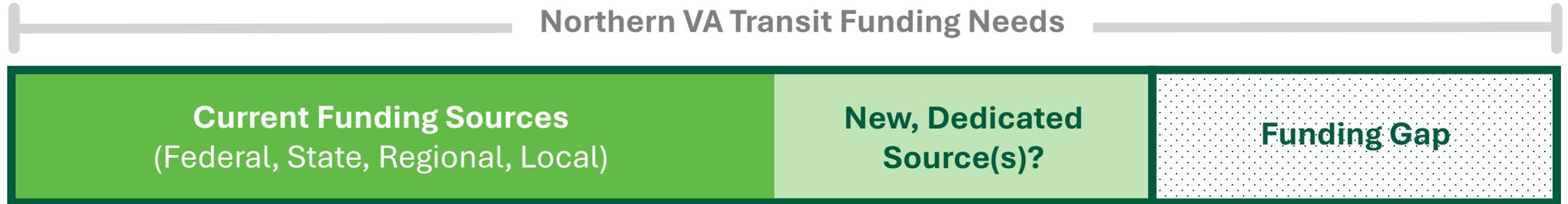
- Needs are being refined through DMVMoves process using service guidelines

VRE

- Pre- and post-Long Bridge opening
- Operating and capital needs**

Components of a transit funding solution for Northern Virginia via SJ 28

Option to replace or augment local and state investment with a new funding source or mechanism



*Chart is illustrative and not to scale

Local Bus WMATA VRE

Among other federal, state, and regional revenues supporting transit, NVTTC jurisdictions spend nearly **\$250M in General Fund revenue** on transit each year in Northern Virginia
(FY 2025 Adopted Budgets)

- Could reduce pressure on property taxes as a funding source for transit
- Could support local transit, VRE, and/or WMATA needs

Looking for committee feedback on concept

Draft Commission Resolution: NVTC Principles in Response to DMVMoves Funding Concepts

Background

- DMVMoves continues to develop a WMATA investment plan (maintaining the system, rail automation), regional bus priority plan, and Regional Integration Action Plan.
- SJ 28 will soon be reviewing revenue estimates that could potentially support Virginia's share of the WMATA funding needs, local bus needs, and VRE funding needs in coordination with DMVMoves.
- Supportive of the direction of the key DMVMoves priorities, NVTC has an opportunity to shape how these initiatives move from concepts to detailed plans over the coming months.
- Like [Resolution 2552](#) that established NVTC's principles for transit funding, this resolution could offer a unified Virginia voice in these concepts.

Draft Commission Resolution: NVTC Principles in Response to DMVMoves Funding Concepts

- Support the principles and direction of DMVMoves **WMATA funding concepts** that will:
 1. Ensure the existing WMATA system is safe, reliable, efficient and effective;
 2. Reduce and manage the backlog of improvements that ensure Metrorail, Metrobus and MetroAccess assets are in a state of good repair;
 3. Drive significant operating cost savings through capital investments in the Metrorail system, including automation and advanced signaling, providing long-term structural efficiencies to WMATA's operating cost profile while maximizing system safety;
 4. Provide the necessary capital and operational improvements to the Metrorail system to enable future discussions of Metrorail expansion;
 5. Ensure that WMATA's structural funding issues are resolved; and
 6. Allow Virginia, Maryland and the District of Columbia to identify the appropriate sources to generate sufficient revenue to cover its proportional share of the WMATA funding solution.

Draft Commission Resolution: NVTC Principles in Response to DMVMoves Funding Concepts

- Support the principles and direction of DMVMoves **regional bus priority concepts** that will:
 1. Deliver fast, frequent, reliable and safe Metrobus, local bus and commuter bus service;
 2. Coordinate and provide the necessary investments in bus priority infrastructure to make Metrobus, local bus and commuter bus service more cost-effective;
 3. Ensure access of all bus providers, including Virginia local buses and Virginia commuter buses, to bus priority infrastructure improvements both inside and outside of Virginia;
 4. Encourage planning, coordination and implementation of bus priority infrastructure throughout the District of Columbia, Maryland and Northern Virginia, while maintaining funding for projects at the jurisdictional level; and
 5. Consider Virginia's existing state, regional and local transportation and transit funding sources for Virginia bus priority projects.

Draft Commission Resolution: NVTC Principles in Response to DMVMoves Funding Concepts

- Support prioritizing discussion of several customer service improvements that have been identified by DMVMoves working groups that includes aligning bus stop identification systems, implementing universal fare transfer credits, and promoting multimodal fare passes
- Support the principles and direction of the SJ 28 Joint Subcommittee in exploring funding concepts to address an operating funding gap in Virginia of at least \$153 million per year due to the rebaselining of the WMATA operating budget



Draft Commission Resolution: NVTC Principles in Response to DMVMoves Funding Concepts

- Support opportunities to continue regional discussions on coordination and integration that provide for a more seamless customer experience across the region's transit agencies through DMVMoves provided that they:
 1. Respect local control and policy making for local transit systems;
 2. Recognize that the diversity of needs and governance in the region means that there are no one-size-fits-all solutions to bus operations;
 3. Ensure that any joint procurements and other joint efforts led by WMATA reflect local needs, provide purchasing power and access for smaller agencies, are negotiated in a way that does not harm local providers, and yield cost-effective solutions to those jurisdictions that participate; and
 4. Respect that the majority of NVTC jurisdictional bus systems do not receive federal formula funding and may not need to meet the same regulatory or programmatic requirements as WMATA.

Draft Commission Resolution: Discussion and Next Steps

- Comments and questions from committee members
- Draft resolution included in June 5 Commission materials (posted earlier today)
- Committee feedback to be incorporated into updated, blue-sheet resolution provided prior to next week's Commission meeting for discussion and action

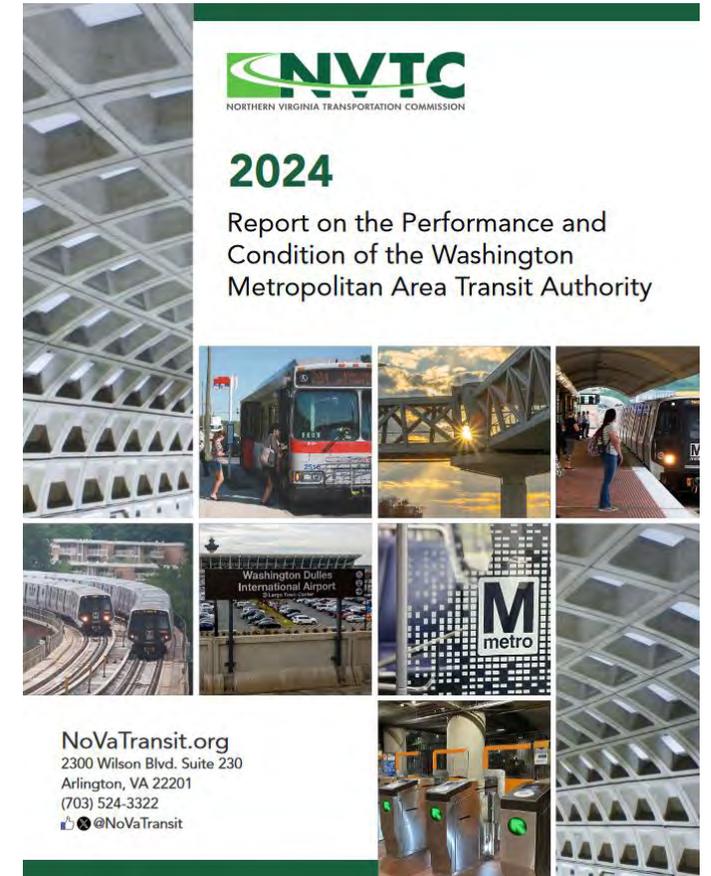




4. 2025 Report on the Performance and Condition of WMATA Update

2025 Report on the Performance and Condition of WMATA Update

- NVTC is required each year to submit a report to the Governor and General Assembly on the performance and condition of WMATA ([§33.2-3403](#)), addressing:
 - Potential strategies to reduce the growth in costs and to improve the efficiency of WMATA operations,
 - Use of the dedicated capital funds,
 - Safety, reliability, ridership and financial performance data
- 2024 Report highlighted the two-year funding solve and continued to emphasize the need for a long-term, sustainable WMATA funding solution.



[2024 Report](#)

2025 Report on the Performance and Condition of WMATA Update

- 2025 report focus
 - Long-term, sustainable funding solution for WMATA
 - Reactions to DMVMoves, support for SJ 28's work
 - Continued focus on previous issues (reserve fund, jurisdictional audit, etc.)
- Timeline for report development and committee engagement
 - May: Committee preview
 - Summer: Draft content, collect data
 - September/October: Committee briefing(s) and feedback
 - November: Commission briefing
 - December: Commission approval and submission to Governor and General Assembly by Dec. 15



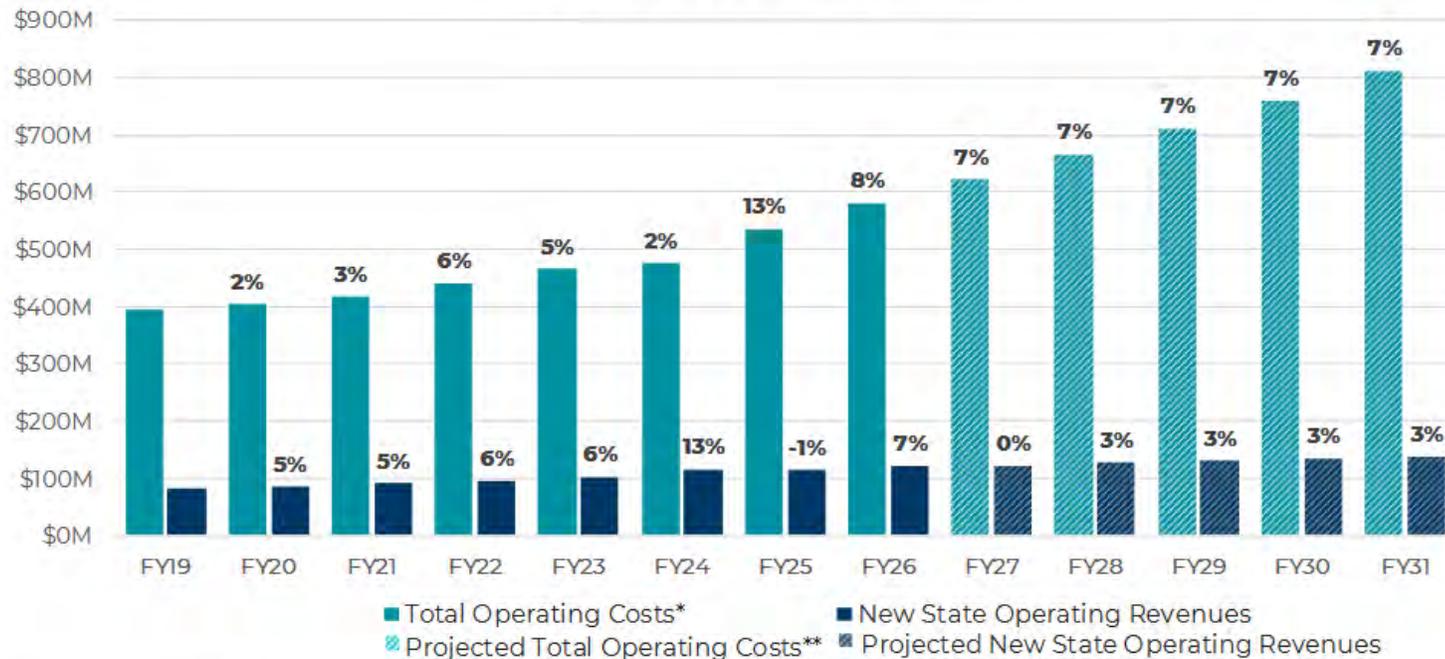


5. TSDAC Update



Transit Service Delivery Advisory Committee Update

Statewide Transit Operating Costs vs. New CMTF Revenues
 FY19-FY26 Actual | FY27-FY31 Projected
 Excludes: WMATA, VRE



- **Projected new operating revenues will not keep pace with projected operating costs**
- FY19-FY23: New revenues increased slightly more than costs
- In FY24: New revenues increased significantly more than costs
- In FY25: Cost increases significantly more than new revenues
- In FY26: New revenues and costs increased as almost the same rate
- FY27-31 Projection: Growth in costs is projected to outpace growth in operating revenues

* Total Operating Costs are based on the previously audited expenses used for the operating assistance formula. For example, FY26 costs were based on FY24 financials.
 ** Projected Total Operating Costs are estimated using the average cost growth rate over the past 5 fiscal years

Source: May 13, 2025 TSDAC Meeting

Transit Service Delivery Advisory Committee Update

Status Report on Review

- A kickoff meeting has been completed with the consulting team and staff has shared data, policies, and past meeting information for review.
- Operating Assistance Observations under current methodology:
 - Agencies may lose significant funding even when operations are relatively stable.
 - Are there additional datasets that can improve performance aspects of program?
- Capital Assistance Observations under current methodology:
 - Establish additional useful life benchmarks to facilitate scoring.
 - Do eligibility criteria need refining to remove projects that are rarely funded?
 - Review incentive scoring items.

Source: [May 13, 2025 TSDAC Meeting](#)

Ridership
Record!
4.5
MILLION
RIDERS IN
FY 2023!!
Thank You
DASH Riders!

Questions?



Thank you!

The next NVTC Joint WMATA and Legislative & Policy Committee meeting is scheduled for Wednesday, June 18 at 6:00 p.m.



NORTHERN VIRGINIA TRANSPORTATION COMMISSION

2300 Wilson Blvd. Suite 230 Arlington, VA 22201

novatransit.org | [@novatransit](https://twitter.com/novatransit)



Appendix

SJ 28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee

Revenue sources for estimation in 2025 at the NVTC, PRTC and statewide levels (where applicable)

- Retail sales and use tax
- Transient occupancy tax
- Grantor's tax
- Motor fuel sales tax
- Motor vehicle sales tax
- Vehicle registration fee
- Driver's license fee
- TNC sales tax
- Parking sales tax
- Auto repair labor tax
- Highway use fee
- Income tax
- Retail delivery fee
- I-66 Inside the Beltway tolling outside of peak-period and peak direction
- Motor vehicle rental tax



April 29, 2025

The Better Bus Network Redesign

Virginia Stakeholder Briefing



RD OR SV BL YL GR metrobus metro  access



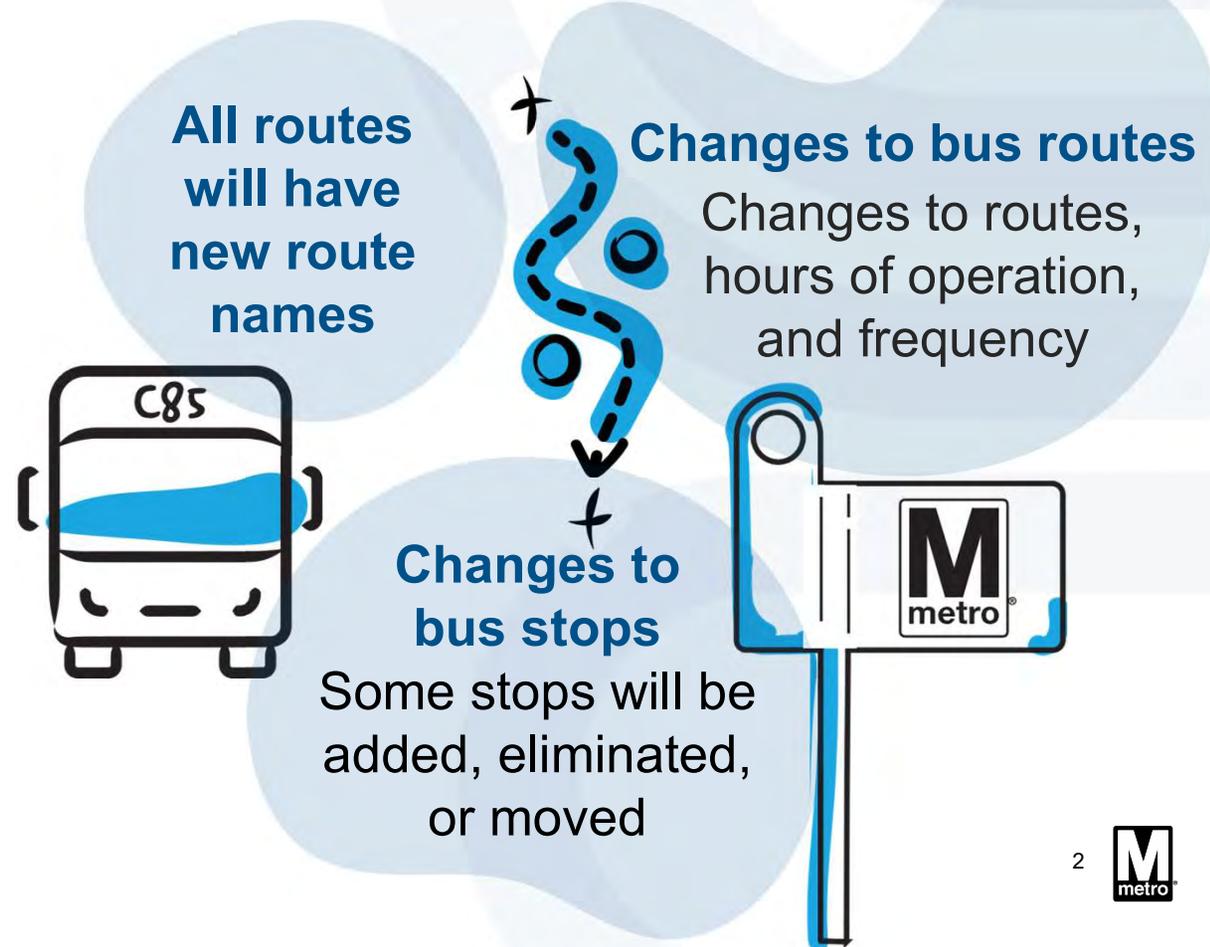
Our Message to Customers: Your Route is Changing on June 29!

Better Bus Network Redesign Briefing
For Virginia Stakeholders

Bus routes are changing.
Yes, even yours!

With all this change, we
have materials to help
explain what the new
network means for you, your
family, and your community.

You do not need to learn
every single change for the
network to work for you.



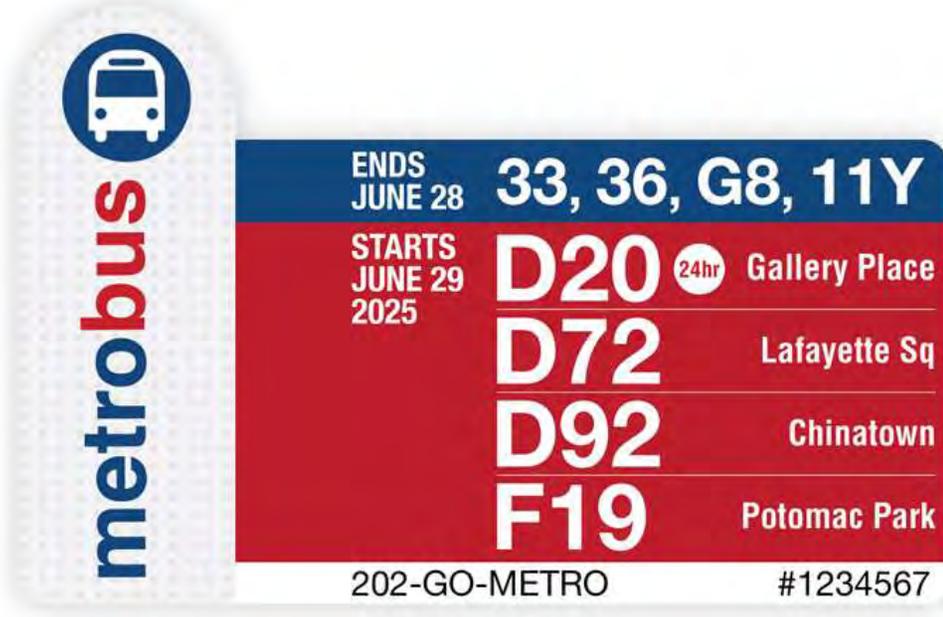
What Is the Better Bus Network Redesign?

Better Bus Network Redesign Briefing
For Virginia Stakeholders

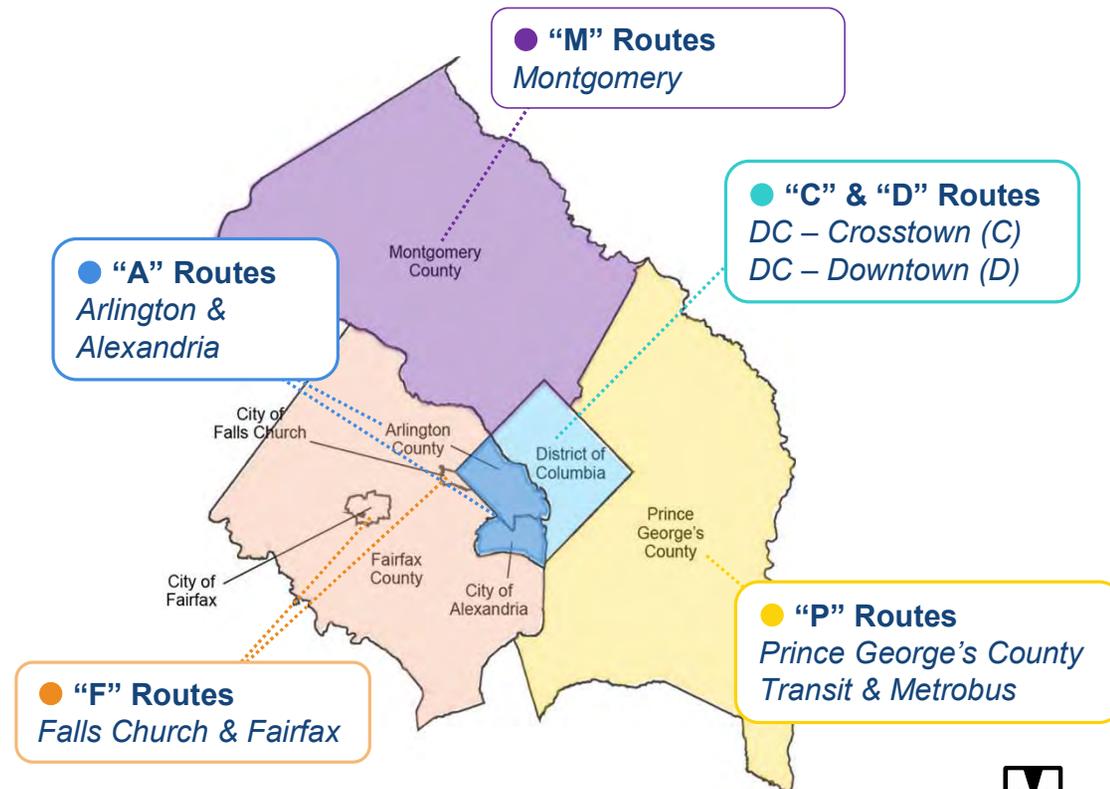
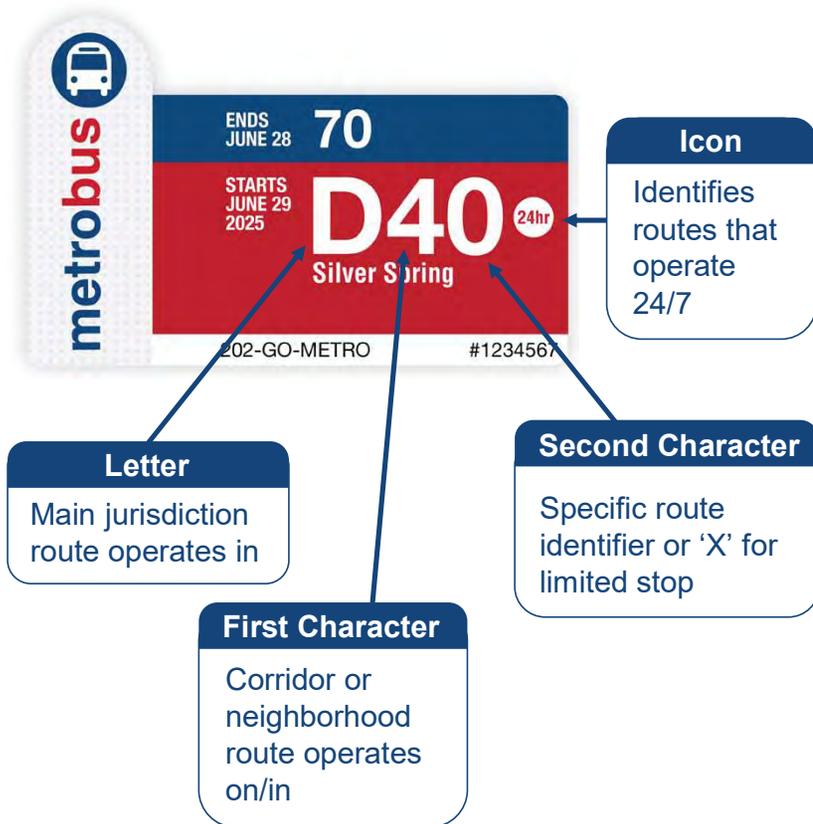
The 2025 Better Bus Network represents Metro's commitment to improving service and connections **using the resources we have today**. By changing bus routes and service times, this network better connects the region, increases access to better bus service, and makes the bus more convenient.

The network redesign **will go into effect on June 29th**.

- + First Network Redesign in 50 Years
 - + Revenue Neutral
 - + Better Connects the Region
 - + Makes the Bus More Convenient to Use
 - + Improves Service on Evenings & Weekends
 - + Fills Service Gaps
- Better Service for Our Customers Today



New Route Names and Signs Make the New Network Easier to Ride



The Network Was Built on 2 Years of Planning & 23 Weeks of **Regionwide** Engagement

Better Bus Network Redesign Briefing
For Virginia Stakeholders



Hearing from transit riders across the entire region helped us make a new **revenue neutral** network that better meets the region's needs. That means the new network adds service where it is desired and cuts back service where demand is low.

Phase 3 Virginia Stakeholder Outreach (May 2024 – July 2024)

- **Ride Alongs:** 8W, 2B, 23B
- **Pop-Ups:** Seven Corners Transit Center, Metro Fest at Franconia-Springfield, Fairfax Rock the Block
- **Workshops:** Virginia Better Bus Discovery Day at Arlington Mill Community Center
- **Briefings:** City of Alexandria, NVTC, NVTA, Transportation Association of Greater Springfield
- 210 VA Elected Officials Contacted

Countdown to the BBNR Launch

Better Bus Network Redesign Briefing
For Virginia Stakeholders

PROGRAM SCHEDULE



You Have a Role in Our Successful Implementation of the New Network

Better Bus Network Redesign Briefing
For Virginia Stakeholders

Share
Resources

1. **Get Smart on the New Network:** Learn about the redesign, and the resources available to transit customers in your community, by visiting wmata.com/betterbus.
2. **Get Materials:** Contact your jurisdiction's Government Relations staff to request informational materials to distribute to your constituents & community.
3. **Invite Us To An Event:** Contact your jurisdiction's Government Relations staff to invite us to a standing meeting, a community event, or other gathering to provide general, or neighborhood-specific, information about the new network.
4. **Become a Better Bus Partner:** Participate in Metro's four-month Better Bus Partner Program, beginning in early May. This program will equip you to: prepare your community for implementation day, distribute materials about the new network, monitor and report missing or outdated bus stop signage, and recruit others to the Better Bus Partner Program.

Lead Your
Community



Informational Materials on the New Network

Better Bus Network Redesign Briefing
For Virginia Stakeholders

Various tools are available now at wmata.com/BetterBus



Live!

Plan Your Trip

Use the Trip Planner or call 202-GO-METRO to understand how your trip(s) will change



Live!

Find Your New Route

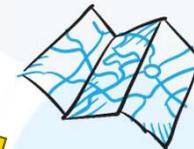
Visit the Route Crosswalk webpage to understand which route(s) is replacing your current route



Live!

Understand Your Route

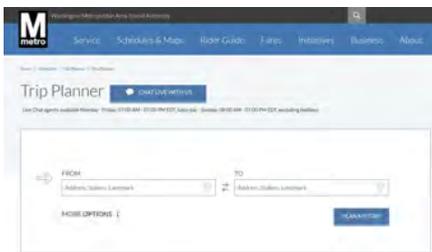
Review Route Profiles with details, hours of operation and frequency for each route in the network



Coming Soon!

Learn About Changes in your Neighborhood

See Neighborhood Profiles with summaries of changes by geographic area



ROUTE*

X2

New route(s)	Runs between	Route information
D20	Gallery Place-Minnesota Av	D20



The Trip Planner is **the best way** to learn about your new routes.

wmata.com/tripplanner/

Updated Bus Schedules Are Being Printed

Better Bus Network Redesign Briefing
For Virginia Stakeholders

M82 Service Frequency Frecuencia del servicio

Weekdays					
Hours of operation: 5:30 a.m. – 7:30 p.m.					
Early Morning 5:30 - 6:00 a.m.	Morning Rush 6:00 - 9:00 a.m.	Midday 9:00 a.m. - 3:00 p.m.	Afternoon Rush 3:00 - 7:00 p.m.	Evening 7:00 - 7:30 p.m.	Late Night No Service
30 min.	30 min.	30 min.	30 min.	30 min.	-

Saturday			Sunday		
Hours of operation: 7:00 a.m. – 7:30 p.m.			Hours of operation: 7:00 a.m. – 7:30 p.m.		
Early No Service	Daytime 7:00 a.m. - 7:30 p.m.	Late No Service	Early No Service	Daytime 7:00 a.m. - 7:30 p.m.	Late No Service
-	30 min.	-	-	30 min.	-

M82

River Rd - Falls Rd

Compare to these old routes
Compárese con estas rutas antiguas
metrobus T2

Low Frequency
Baja Frecuencia

30 mins or better
30 minutos o más

MetroRail
Conexiones

Effective June 29, 2025
Efectivo el 29 de junio de 2025



202-GO-METRO
wmata.com



M82 Route Map Mapa de ruta



All Metrobuses are accessible to people with disabilities.
Todos los Metrobuses son accesibles para personas con discapacidad.

About the M82 Bus Route Sobre la ruta de autobús M82

The M82 connects Rockville Station and Friendship Heights Station by way of Falls Rd and River Rd. It passes Falls Road Park and Potomac Community Recreation Center. It also passes Potomac Village Shopping Center and Potomac Library. The stops are mostly located on Great Falls Road, Falls Road and River Road.

La M82 conecta las estaciones Rockville y Friendship Heights pasando por Falls Rd y River Rd. Pasa por el Parque Falls Road y el Centro Recreativo Comunitario Potomac. También pasa por el Centro Comercial Potomac Village y la Biblioteca Potomac. Las paradas se encuentran principalmente en Great Falls Road, Falls Road y River Road.

Find more information online, including:

- Real-time bus locations
- Bus timetables
- New route lookup tool
- Trip planner



wmata.com/betterbus

Encuentre más información en línea, incluyendo:

- Ubicación de autobuses en tiempo real
- Horarios de autobuses
- Nueva herramienta de búsqueda de rutas
- Planificador de viajes

to keep metro moving, we rely on your fare

Para mantener el metro en movimiento, dependemos de tu tarifa

metrobus fare
tarifa

\$2.25

- **Reduced fares: \$1.10** — Reduced fare for seniors, people with disabilities, and Metro Lift participants
- **Express fares: \$4.80** — Fare for select express routes
- **Transfers: Free** transfers from metrorail or between buses
- Tarifas reducidas: \$1.10 — Tarifa reducida para personas mayores, personas con discapacidad y usuarios del Metro Lift
- Tarifas exprés: \$4.80 — Tarifa para rutas exprés seleccionadas
- Traslados: Traslados gratuitos desde el Metrorail o entre autobuses



Multiple Ways We're Reaching Customers In-Person

Starting mid-May, engagement will shift to focus on meeting people where they are



Pop-Ups

- Raise awareness, help customers plan their trip and understand how the new network impacts them
- Target already scheduled outdoor events, such as farmers markets and festivals

Bus Stop Chats

- Raise awareness and inform customers about changes to their bus route

Ride Alongs

- Raise awareness and inform customers about changes to their bus route
- Focus on high-change routes

On-Street Assistance Staff

- 100s of staff in the field to answer questions and provide information



Upcoming Engagement in Virginia

Date	Event	Event Type
April 29 & May 2	BBNR Briefings for VA Stakeholders (Elected Officials, Transit Agencies, Staff)	Briefing
Week of May 5	Information Session #1 (Virtual)	Briefing
May 17	Arlington Palooza Pop-Up	Ride Along/Pop-Up
Week of May 19	Information Session #2 (Virtual)	Briefing
May 29	Ballston Farmers Market	Ride Along/Pop-Up
May 31	Festival Argentino	Ride Along/Pop-Up
Week of June 2	Pop-Up at the Arlington Megamart	Ride Along/Pop-Up
June 8	Westover Farmers Market	Ride Along/Pop-Up
June 9 – June 28	Ride-Alongs on Routes 16C, 22A, and 23B	Ride Along/Pop-Up
June 9 – July 13	Bus Stop Chats at Transit Hot Spots: Ballston-MU, Braddock Road, King St-Old Town, Pentagon Transit Center, Pentagon City, Rosslyn, Shirlington Transit Center, Seven Corners Transit Center, Vienna	Ride Along/Pop-Up
July 13	TransitFest	Ride Along/Pop-Up



Approaching and after Launch Day, Metro staff will be posted at various transit hot spots **every weekday and most weekends** to help our customers navigate the new network



Extending the Reach of Our Engagement

Better Bus Network Redesign Briefing
For Virginia Stakeholders

Partnering with CBOs

Leveraging partnerships with CBOs to extend the reach of our engagement



Elected Official Info Sessions

Briefing elected officials so they're able to answer constituents' questions and point them toward relevant materials



Communications Toolkit

Digital communications toolkit designed for partners to easily share information about the upcoming network changes in newsletters and on social media



Training Partners & Stakeholders

Providing training to stakeholders and partners so they're empowered to share information about the network with their constituents



Mailers

To spread the word in high change areas



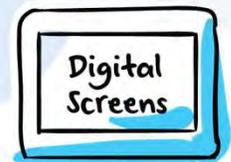
Signage

On buses, in stations, and at other hot spots



Committee Meetings

Spreading the word through Metro's committees (Youth Advisory Council, AAC, RAC)



Metro Makes it Easy to Let Your Constituents Know About the New Network

Better Bus Network Redesign Briefing
For Virginia Stakeholders

Live!

Communications Toolkit
Digital communications toolkit designed for partners to easily share information about the upcoming network changes in newsletters and on social media

Newsletter Copy

Language to Drop Into Your Regular Newsletters

Metro's Better Bus Network is coming on June 29! As Metro prepares for the launch, major efforts are underway, including updated bus stop signs and network maps, operator training, and system upgrades to ensure riders have the most accurate and up-to-date information.

It's never too early to learn your new bus route! Explore the updated trip planner, network maps, route profiles, and more at wmata.com/BetterBus.

Get ready for a better, more connected, way to ride!

Social Media Copy

Language for Your Facebook, Instagram, X, and BlueSky Posts

🚌 Better Bus is coming! 🚌🌟

On Sunday, June 29, Metro will launch the new bus network—designed to serve you better through a faster, more frequent, and more reliable network. 👁️ Get a sneak peek: Explore maps & more at wmata.com/BetterBus! #wmata

Talking Points

Language for Your Community Meetings

- Once in a Lifetime Change: Metro is launching its first complete bus network redesign ...
- Better Bus, Better Service: Many customers will enjoy faster, more frequent, and more reliable bus service ...
- New, Simpler Naming System: New route names will begin with letters indicating areas served ...
- Mark Your Calendar: Check out the updated trip planner to explore your new travel options ...
- It's Never Too Early to Learn Your New Bus Route!

Thank You

Government Relations Team Contacts

- **Greg Potts**, Government Relations Officer – Virginia
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- **Reem Rayef**, Government Relations Project Manager
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Planning Team Contacts

- **Allison Davis**, SVP of Planning & Program Development
adavis5@wmata.com | 240-814-3356
- **Peter Cafiero**, VP of Service Planning & Scheduling
pgcafiero@wmata.com | 202-641-1560

Easy Ways To Support the New Network **Today**

1 Try out the Trip Planner
wmata.com/tripplanner/

2 Check out our New Network FAQ
<https://wmata.com/initiatives/plans/Better-Bus/frequently-asked-questions.cfm>

3 Spread the Word with the Comms Toolkit
<https://www.wmata.com/initiatives/plans/Better-Bus/toolkit.cfm>

4 Order Informational Materials for
Your Constituents