



Safety and Operations Committee

Board Action Item III-A

Better Bus Network Redesign

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

Document
Number:
206758

Resolution:
 Yes No

Presentation Name:

Public Hearing Authorization on Proposed Better Bus Network Redesign

Project Manager:

Allison Davis

Project Department:

Planning and Performance

Purpose/Key Highlights:

This presentation provides highlights of the proposed 2025 Better Bus Network and Metro’s public outreach approach and seeks Board authorization to conduct Compact Public Hearings this spring. The Better Bus Network Redesign, launched in 2022, has incorporated thousands of comments received from customers, elected officials, and our jurisdictional partners on the Visionary Network, and staff is returning to the Board to present the proposed 2025 Better Bus Network. Compared to the current Metrobus network, the proposed network better connects the region, increases access to better bus service, and makes bus service more convenient - all within current resource levels. The proposed 2025 network also identifies each route’s provider, includes new simplified and consistent route names across the region, and identifies bus stops that are proposed for elimination due to their proximity to other stops, in order to improve speed and reliability.

Interested Parties:

For conflict-of-interest purposes, staff has identified the following contractors and interested parties involved in the Network Redesign: **Kimley-Horn, Cambridge Systematics, Foursquare Integrated Transportation Planning, NeoNiche Strategies, WBA Research, Vanasse Hangen Brustlin, Inc., Nelson\Nygaard Consulting Associates, and Sensis Agency.**

Background:

In June 2022, Metro launched the Better Bus Network Redesign to create a bus network to better match when and where people want to travel, provide fast, frequent

and reliable service, and address inequities and increase access to opportunity for disenfranchised communities. The Better Bus Network Redesign is a key initiative in the Strategic Transformation Plan, meeting objectives in Service Excellence, Regional Opportunities and Partnership, and Sustainability.

At the completion of the Network Redesign, customers, the region, and our partners will have a:

- 2025 Better Bus Network and service plan developed within current resource levels for Metro Board consideration in CY2024 and implementation beginning in CY2025;
- Visionary Network and service plan with more resources that provides a path forward to meet some of the region's longer-term goals; and
- Clearly defined role of Metrobus in the region and a long-term sustainable, predictable funding model for bus service.

Two rounds of public engagement and outreach have directly influenced the Visionary and proposed 2025 Better Bus Networks. Engagement occurred in the fall of 2022 and the spring of 2023 and through those efforts, Metro has engaged almost 30,000 customers and potential customers, received over 8,000 comments on the draft Visionary network, received more than 8,400 survey responses, and held over 80 customer-focused events across the region. 20 percent of the conversations with customers and potential customers were in languages other than English. In addition to the public, Metro engaged over 1,000 employees, including 700 bus operators and other operations staff, over 110 elected officials, and over 80 community representatives.

Extensive collaboration with local transit providers in the Transit Zone has occurred since the project's inception with multiple workshops and meetings to collaboratively redesign the Metrobus network and integrate it with the local providers. In partnership with TheBus, service in Prince George's County has been fully reimaged for both providers. Metro is also collaborating with Montgomery County on RideOn Reimagined, the county's redesign effort.

In the summer and fall of 2023, a revised Visionary Network was developed that incorporates the significant feedback gathered from customers, elected officials and jurisdictional partners in the spring of 2023. It sets the stage for what bus can be in the region. As more resources are available, Metro and our jurisdictional partners can implement the Visionary Network and service plan attracts more customers, avoids more greenhouse gas emissions, and connects more people to the places they want to travel more conveniently by:

- Providing at least 30-minute frequency throughout the day for all routes, except a few commuter routes;
- Creating a regionwide 24-hour bus network;

- Provides 30 new routes including more connections between Metrorail branches; and
- Creating even more consistent service all-day and all-week, by removing short-turns.

Discussion:

The proposed 2025 Better Bus Network is a bus network and service plan that reshapes the entire Metrobus system within current resource levels of the revised FY2025 budget. If FY2026 resources are available and remain consistent with FY2025, the network could be implemented beginning in the spring or summer of 2025 (Metro's FY2026). The proposed 2025 Better Bus Network is based on the revised Visionary Network and is the first step at making that network a reality.

Proposed 2025 Better Bus Network Highlights

Implementing the proposed 2025 Better Bus Network could attract approximately 13,000 more trips every weekday than we carry today, using current resource levels. This would avoid 4,300 metric tons of GHG emissions every year. The proposed network improves service by:

- Better connecting the region with more accessible jobs and more trips between neighboring jurisdictions
- Improving access to better bus service, especially in evenings and weekends with almost 50 percent more routes in the 20-minute Frequent Service Network and more residents with Saturday and Sunday bus service
- Advancing access to opportunity with more persons of color and low-income residents having easier access and more convenient service to hospitals, schools, grocery stores, and other places they want to travel at all times of the day;
- Preparing the bus network for the future to connect areas with recent and near-term growth in jobs and housing like National Harbor, Fort Lincoln, North Bethesda, and Bailey's Crossroads
- Makes the bus more convenient and efficient by reducing duplication between routes, creating more direct connections, and renaming routes

Because the 2025 Network is resource neutral, Metro had to make tradeoffs whereby increasing or extending service in one place necessitated reducing or cutting service in another. Examples of tradeoffs made in the proposed 2025 Better Bus Network include:

- Prioritizing consistent service levels throughout the day and week, resulting in some areas having less-frequent service during peak periods;
- Prioritizing better service in areas with high concentrations of persons of color, low-income persons, and persons with disabilities, resulting in reducing or

- eliminating service in areas that have had low ridership;
- Prioritizing faster and more direct service, resulting in some customers will have to travel further to get to a bus stop.

The proposed 2025 Better Bus Network was developed jointly with Prince George's County and incorporates a redesign of TheBus network. The network was also coordinated with Montgomery County's RideOn Reimagined redesign.

Metro is also taking this opportunity to propose new route names for the entirety of the Metrobus network. We heard from customers and potential customers that the existing route names are confusing and not intuitive. Local providers can rename their routes to match the below convention if they want to. The approach to route names are as follows:

- First character: Defines the jurisdiction that the route mainly operates in:
 - D (downtown routes) or C (crosstown routes) for DC,
 - M for Montgomery, P for Prince George's,
 - A for Arlington and Alexandria, and F for Fairfax County and Cities of Fairfax and Falls Church
- Second character: A number for route's corridor/neighborhood
- Third character: A number to distinguish it from the other routes or an X for limited stop

Finally, Metro also assessed the distance between bus stops and is proposing the elimination of 600+ bus stops (about six percent) in the proposed 2025 Better Bus Network. These bus stops exceed our bus stop spacing guidelines and are located too close to adjacent bus stops. These stops often have lower ridership than the adjacent stops and may lack safe pedestrian access such as crosswalks and sidewalks. By eliminating these stops, bus speeds should increase and travel time should become more reliable.

Spring 2024 Engagement and Outreach

Starting in mid-May, Metro will seek public and other audience input on the proposed 2025 Better Bus Network through the Better Bus Discovery Tour - a mix of in-person and virtual events across the region – and our Better Bus interactive digital experience. These will enable customers and potential customers to provide feedback when and where it works best for them. We are incorporating successes and lessons learned from previous two public outreach efforts to reach more communities while being more efficient with our resources.

A Discovery Day will be held in each state-level jurisdiction in mid to late June. The Discovery Days will include both an expo to learn about the proposed network and provide feedback and a separate public hearing to gather comments in adherence to the Compact. Additional virtual Compact Public Hearings will be held to enable

customers and potential customers to provide comments in adherence to the Compact. The team will also take the expos on the road, meeting customers where they are, at pop-ups and on bus ride-alongs. The pop-ups will be held at transit stations in communities where the network is changing the most. Ride-alongs will help supplement our engagement, ensuring that we engage bus customers on high-change routes that are not reached by other activities. A launch event will be held in conjunction with one of our pop-up events during the first week of public comment. **Dates, times, and locations for all events for this round of engagement can be found at wmata.com/betterbus.**

Those who are unable to attend the scheduled events can visit wmata.com/betterbus to participate in our Discovery Hub, our interactive digital experience. Customers and potential customers will be able to view the proposed 2025 Better Bus Network, compare a trip that they make today on the current network to the proposed 2025 Better Bus Network, leave route-by-route feedback on an interactive comment map, and take a survey to tell us what they think about the proposed Network. While the focus this spring is to gather input on the proposed 2025 Network, customers and potential customers will be able to explore the revised Visionary Network through maps on the project website.

Implementing a lesson learned from the spring 2023 outreach, Metro is working with elected officials, community-based organizations and advocates to co-host virtual or in-person events as part of the Discovery Tour. Dates, times, and locations will be added to wmata.com/betterbus as they are scheduled. Additionally, other audiences will be engaged this spring, including:

- All Metrobus divisions and TheBus division to gather feedback from bus operations staff;
- Briefings with Metro's Riders' Advisory Council, Accessibility Advisory Council, and the project's Technical Committee and Community Connections Committee;
- Union leadership through a mock schedule committee meeting that provides draft schedules and manifests for the proposed 2025 Better Bus Network;
- Targeted youth engagement: hearing from our region's youth through focus group sessions at high schools;

Input gathered from the hearings and all other outreach occurring during this period will be incorporated to revise the 2025 Better Bus Network. The Board will consider the hearing and outreach findings before adopting the 2025 Better Bus Network later this year.

Funding Impact:

No funding impact at this time

Previous Actions:

- September-November 2022: Public and stakeholder engagement activities
- September 2022: Better Bus Network Redesign update, including adoption of Guiding Principles for the project
- January 2023: Better Bus Network Redesign update
- April 2023: Better Bus update including draft Visionary Network
- April-June 2023: Public and stakeholder engagement activities on the draft Visionary Network
- July 2023: Better Bus Network Redesign update
- September 2023: Better Bus Network Redesign update, including route renaming concepts

Next Steps:

Metro will launch engagement and outreach with current and potential customers, elected officials, and other audiences on the proposed 2025 Better Bus Network, including holding Compact Public Hearings. The information and comments received in the spring and summer 2024 will be used to revise the 2025 Better Bus Network for Board consideration in the fall 2024. In parallel, the Metrobus subsidy allocation formula will be revised and brought to the Board for consideration in the fall 2024. If adopted and funded in Metro's FY2026 budget, implementation of the revised 2025 Better Bus Network could begin as early as the summer of 2025.

Recommendation:

Approval to: Conduct Public Hearings on the proposed 2025 Better Bus Network

Better Bus Network Redesign

Safety and Operations Committee




Purpose

Discuss the Proposed 2025 Better Bus Network, anticipated outcomes, and approach for public and stakeholder outreach

Seek authorization to conduct Compact Public Hearings and related public participation activities on the Proposed 2025 Better Bus Network



Your Metro, the Way Forward




Service excellence
Deliver safe, reliable, convenient, equitable, accessible, and enjoyable service for customers.

Objectives of Service Excellence Goal
Convenience | Deliver frequent and accessible service that modernizes and enhances the customer experience.



Talented teams
Attract, develop, and retain top talent where individuals feel valued, supported, and proud of their contribution.

Objectives of Regional Opportunities and Partnership Goal
Regional Opportunity and Partnership | Design transit service to move more people and equitably connect a growing region.



Regional opportunity & partnership
Design transit service to move more people and equitably connect a growing region.

Objectives of Sustainability Goal
Environmental Sustainability | Take action to combat climate change, adapt to its impacts, and steward natural resources



Sustainability
Manage resources responsibly to achieve a sustainable operating, capital, and environmental model.



Now is the Time to Redesign the Bus Network

Buses are a major part of the region's transportation network, providing transit service when and where people want to travel and complementing the rail network



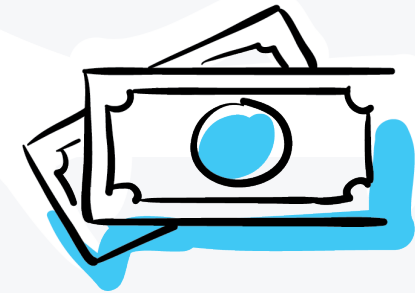
Our region is growing



People's travel patterns are changing

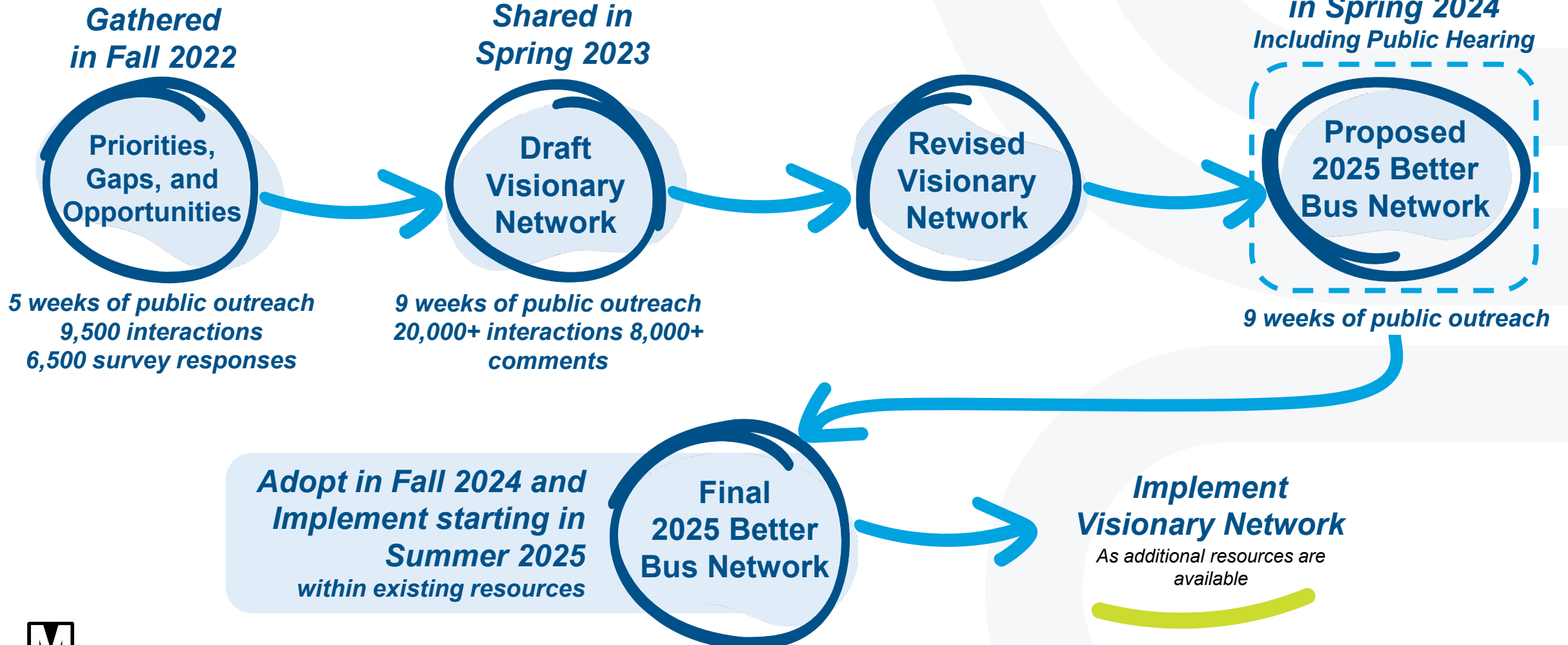


Need to prioritize the customer experience



Need to use limited resources efficiently

Region's Input Builds a Better Bus Network



The proposed 2025 Better Bus Network attracts more customers using the same level of resources



- More frequent all day, all week service, including midday, evening, Saturday, and Sundays



- More connections to job centers, transit stations, hospitals and other places people want to travel



- More convenient and direct service, saving customers time and improving operations



- More reliable service using bus lanes
- New route names making the network more understandable

Could attract **13,000 more daily weekday trips** and **avoid 4,300 metric tons of GHG emissions** a year

With additional investment, the Visionary Network can improve access, frequency, and convenience and attract many more customers

- Provide at least **30-minute frequency throughout the day for most routes**
- Provide **30 new routes, including more connections between Metrorail branches and emerging activity centers**
- Create a **regionwide 24-hour bus network** including overnight connections to the region's airports
- Create even **more consistent frequent service all day and all week**

Benefits to Customers and the Region from the Visionary Network*

Attract **twice as many new customers** than the proposed 2025 network

Avoid 9,200 metric tons of GHG emissions annually

Save 3x more time on an average weekday for transit customers

Make an **additional 200k weekday trips convenient** to take on transit

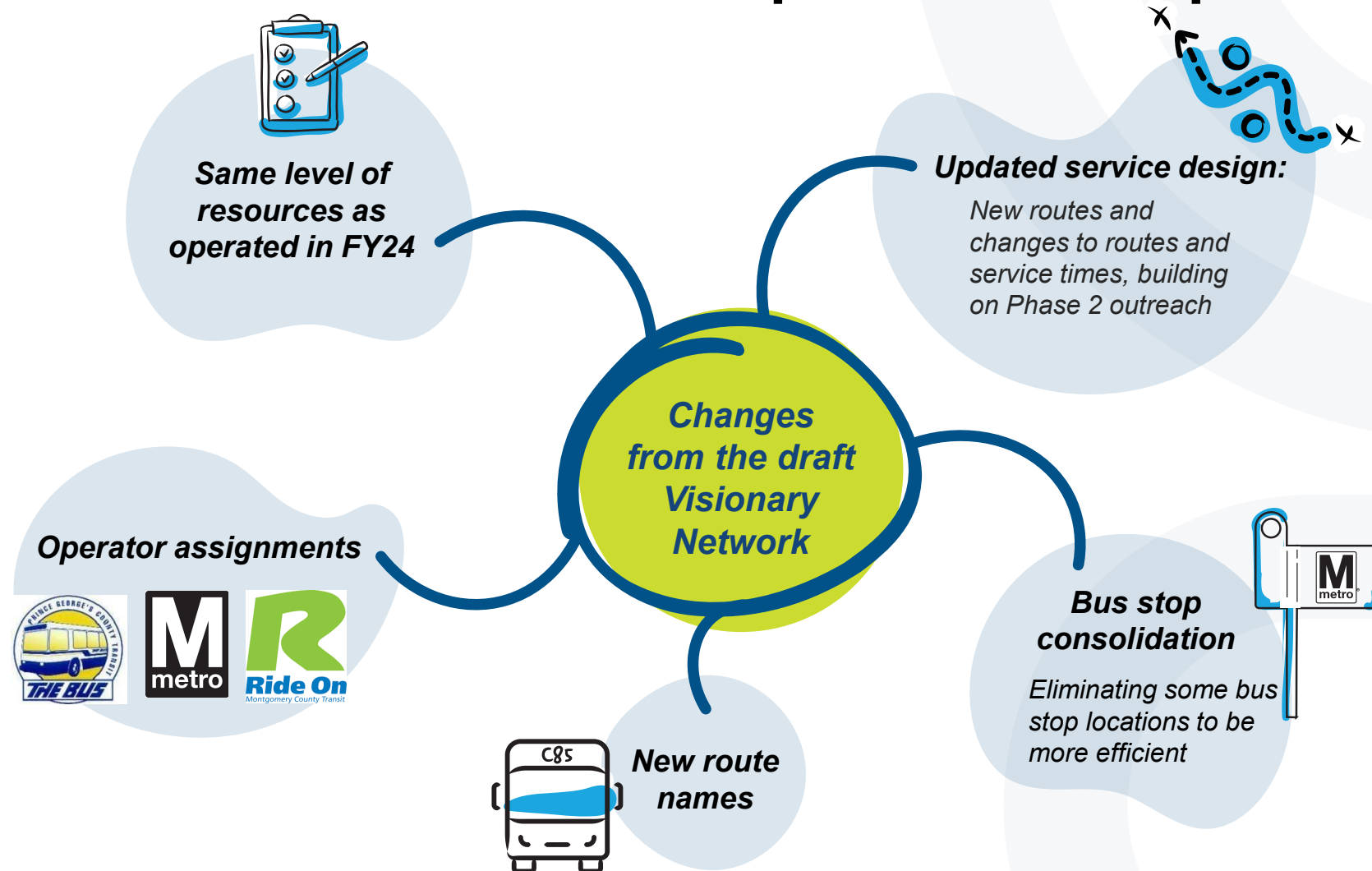
Provide **access to 17k more jobs within 60 mins** on transit for residents of the region



Highlights from the Proposed 2025 Better Bus Network



Delivers Customer and Operator Improvements



New route names

Washington Metropolitan Area Transit Authority




Tradeoffs Required to Balance Competing Needs

Only so much can be achieved using currently available resources

Because the Proposed 2025 Better Bus Network prioritized:

 <p><i>Consistent service levels throughout the day and the week</i></p>	 <p><i>Providing better service in Equity Focus Communities</i></p>	 <p><i>Making service faster and more direct</i></p>
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It resulted in:

 <p><i>Some areas having less-frequent service during rush periods</i></p>	 <p><i>Reducing service in areas with low ridership</i></p>	 <p><i>Some customers will have to travel further to get to a bus stop</i></p>
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Better Connects the Region

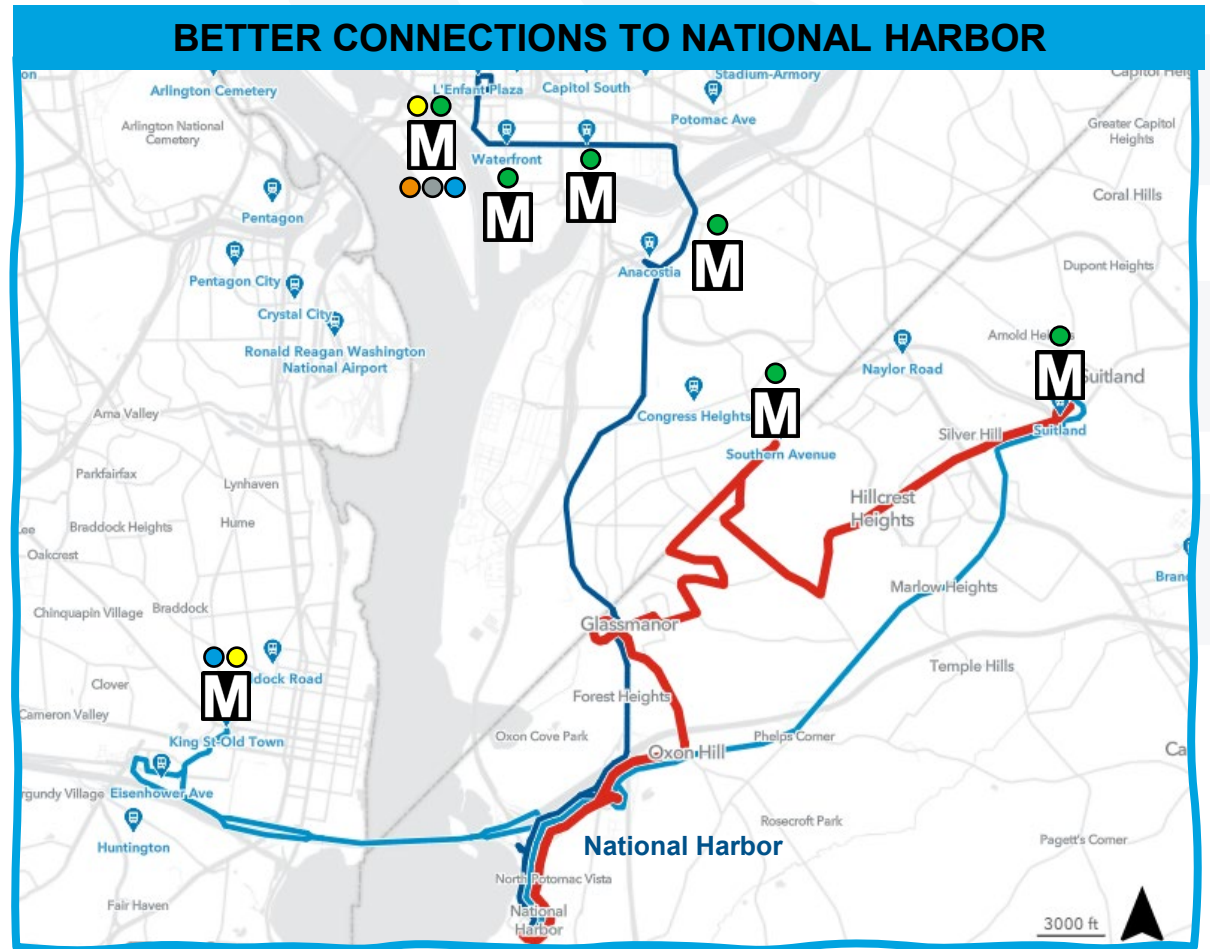
By linking people with jobs, destinations, and other transit modes



12k more jobs within 60 minutes on transit in the AM rush.

4-6% more bus trips connect destinations between the District, Maryland, and/or Virginia on weekdays

More residents – especially, people of color and residents of low-income households – will have **easier access to hospitals, colleges, and grocery stores** at all times of day



Improves Access to Better Bus Service

Especially on evenings, and weekends



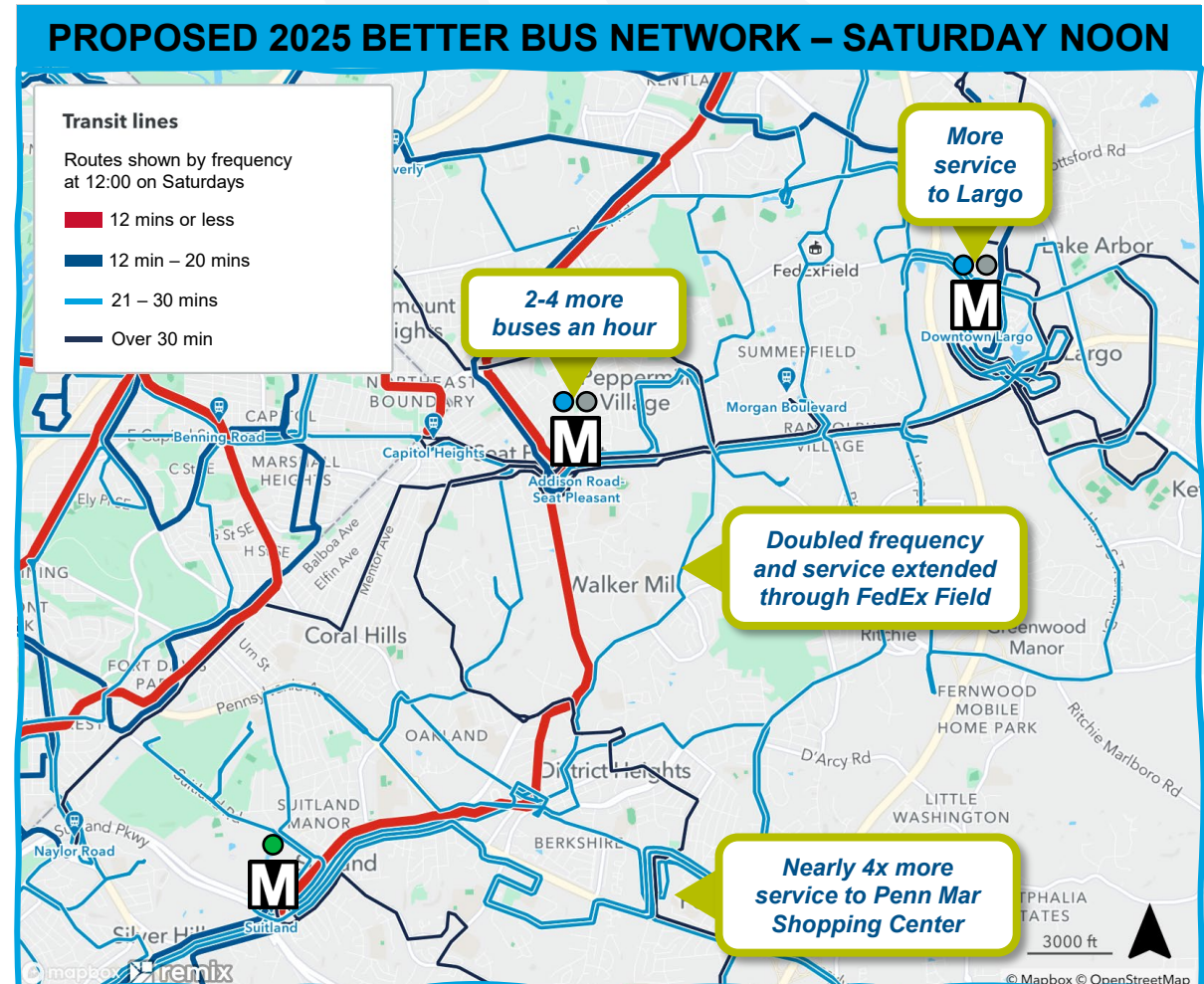
22K and 46K more residents will have **bus service on Saturdays and Sundays** respectively

47k residents of Equity Focus Communities (EFC) in Maryland will gain access to **high-frequency bus service during the morning rush**



>146k residents will gain access to **high frequency service during evening hours 7 days/week**

47% increase in the number of routes in the 20-min **frequent service network** (28 routes compared to 19 routes currently)



Note: EFCs represent the areas that have the highest concentrations of people of color, low-income households, and/or disabled residents in the region

Advances Access to Opportunity

For Equity Focus Communities (EFCs)



~14k residents of EFCs will gain access to high-frequency bus service during weekday AM rush

In Maryland, **31% more EFC residents** will have access to high-frequency bus service in the AM rush



Across the region, residents of EFCs will have **access to almost 9% more jobs** during the AM rush.

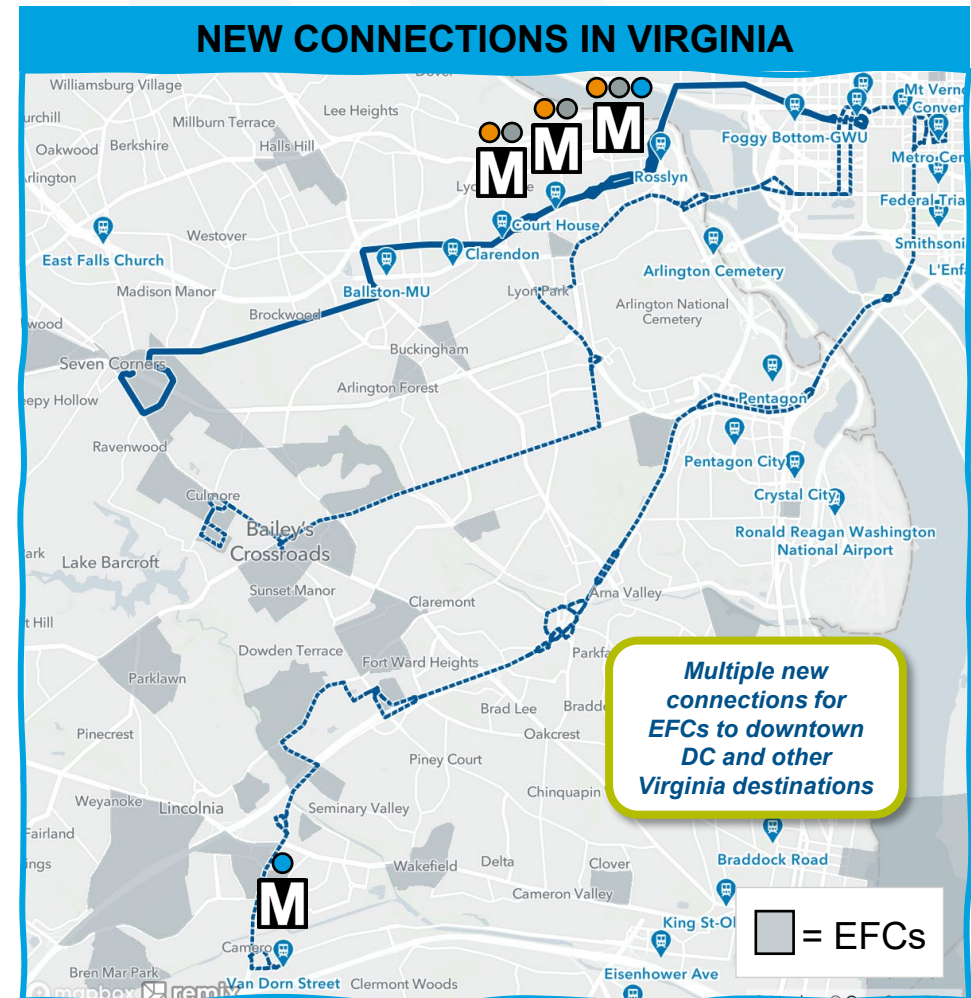
5% more trips made by residents of EFCs will have a convenient transit option – higher than for the region as a whole



An **additional 35k people of color** will have access to a college during the weekday peak



Note: EFCs represent the areas that have the highest concentrations of people of color, low-income households, and/or disabled residents in the region



Prepares Us for the Future

By creating the building blocks for the bus network the region and our customers need



Supports recent and **planned growth in housing and jobs**

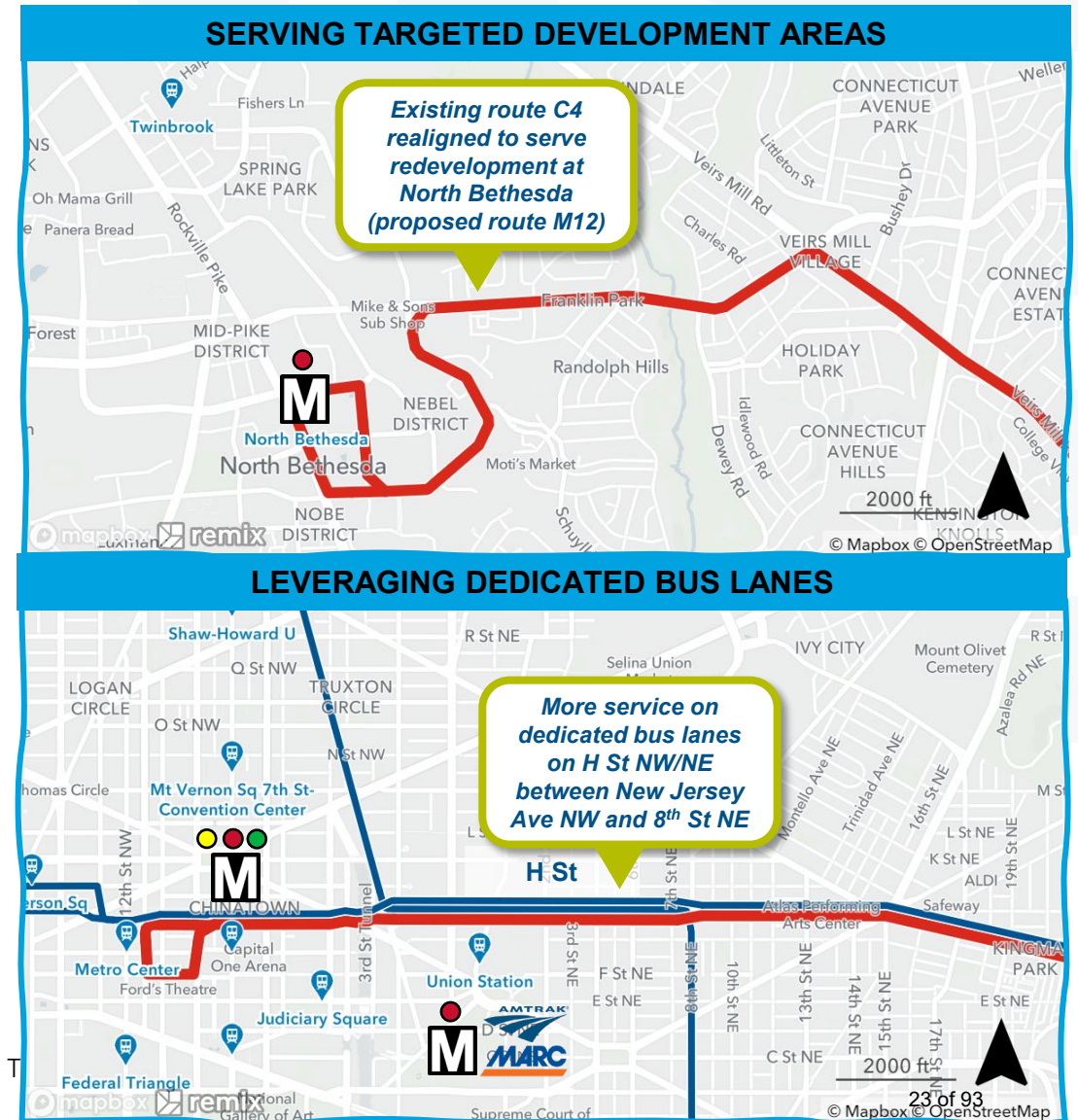
Provides more service on streets with **dedicated bus lanes** to help reduce emissions and limit congestion

Supports network that will complement existing and future high-capacity transit

Service is **scalable to achieve Visionary Network** as additional resources become available



Washington Metropolitan Area T



Makes the Bus More Convenient

By creating more direct, easier to understand, more frequent service

Save existing customers 10,000 hours every weekday

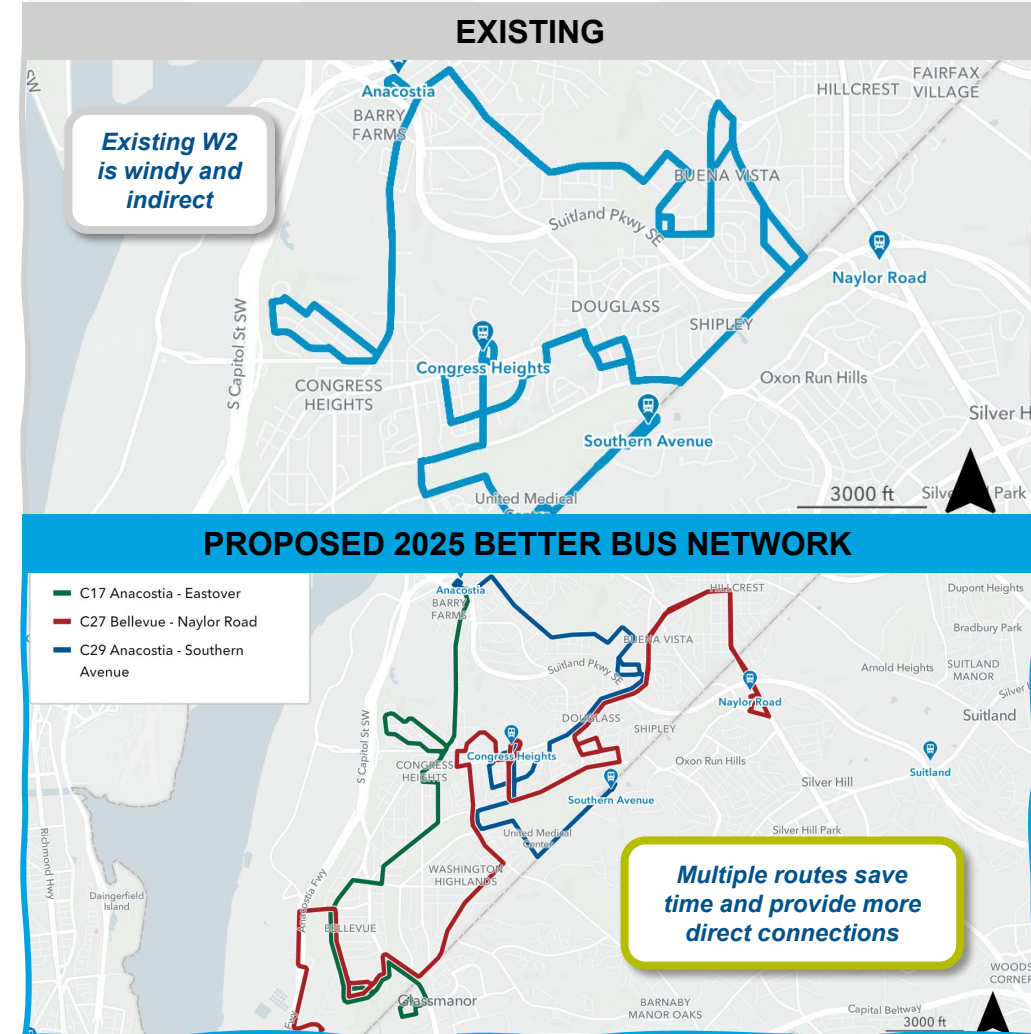


Routes are more direct to save time and avoid confusion

More than 140k people will have access to service that comes at least every 30 minutes midday and weekends, as compared to service that comes less than twice an hour today



4% more trips will be made more convenient to take by transit, with biggest improvements during weekday PM rush and evening



Note: Convenient Transit Trips are defined as those that take less than 3 times as long as the same trip would take in a car. These types of trips have been shown to have a higher level of transit usage than other trips.

Is More Intuitive and Easier to Understand

By renaming bus routes to make a more consistent and legible system

Approach to New Route Names

- First character =
 - **D** (downtown routes) or **C** (crosstown routes) for DC
 - **M** for Montgomery, **P** for Prince George's
 - **A** for Arlington and Alexandria, and **F** for Fairfax County and Cities of Fairfax and Falls Church
- Second character = a number for route's corridor/neighborhood
- Third character = a number to distinguish it from the other routes or an X for limited stop
- Local providers can also apply this approach

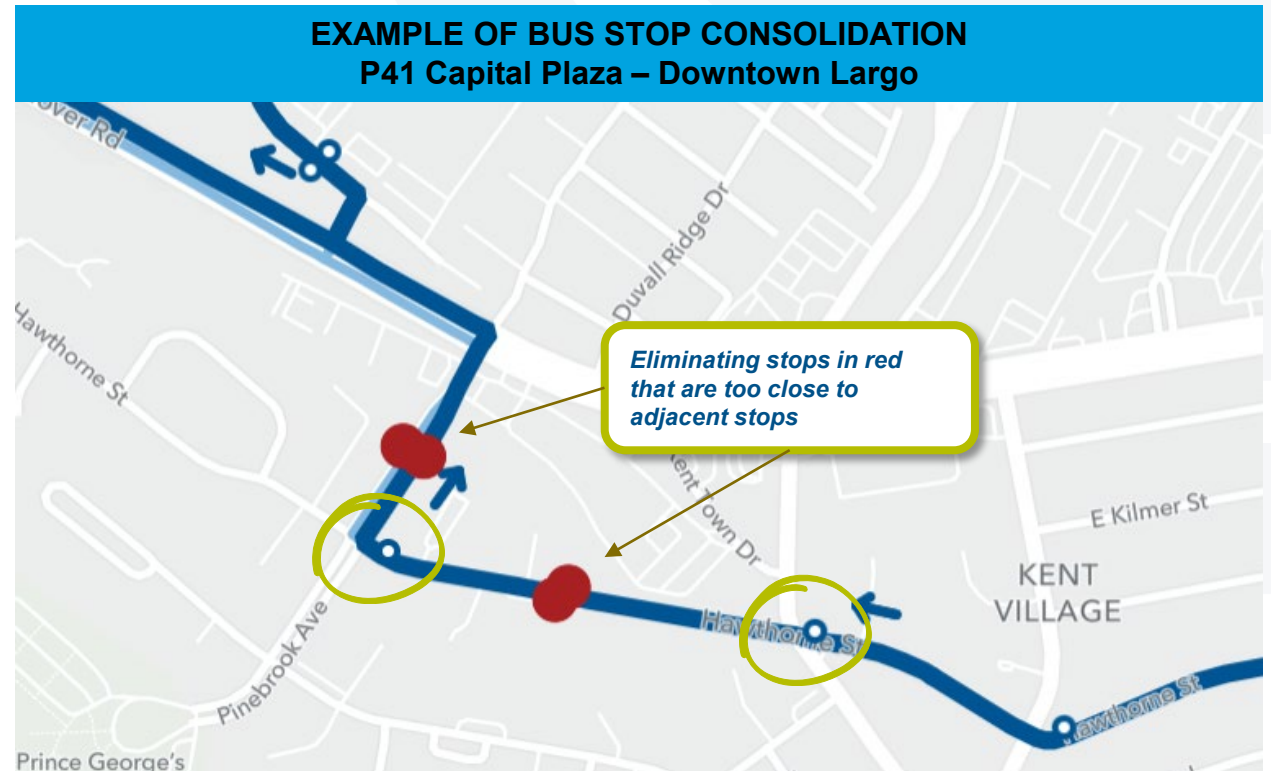


Creates Faster, More Reliable Travel Time

By eliminating some bus stops that are too close together

Eliminate 600+ bus stops (of 9,500 stops Metrobus uses) that:

- Are too close to the next stop, based on Metrobus service guidelines
- Have low ridership (boardings and alightings)
- Do not provide safe pedestrian access (sidewalks and crosswalks)

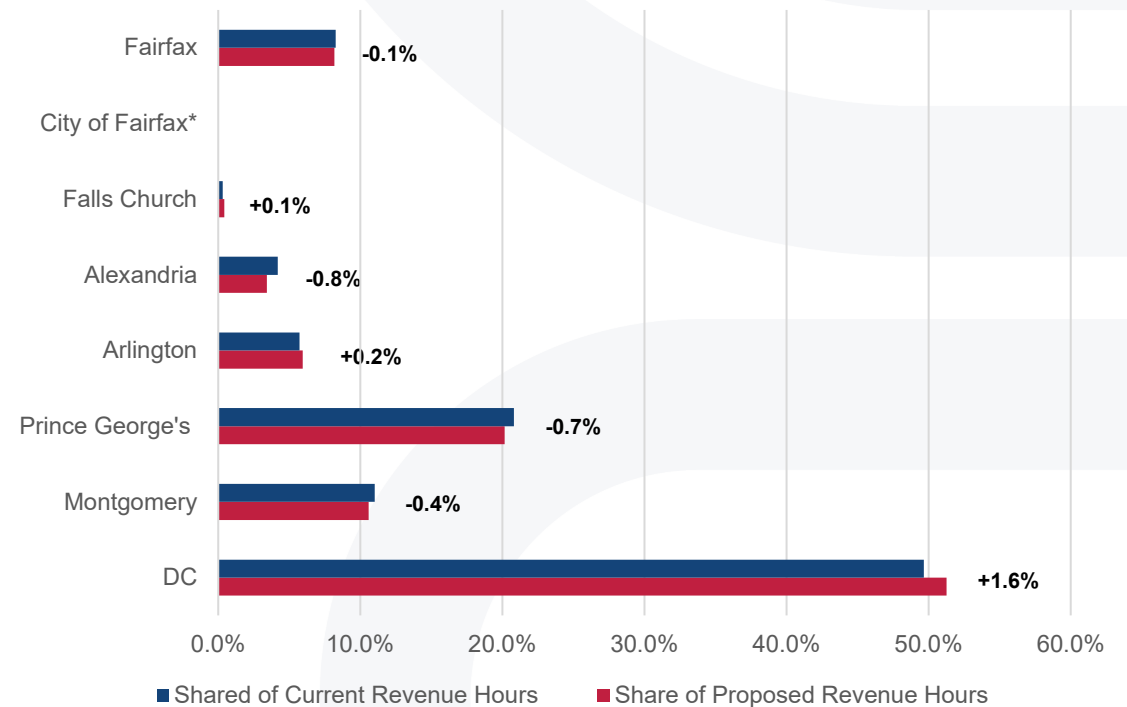


Works within Current Funding and Staffing Resources

And creates a more efficient system, carrying more customers with the same resources

- Maintains Metro’s current FY2025 resources of revenue hours
 - Reduces service duplication
 - Leverages connections to Metrorail in the core
 - Carries more customers using the same resources
- Shifts distribution of service hours between/among jurisdictions
- Refining the network, schedules, and blocks to most efficiently provide service
- Allocating costs of the Better Bus Network is dependent on modernizing the subsidy allocation formula

Share of Revenue Hours between Proposed Better Bus and Current Networks



*City of Fairfax hours and miles included in Fairfax County share

Public and Stakeholder Engagement



Phase 3 Engagement Goals



Increase Awareness and Understanding of the Proposed Network



Get the Input We Need, with a Focus on the Proposed Network and Impacted Audiences



Generate **Support**, Build **Advocacy**, and Create **Champions**

*Phase 3 is the opportunity to provide feedback on the **proposed 2025 Better Bus Network** before implementation*

Proposed 2025 Better Bus Network and Compact Public Hearings

- Reshapes entire Metrobus system within existing resources
 - *All existing routes have changes, some more than others*
 - *Increasing service in one place/time means reducing service elsewhere*
- Enables all input to be incorporated in public outreach report and considered, along with Title VI analysis, during future adoption of Better Bus Network

Major Service Change Definition for Bus Network Redesign

Changes in Span or Frequency and Coverage/Availability for a Census Block Group



Multiple Opportunities to Provide Feedback

wmata.com/betterbus will have the current schedule of events

Discovery Days



- One in **each state-level jurisdiction** held mid-late June
- Interactive “**expo**” to **learn about proposed network & provide feedback**
- **Separate** Public Hearing room
- **Additional** virtual Public Hearings

Pop-Ups

- Will target high-change areas, high ridership, equity focus communities

Ride-Alongs

- Focus on **high-change routes & areas not reached** by other events



Coordination with Regional Partners

Opportunities to co-host and participate in events across the region

In-Person

- Table at partner-hosted events
- Provide briefing

Virtually

- Partners host a webinar
- Metro joins as guest speaker

Communication and Promotion

- Collect and distribute collateral – e.g., yard signs, posters
- Promote through partner social, digital, or print channels using Better Bus communications toolkit

Partnerships are critical to getting feedback we need, with shared benefits for both Metro and partners



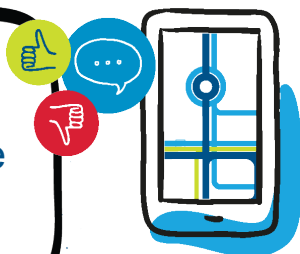
Online and Other Focused Feedback Opportunities

Explore the proposed 2025 Better Bus Network at check.wmata.com/betterbus for the latest schedule

Discovery Hub

Comment on Your Route

Leave route-by-route feedback on an interactive map



Map Library

Explore an atlas of maps, including revised Visionary Network, and route and neighborhood profiles



Survey

Tell us what you think of the Proposed Network



Robust Stakeholder Engagement



- **Employees.** Targeted efforts to engage more bus operations staff
- **Youth.** Focus groups & Youth Advisory Council involvement
- **Union leadership.** Mock schedule committee with manifest

Heavy involvement in identifying partner-led events and toolkit distribution

- **Elected officials**
- **Community-based organizations & advocates**
- **Committees & advisory boards:** RAC, AAC, Community Connections Committee (CCC)

Next Steps to Implement the 2025 Better Bus Network

	2024									2025					
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Better Bus Network Redesign Milestones	Proposed 2025 New Network		Public Engagement	Adopt Subsidy Allocation Formula and New 2025 Network			Rollout of the New 2025 Network								
Better Bus Network Redesign Activities		✓		← Finalize New 2025 Network with Jurisdictions			→	✓	Rollout Preparedness: Training, Scheduling, Customer Education, Signs, etc.			→			
Major Events in the Region				★						★		★		★	

Legend: ✓ Board Meetings ★ External Events: July Fourth, Inauguration, Cherry Blossoms, World Pride

Recommendation

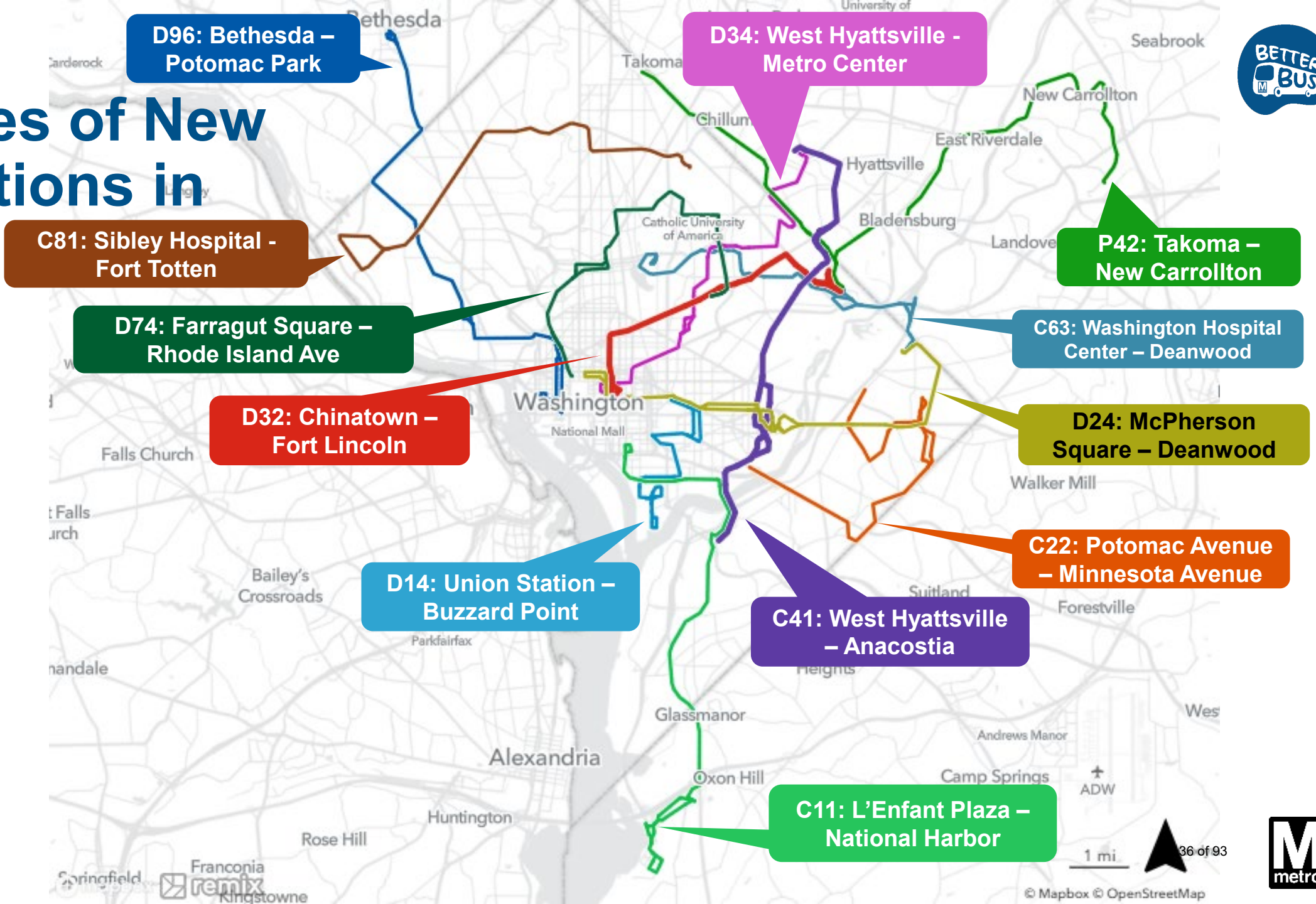
Board approval to conduct Public Hearings for the Proposed 2025 Better Bus Network



Appendix: Notable Highlights of the Proposed 2025 Better Bus Network



Examples of New Connections in DC





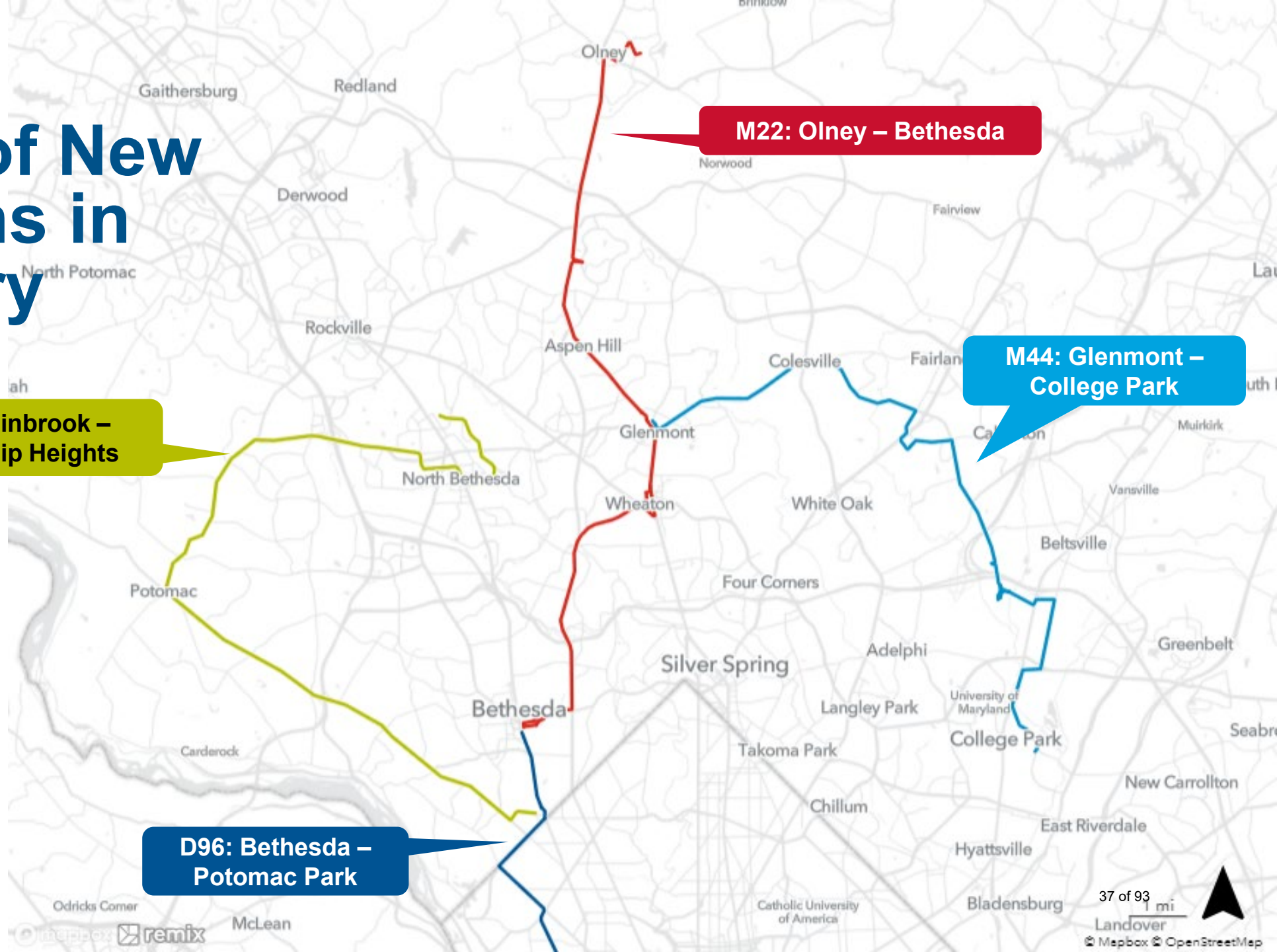
Examples of New Connections in Montgomery

M82: Twinbrook – Friendship Heights

M22: Olney – Bethesda

M44: Glenmont – College Park

D96: Bethesda – Potomac Park



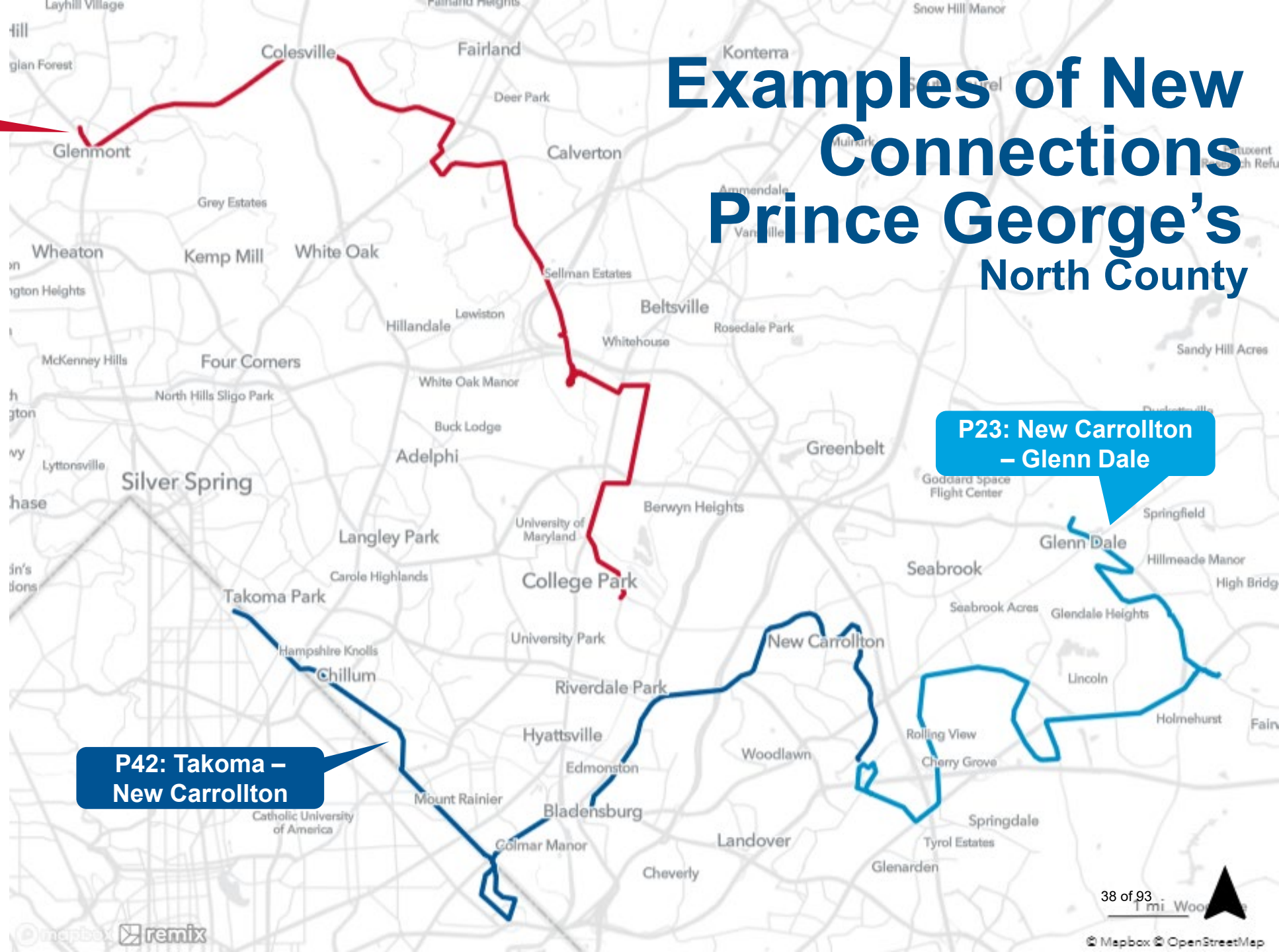


Examples of New Connections Prince George's North County

**M44: Glenmont –
College Park**

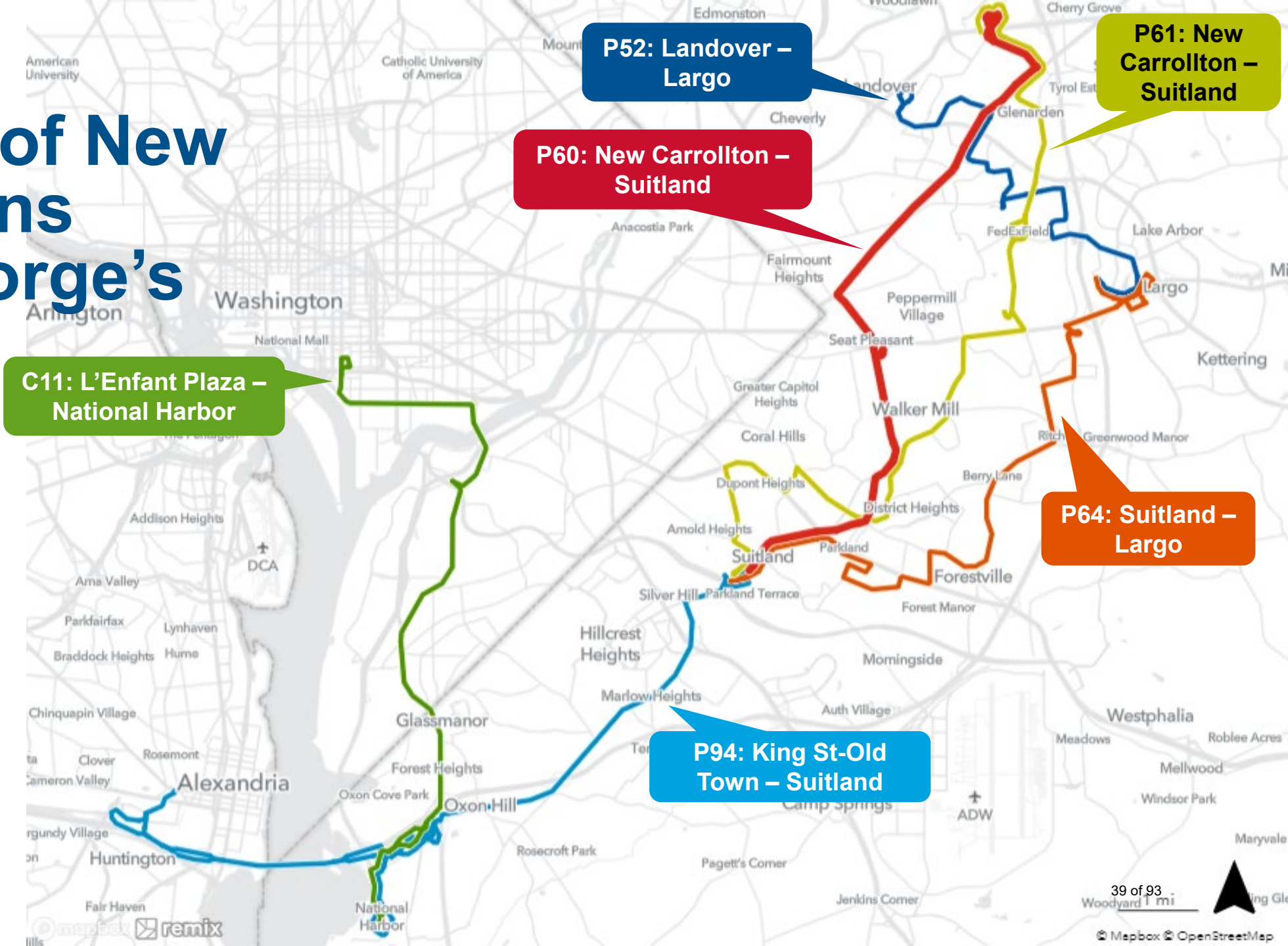
**P23: New Carrollton
– Glenn Dale**

**P42: Takoma –
New Carrollton**





Examples of New Connections Prince George's South County





Examples of New Connections in Virginia

F64: GMU – McLean

F62: Dunn Loring - Rosslyn

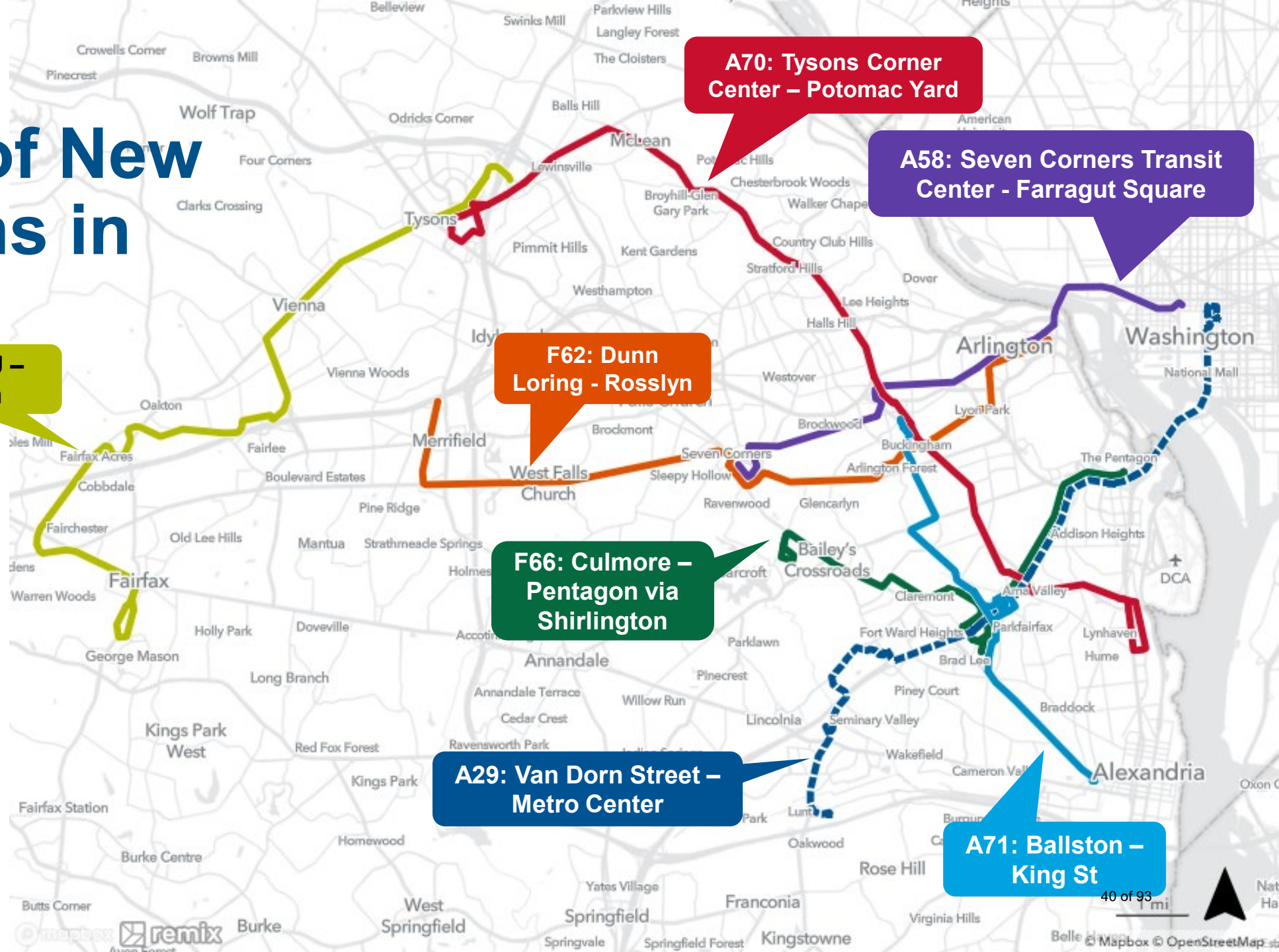
F66: Culmore – Pentagon via Shirlington

A29: Van Dorn Street – Metro Center

A70: Tysons Corner Center – Potomac Yard

A58: Seven Corners Transit Center - Farragut Square

A71: Ballston – King St



Appendix: Select Content from Previous Better Bus Network Redesign Presentations



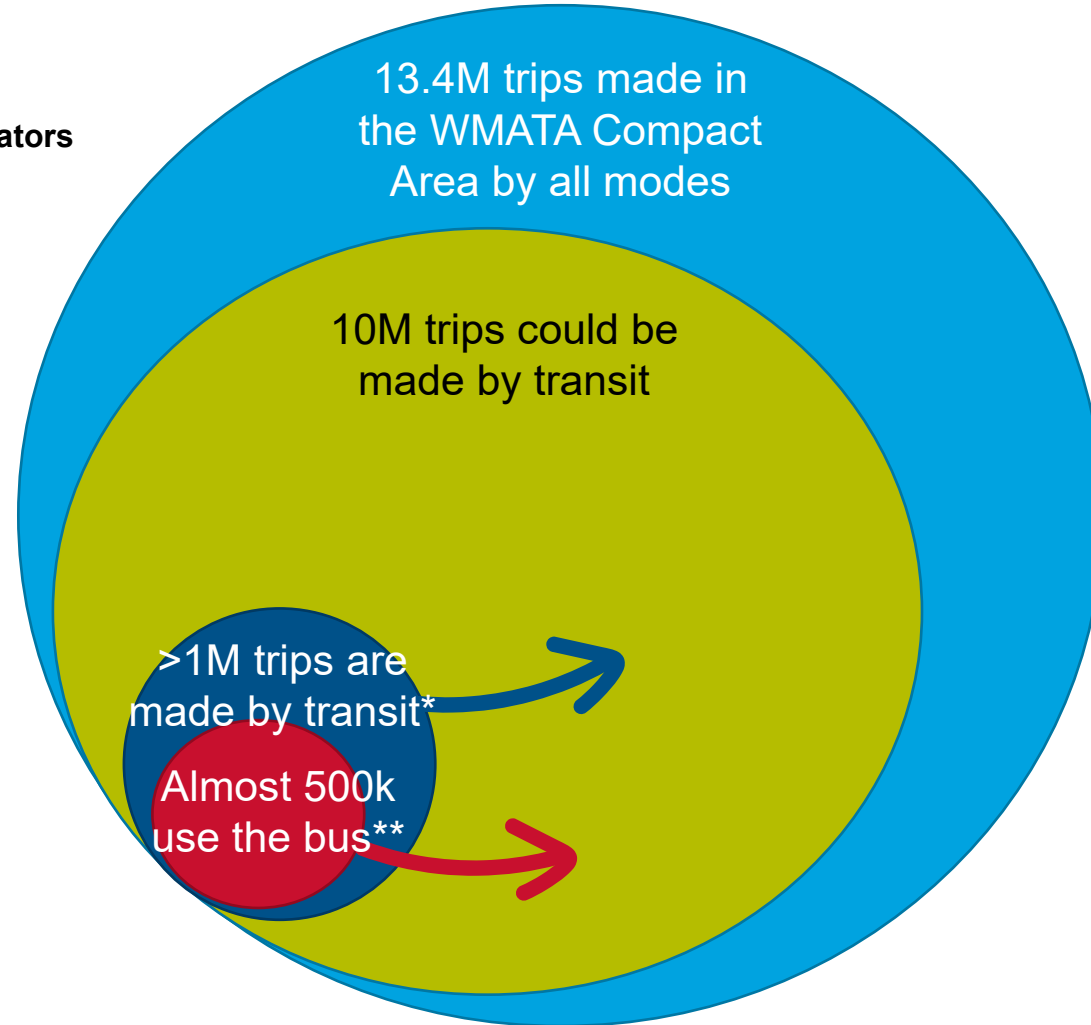
Board-Adopted Guiding Principles

- Ensure a customer-focused and regional perspective
- Engage and communicate authentically, inclusively, and transparently
- Ensure equity is a value throughout the project
- Allow customers' input, region's needs, data, and service guidelines to drive decisions
- Attract customers with frequent, reliable, connective service
- Make cost-effective and data-driven business decisions



Travel in the WMATA Bus Compact Area

*Transit = All bus + all rail operators
**Bus = All bus providers



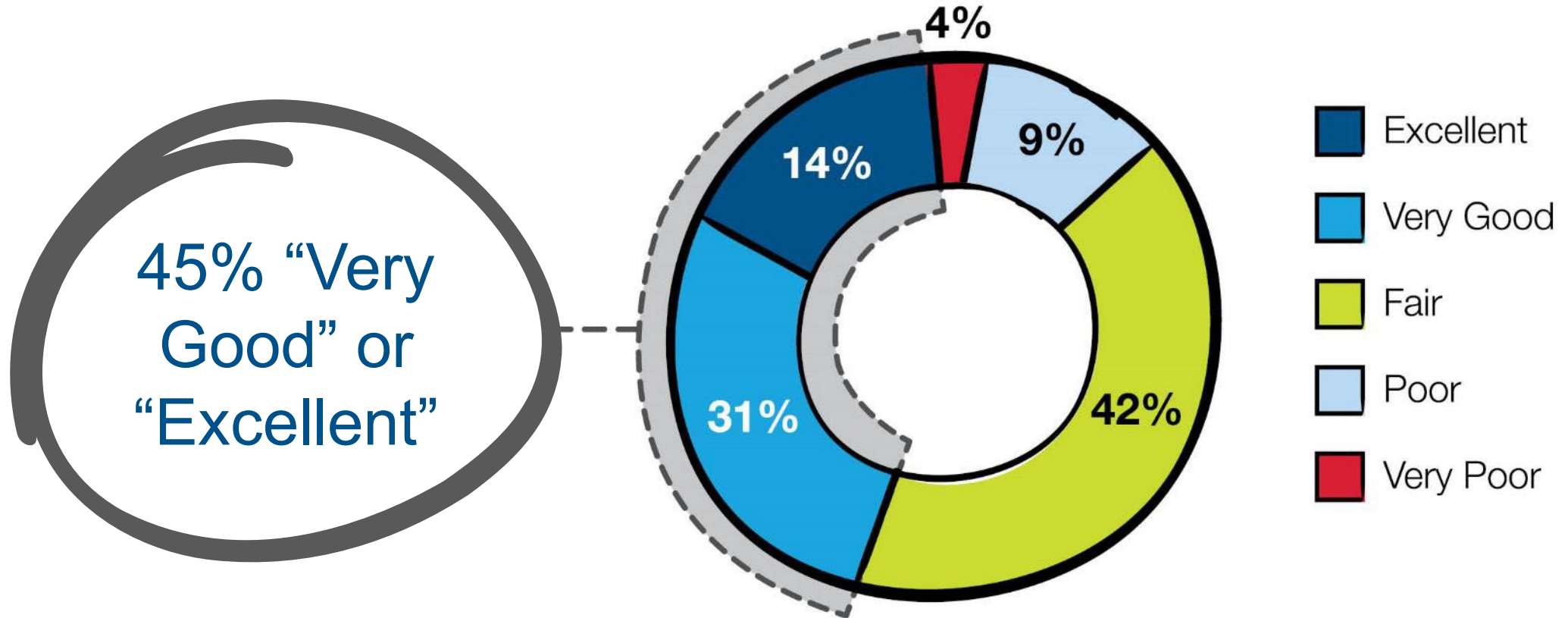
While 76% of weekday trips in the region could have used transit in 2019, only 8% of trips *actually did*

42% of survey respondents report regular use of multiple bus providers





What We Heard in the Fall of 2022: Regional Bus Service is Good, and it Could Be Better



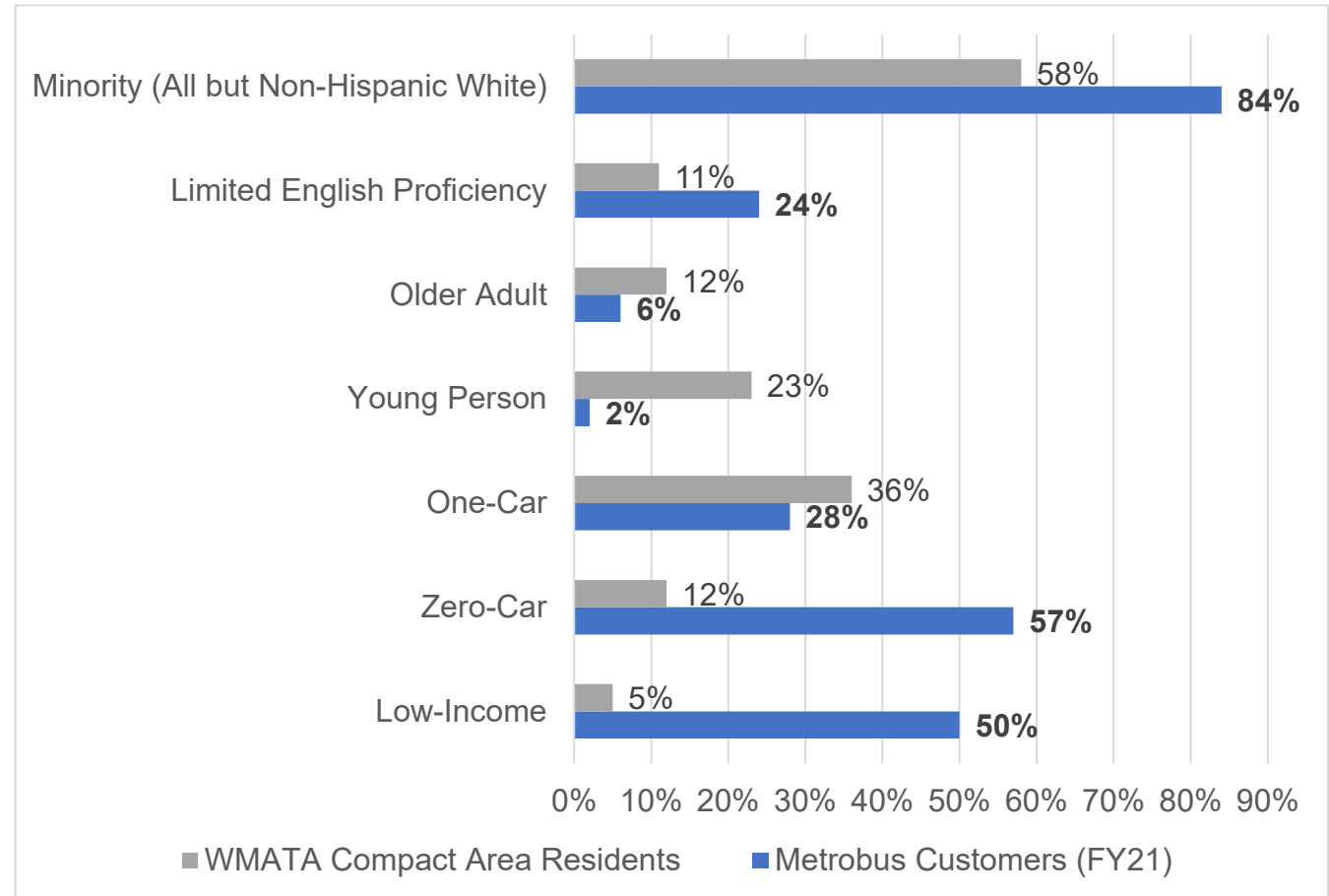
Source: 2022 Public Survey
Overall Rating of Regional Bus Service



Bus Customer Demographics

Bus customers in the region are more likely to:

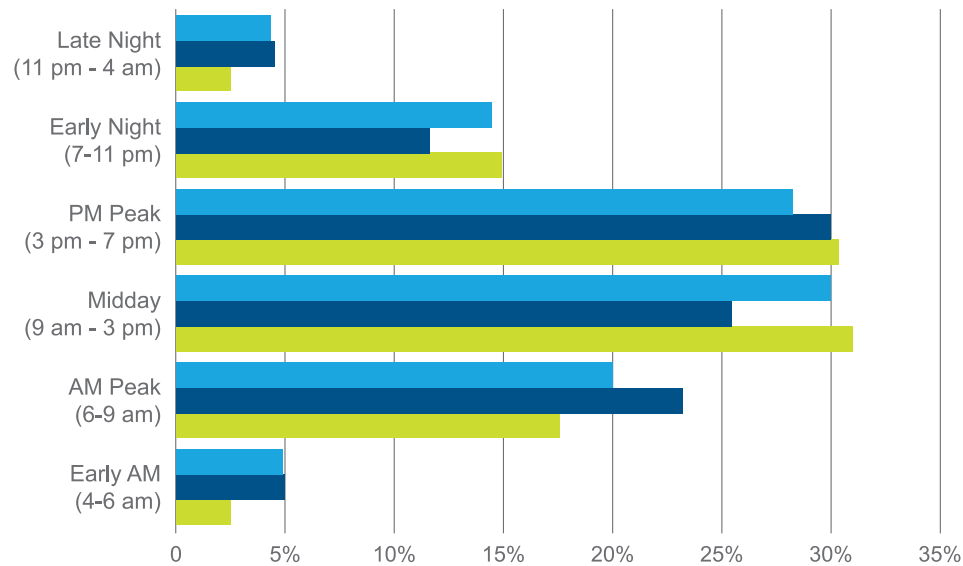
- Live in households that do not have a car;
- Live in households making less than \$30,000 annually;
- Have limited English proficiency; and
- Be persons of color



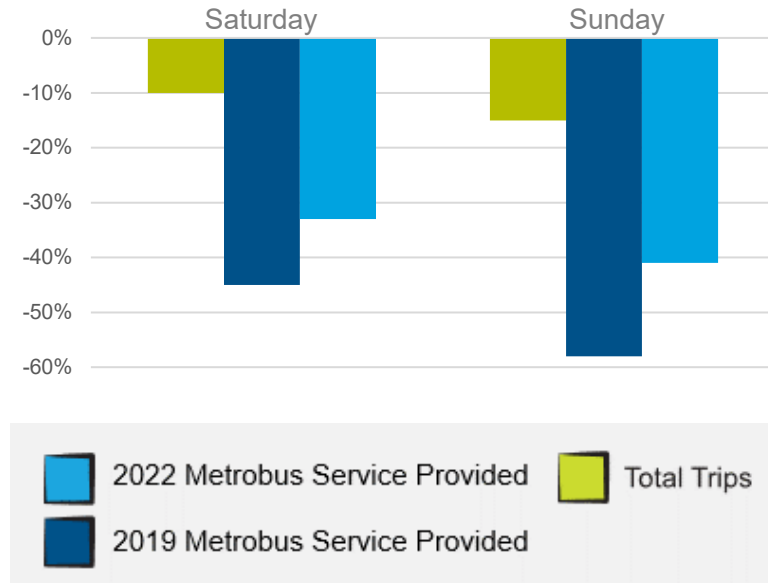
Designing for When People Travel

- 48% of trips in the region occur during the peak periods
- 46% of trips occurred during the midday and early night - more since the pandemic

Weekday Distribution of Trips and Metrobus Service



Weekend Trips and Metrobus Service as Compared to Weekdays



A great bus system operates quality service for trips that happen at any time

The redesigned network will:

Improve all-day service

Improve weekend service



Service changes since 2019 have better aligned service with demand across the day and the week, but more could be done

Designing to serve customer's complete daily travel

- Bus service has traditionally focused on serving M-F 9 to 5 commute trips, especially into DC
- But most weekday trips are for errands, shopping, social visits, entertainment, etc.
- 38% of commute trips occur outside of the traditional peak periods

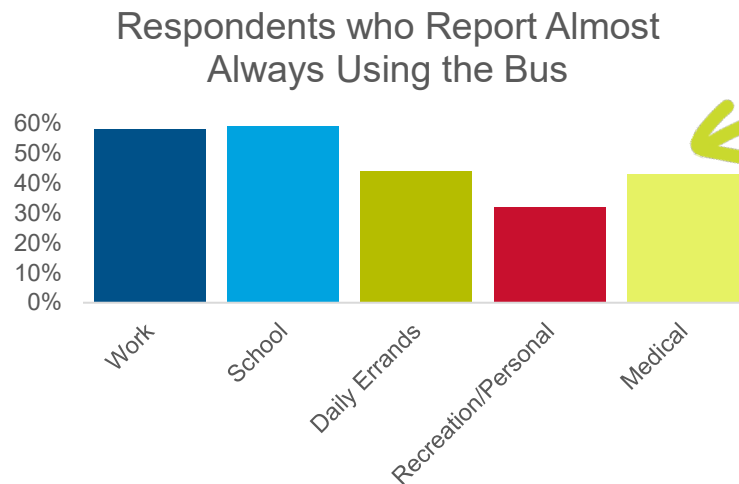
A great bus system serves a wide range of trip purposes

The redesigned network will:

Provide convenient connections to essential services, especially for Equity Focus Communities

Improve connections to diverse job centers across the region

Almost 60% report using the bus to get to work and school almost all the time



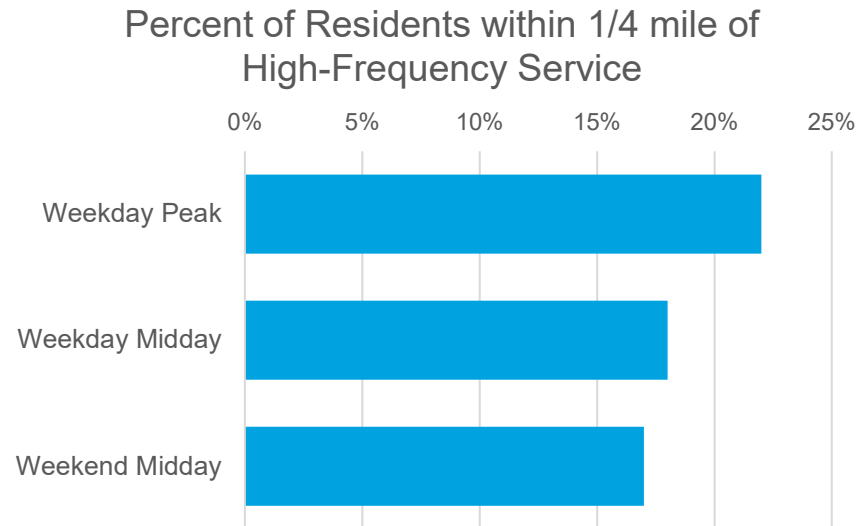
More than 40% report almost always using the bus for errands and medical needs





Designing for where people need bus service

- 74% of residents of the WMATA Compact Area live within 1/4 mile of a bus stop
 - 22% live near high-frequency service during the peak periods
 - 18% live near high-frequency service during the weekday midday
 - 17% live near high-frequency service during the weekend midday
- Metro's investment in the Frequent Service Network resulted in 2X better ridership recovery on those routes since the pandemic



A great bus system provides frequent service for as many people in the region as possible.

The redesigned network will:

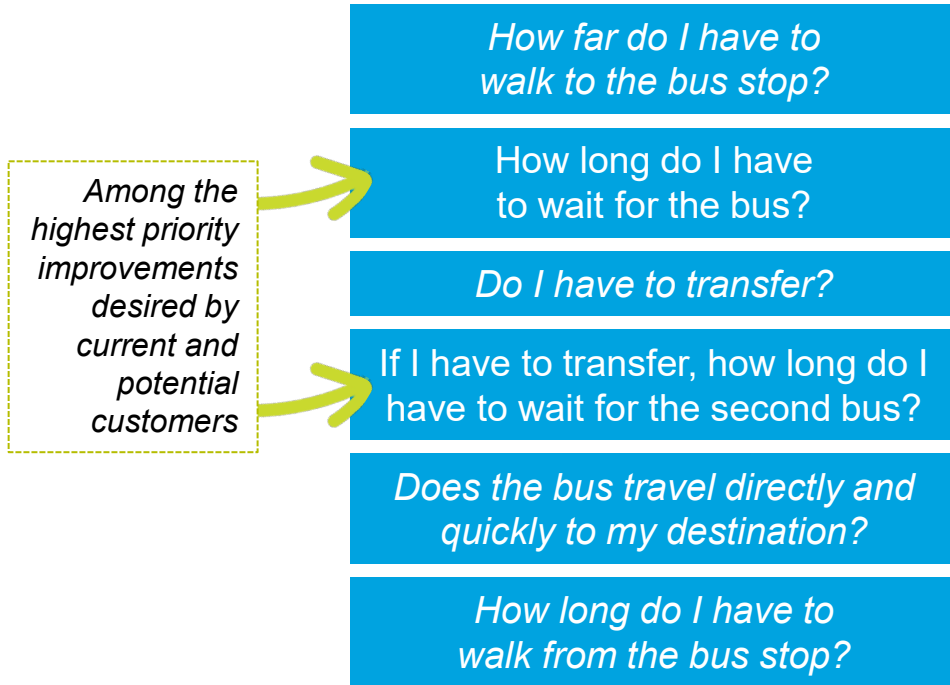
Maintain coverage for communities that rely on transit

Expand access to high-frequency service all day and all week



Designing for bus service that is convenient to use

- Customers make decisions about how to travel based on what is most convenient for them



- For short trips, customers consider options with short wait times and no transfers to be convenient
- For long trips, customers consider direct, fast bus routes with well-timed transfers to be convenient
 - Limited stop service benefits customers making long trips
 - Branching service also tends to benefit customers making long trips

A great bus system provides convenient travel times for the trips customers want to make.

The redesigned network will:

- Increase high-frequency service where customers are making shorter trips
- Rethink use of limited-stop and branching service to identify where they can provide the most benefit
 - Improve transfers across the system
 - Provide direct service where demand supports



Designing Service that is reliable to ride and operate

- Metrobuses were on-time 78% of the time in 2022
 - Reliable service was a priority improvement requested by both existing and potential customers
- Reliability improved by up to 18% on three corridors where bus lanes were added in 2020
- Bus operators report difficulty in maintaining schedules and taking relief breaks

A great bus system is reliable for customers and operators

The redesigned network will:

Use dedicated bus lanes and transit priority across the region

Shorten bus routes where appropriate to make routes easier to operate on schedule



Designing to Build Equity

- Approximately 25% of all trips in the region are made by residents of Equity Focus Communities (EFCs) – but they make more than 50% of Metrobus trips
 - Tend to make more trips early in the morning, evening and late at night
 - 35% more likely to commute on the weekends
 - More likely to live with ¼ mile of a bus stop
 - More likely to live near high-frequency bus service
 - Have access to fewer jobs within 45 mins on transit
 - Have access to fewer colleges/universities and grocery stores within 30 mins on transit

A great bus system provides great service to communities that need it the most

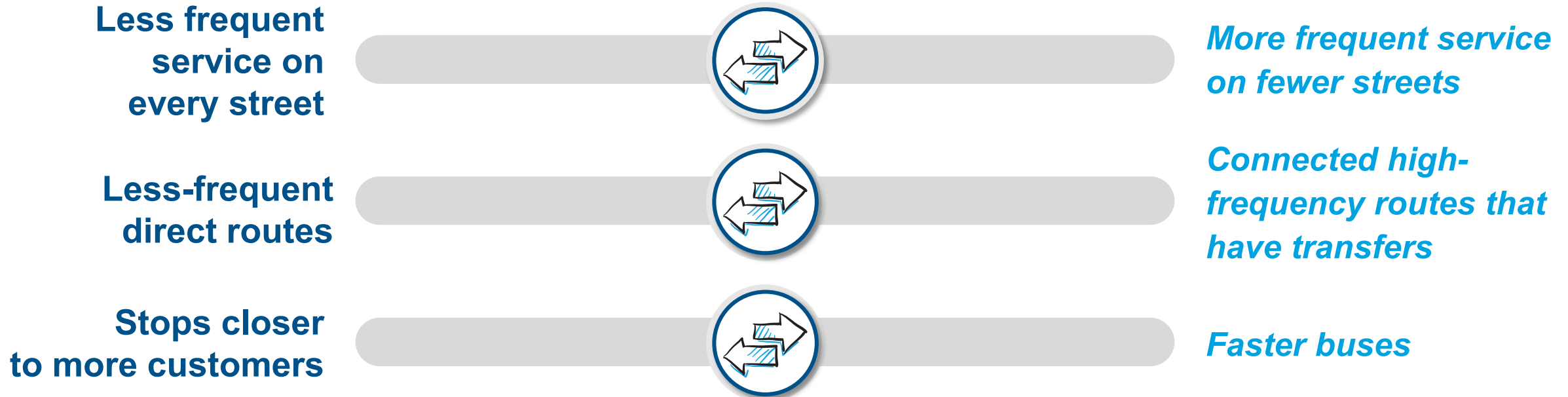
The redesigned network will:

Continue to focus resources in EFCs and for other groups that rely heavily on bus

Continue to improve access to opportunity in communities that need it the most

Even Great Bus Systems Must Make Tradeoffs

Designing a Bus Network requires tradeoffs in how resources are applied. Decisions will be needed about the extent to which network should provide for:



A Great Bus System Also Includes



Legible, intuitive, coordinated, and accessible information to plan, pay, and ride, regardless of the operator



Clean, comfortable, secure vehicles that are environmentally sustainable



Transit hubs with **seamless connections** to transit, bikeshare, and carshare, providing safe, secure, easy to use transfers



Exceptional customer experience from start to finish



Transit priority and enforced, dedicated lanes to enable reliable service



Bus stops with shelters, seating, lighting, and accurate real-time information, connected with sidewalks and safe pedestrian crossings



Consistent work schedules and attractive facilities that improve quality of life for front-line staff

SUBJECT: AUTHORIZATION FOR PUBLIC HEARINGS ON PROPOSED 2025 BETTER BUS NETWORK

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Compact Section 62 requires Board of Directors approval for public hearings to be held before the Board adopts a major service reduction; and

WHEREAS, In Resolution 2013-27, the Board adopted a definition of major service changes for bus service; and

WHEREAS, In Resolution 2020-01, the Board endorsed the vision, goals, and recommendations of the Bus Transformation Project and directed staff to redesign the bus network; and

WHEREAS, In Resolution 2022-25, the Board adopted guiding principles for the Better Bus Network Redesign Project; and

WHEREAS, Customers, stakeholders, and the community were engaged in Fall 2022 to provide input on the goals, priorities, and opportunities on how a new bus network should be designed and in Spring 2023 to provide input on a financially unconstrained Visionary Bus Network for the region; and

WHEREAS, The Proposed 2025 Better Bus Network would replace the current Metrobus network within the recently adopted FY 2025 budget, follow the Board-adopted guiding principles, and follow existing bus service guidelines; and

WHEREAS, Staff seeks Board authorization to present the Proposed 2025 Better Bus Network for customer input as outlined in the Public Participation Plan, and at one or more public hearings;

NOW, THEREFORE, be it

RESOLVED, That the Board of Directors authorizes staff to conduct one or more public hearings on the Proposed 2025 Better Bus Network, including the bus service changes shown in Attachment A; and be it further

RESOLVED, That the Board of Directors directs the General Manager and Chief Executive Officer or designee to report on the findings of the public hearing(s); and be it finally

RESOLVED, That to provide for timely public hearings for the Proposed 2025 Better Bus Network, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

/s/
Patricia Y. Lee
Executive Vice President, Chief Legal Officer
and General Counsel

WMATA File Structure No.:
6.6.4. Bus Route and Service Planning

PROPOSED

Attachment A

In June 2022, Metro launched the Better Bus Network Redesign to rethink, redesign, and revitalize bus service to better serve the needs of customers in the region. Metro has created a new bus network that better matches when and where people want to travel, provides fast, frequent and reliable service, and addresses inequities and increases access to opportunity for disenfranchised communities. At the completion of the project, customers, the region, and our partners will have a:

- New Better Bus Network developed within existing resources to be implemented following Metro Board consideration and adoption and
- Future Visionary Network and service plan to implement when additional resources are available.

Two rounds of public engagement and outreach have occurred that have directly influenced the networks' development. In the fall of 2022 and the spring of 2023, Metro engaged almost 30,000 customers and other stakeholders, received over 8,000 comments on a draft Visionary network, received more than 8,400 survey responses, and held over 80 customer-focused events across the region. 20 percent of the conversations with customers and potential customers were in languages other than English. In addition to the public, Metro engaged over 1,000 employees, including 700 bus operators and other operations staff, over 110 elected officials, and over 80 community representatives.

Metro has worked with local transit operators across the region to collaboratively redesign the Metrobus network and integrate it with other providers.

Proposal:

The proposed 2025 Better Bus Network is a completely new network and service plan for Metrobus. Details on all the changes can be found in the Supplemental Section of the docket and on wmata.com/betterbus. Metro is committed to hearing from customers and other stakeholders on the complete package of proposed changes to Metrobus service. While public hearings are only required for major service changes that may result in decreases in span, frequency, or coverage, the changes in the proposed 2025 Better Bus Network are extensive and Metro is holding public hearings to gather input on the entire proposed Metrobus network.

Proposed changes on all existing routes can include any or all of the following:

- Eliminate or add service on all or part of an entire route;
- Decrease or increase hours of operation;
- Decrease or increase days of operation;
- Decrease or increase frequency;

- Shorten or extend a route or create a new service pattern for a specific time of day or day of week;
- Eliminate or add bus stops; and/or
- Assign new route names

Below is a summary of the proposed changes to Metrobus service. Additional information about the proposed 2025 Better Bus Network and service is available in English and Spanish on wmata.com/betterbus.

District of Columbia		
Route Number	Line/Route Name	Summary of Changes
31	Wisconsin Avenue	Service will be realigned from Friendship Heights Station to Franklin Square. Late night service will terminate at Foggy Bottom Station from 12 midnight to 4:00 am. Service to Federal Triangle will be revised with alternate service proposed.
33		
32	Pennsylvania Avenue	Service will be extended to Kennedy Center with improved weekend frequency.
36		Service realigned as limited stop service between Archives-Navy Memorial Station and Naylor Rd Station. Route operates later to 2:00 am. Service to Foggy Bottom will be revised with alternate service proposed.
42	Mount Pleasant	Route will be extended to service Van Ness-UDC Station on some trips. Service will be rerouted to Lafayette Square. Service between Farragut Square and Kennedy Center will be revised with alternate service proposed.
43		
52	14th Street	Route will be realigned to serve Waterfront Station with improved weekday peak frequencies. Daytime service to L'Enfant Plaza Station will be eliminated.
54		Frequency will be improved during weekday peak. Service will be extended late night from Metro Center Station to L'Enfant Plaza Station.
59	14th Street Limited	Route will be revised with alternate service proposed.
60	Fort Totten-Petworth	Service on North Capitol Street between Riggs Rd and Rock Creek Church Rd will be revised with alternate service proposed.
62	Takoma-Petworth	Frequency will be improved between Takoma and Georgia Ave-Petworth Stations daily. Service between Georgia Avenue-Petworth and Federal Triangle (route 63) will be revised with alternate service proposed.
63		

64	Fort Totten-Federal Triangle	Frequency will be improved between Fort Totten and Petworth during peak periods; improved frequency proposed along the full length of the route midday and evening on weekdays and all day on weekends
70	Georgia Avenue-7th Street	No change to service
74	Convention Center-Southwest Waterfront	Service realigned to serve Navy Yard and Union Station. Service between Waterfront Station and Mt. Vernon Square will be revised with no alternate service proposed between Constitution and D St SW.
79	Georgia Avenue Limited	No change to frequency. Hours of operation will be extended to 10:00pm daily
80	North Capitol Street	Service between Union Station and McPherson Square will be revised with alternate service proposed. Frequency will be reduced from 12 minutes to 15 minutes between 7:00am and 9:00pm daily.
90	U Street-Garfield	Service between Eastern Market and Florida & New Jersey Avenues will be revised with alternate service proposed. Route will be realigned to serve Union Station. Frequency will be improved on weekends and hours of operation will be extended to 1:00 a.m. daily
92		Route will be extended to Duke Ellington Bridge. Frequency will be improved on weekends
96	East Capitol Street- Cardozo	Route will be split into multiple segments. Service between Stanton Square and Stadium-Armory will be eliminated
A2	Anacostia-Washington Highlands	Service between MLK Ave. & Alabama Ave and Southern Ave Station will be revised with alternate service proposed.
A4	Anacostia-Fort Drum	Service on MLK Ave. between Alabama Ave. and Atlantic Ave. will be revised with alternate service proposed. Service between MLK Ave. & Chesapeake St. and DC Village will be revised with alternate service proposed
A6	Anacostia-Livingston	Route will be extended from Livingston to Eastover Shopping Center. Service between Wheeler Rd SE & Barnaby St. SE to Southern Ave SE & 6 th St. SE will be revised with alternate service proposed.
A7		Service between Wheeler Rd SE & Barnaby St. SE to Southern Ave SE & 6 th St. SE will be revised with alternate service proposed.
A8		Service between South Capitol St. & Southern Avenue and Livingston Rd. & South Capitol St. will be revised with alternate service proposed

A31	Minnesota Ave- Anacostia	Service will be revised with alternate service proposed
A32		
A33		
B2	Bladensburg Road- Anacostia	Route will be extended to West Hyattsville Station. Route will be realigned between Bladensburg Rd. & 17 th St. NE and Anacostia Station. Service will be eliminated on 14th Street NE and 15th Street NE with no alternate service proposed
D2	Glover Park- Dupont Circle	Service will be realigned on Tunlaw Rd through Glover Park and extended to Bethesda and Potomac Park. Service will be eliminated between Tunlaw Rd. & Benton St. and Calvert St. and 41 st St. NW
D4	Ivy City-Franklin Square	Service will be revised between North Capitol St. & K Street to Franklin Square with alternate service proposed
D6	Sibley Hospital - Stadium-Armory	Route will be split into two routes. One connecting Sibley Hospital to Gallery Place-Chinatown Station and one connecting McPherson Square to Stadium-Armory and Deanwood Stations
D8	Hospital Center	Route will be realigned from K St NE and 4th St NE, with service extended to Chinatown and McPherson Square
D31	16th St- Tenleytown	Route will operate between Silver Spring Station, Tenleytown Station, and Van Ness-UDC Station with additional trips during the weekday rush hours.
D32		Service will be revised with alternate service proposed
D33		
D34		
D51	Congress Heights- Georgetown	Service will be revised with alternate service proposed
E2	Ivy City-Fort Totten	Route will be extended from Ivy City to Union Station. Frequency will be improved on Sundays.
E4	Military Road- Crosstown	Route will be realigned to Sibley Hospital and frequency reduced between 30 th Pl. NW & Military Rd. and Friendship Heights. Service between Fort Totten and Eastern Ave. & Kennedy St. will be revised with alternate service proposed.
G2	P Street-LeDroit Park	Service between P St. & New Jersey Ave. and #301 Bryant St. NW will be revised with alternate service proposed.
G8	Rhode Island Avenue	Service will be split into 2 routes from Rhode Island Avenue & 4 th St. NE. Service between Farragut Square and H & 11 th Sts. NW will be revised with alternate service proposed.

H2	Crosstown	Service will be eliminated between Michigan Ave. & 1 st St. NW and Columbia Rd. & Park Place. All service will operate on the H2 route alignment between Harvard St. & Mt. Pleasant St. and Klingle Road & Adams Mill Rd. All service will operate on the H4 route alignment between Porter St. & Connecticut Ave. and Tenleytown.
H4		
H6	Brookland-Fort Lincoln	Route will be extended from Brookland-CUA Station to Washington Hospital Center and from Fort Lincoln to Deanwood Station. Service will be revised on Commodore Joshua Barney NE, Fort Lincoln Dr. NE and Bladensburg Rd NE with alternate service proposed.
H8	Park Road-Brookland	Route will be extended from Columbia Heights through Adams Morgan and Dupont Circle to Farragut Square. Frequency will be improved weekday midday and weekends all day
H9		
K2	Takoma-Fort Totten	Service will be eliminated with no alternate service proposed
L2	Connecticut Avenue	Route will be realigned between Connecticut Ave & Calvert St. and Connecticut Ave. & Columbia Rd. with alternate service proposed
M4	Nebraska Avenue	Service will be revised between Nebraska Ave. & New Mexico Ave. and Sibley Hospital with alternate service proposed
M6	Fairfax Village	Route M6 along with routes U5 and U6 will be realigned to serve Potomac Ave Station to Minnesota Ave Station
N2	Massachusetts Avenue	Service will be realigned to operate from Tenleytown Station to Dupont Circle along Nebraska Ave NW & Massachusetts Ave NW. Route will be extended to Mount Vernon Square along Massachusetts Ave NW daily. Service along New Mexico Ave NW, Cathedral Ave NW, and Idaho Ave NW will be revised with alternate service proposed. Service between Dupont Circle & Farragut Square will be revised with alternate service proposed.
N4		Service will be revised between Friendship Height Station and Ward Circle along Western Ave NW and Massachusetts Ave NW with alternate service proposed.
N6		Service will be revised with alternative service proposed

P6	Anacostia-Eckington	Service will be revised with alternate service proposed between Anacostia Station & M St. SW & Delaware Ave. SW and alternate service proposed between Metro Center & 4 th St. NE and Rhode Island Ave. NE. Service will be eliminated between M St SW and Constitution Ave
S2	16th Street	No change to service
S9	16th Street Limited	No change to service
S35	Fort Dupont Shuttle	Service will be revised with alternate service proposed.
S41	Rhode Island Ave- Carver Terrace	Service will be eliminated with no alternate service proposed
U4	Sheriff Road-River Terrace	Route will be extended from Sheriff Rd to Deanwood Station. Frequency and hours of operation will be improved.
U5	Marshall Heights	Route M6 along with routes U5 and U6 will be realigned to serve Potomac Ave Station to Minnesota Ave Station. Service to Lincoln Heights eliminated after 9pm with no alternate service proposed
U6		
U7	Deanwood-Minnesota Ave	Route will be extended from Minnesota Ave Station to Naylor Rd Station. Frequency will be reduced weekday evening and weekends.
V2	Capitol Heights-Minnesota Ave	Service will be extended to Navy Yard from Anacostia Station
V4		Route will be extended from Anacostia to Navy Yard. Service will be revised between Minnesota Ave. & Pennsylvania Ave. and Navy Yard with alternate service proposed on the V2 alignment.
V7	Benning Heights-Alabama Ave	Service will be provided all day all week, except overnight hours
V8		Service will be revised on E St, Alabama Ave. and H St. NE with alternate service will be proposed on Alabama Ave. No service will be proposed on E St NE and H St NE
W1	Shipley Terrace-Fort Drum	Service will be realigned with alternate service proposed. Service on Atlantic St SE between 1 st and 8 th St SE will be eliminated with no alternate service proposed
W2	United Medical Center- Anacostia	Service will be realigned between Anacostia Station and United Medical Center with alternate service proposed. Service will be revised from Anacostia Station to Washington Overlook with alternate service proposed.
W3		

W4	Deanwood- Alabama Avenue	Service will be revised between Benning Road & East Capitol St. and Deanwood Station with alternate service proposed.
W5	Anacostia-Blue Plains	Service will be eliminated
W6	Garfield- Anacostia Loop	Service will be revised between Anacostia Station and Skyland via 16 th St. & Marion Barry Ave. with alternate service proposed. Service will be eliminated on Elvans Rd.
W8		
W45 W47	Mt. Pleasant- Tenleytown	Service will be revised with alternate service proposed.
X2	Benning Road-H Street	Service will be revised between Gallery Place and Lafayette Square with alternate service proposed.
X3	Benning Road	Service will be revised between U & 13 th Sts. NW and Tenleytown with alternate service proposed
X8	Maryland Avenue	Service will be eliminated between Stanton Square and Union Station. All weekday middays and evenings and all-day Saturday and Sunday service will be eliminated.
X9	Benning Rd-H St Limited	Route will be realigned between Benning Road & Minnesota Ave. and Capitol Heights Station with alternate service proposed

Maryland

Route Number	Line/Route Name	Summary of Changes
83	College Park	Service will be realigned with service on two routes. One from Rhode Island Ave. Station to Greenbelt Road & Rhode Island Avenue, excluding service to College Park Station. Second route will operate from College Park Station to Cherry Hill
86		Route will be realigned, with several new routes proposed: Calverton to Hyattsville Crossing Station; College Park-U of Md Station to Rhode Island Ave Station via Hyattsville Crossing, with revised routing through Hyattsville; and Route 1 at Greenbelt Road to Rhode Island Ave Station.
89M	Laurel	Minor route realignment proposed in Laurel. Frequency and hours of operation will be improved on weekdays and added on weekends
A12	Martin Luther King Jr. Hwy	Frequency will be improved and route realigned to Martin Luther King Jr Hwy in Glenarden and extended from Addison Rd Station to Suitland Station
B21	Bowie State University	Service will be eliminated with proposed alternate service proposed by local operators
B22		Service will be eliminated with proposed alternate service proposed by local operators
B24	Bowie-Belair	Service will be eliminated with proposed alternate service proposed by local operators
B27	Bowie-New Carrollton	Hours of operation will be added midday and weekend. Service will be realigned from Greenbelt Rd to serve Good Luck and Cipriano Roads.
C2	Greenbelt-Twinbrook	Service will be realigned to operate between Wheaton Station and Takoma Langley Transit Center with alternate service proposed along University Blvd to University of Maryland and Greenbelt Station.
C4		Minor service realignment to operate between North Bethesda and Hyattsville Crossing Stations
C8	College Park-White Flint	Service between Glenmont Station and College Park will be revised with alternate service proposed between Glenmont Station and Randolph Rd. & New Hampshire Ave. Service on New Hampshire Ave between Lockwood Rd. and Randolph Rd will be eliminated with no alternate service proposed.
C11	Clinton	Service will be eliminated with proposed alternate service proposed by local operator
C13		Service will be eliminated with proposed alternate service proposed by local operator

C12	Hillcrest Heights	Service will be eliminated with proposed alternate service proposed by local operator
C14		Service will be eliminated with proposed alternate service proposed by local operator
C21	Central Avenue	Route will be realigned to serve Downtown Largo, Morgan Blvd, Addison Rd, and Capitol Heights stations along Central Avenue. Service on Medical Center Dr. and Brightseat Rd. will be eliminated with alternate service proposed by local operator
C22		Route will be realigned to serve Collington and Downtown Largo. Service on Medical Center Dr. and Brightseat Rd. will be eliminated with alternate service proposed by local operator
C26		Minor route realignment to Kettering and Bowie via Mitchellville Rd instead of Peach Walker Dr and Nottinghill Dr. Hours of operation will be improved on weekends.
C29		Weekend service between Bowie Town Center and Bowie State University will be eliminated with no alternate service proposed.
D12	Southern Ave-Suitland	Service will be revised between Southern Avenue Station and Livingston Rd. & Oxon Hill Rd. with alternate service proposed
D14	Oxon Hill-Suitland	Service will be revised between Southern Ave. Station and St. Barnabas Rd. & Oxon Hill Rd with alternate service proposed
F1	Chillum Road	Service will be revised with alternate service proposed
F4	New Carrollton-Silver Spring	No change to service
F6	New Carrollton-Fort Totten	Service will be revised with alternate service proposed. Service between U of MD and New Carrollton on Good Luck Rd, Auburn Ave, Riverdale Rd, and Finns Ln will be revised with alternate service proposed.
F8	Langley Park - Cheverly	Service will be revised with alternate service proposed
F12	Ardwick Industrial Park Shuttle	Service will be eliminated with alternate service proposed by local operator
F13	Cheverly-Washington Business Park	Service will be eliminated with alternate service proposed by local operator
F14	Sheriff Road-Capitol Heights	Service will be revised between New Carrollton Station and Addison Rd. Station with alternate service proposed. Sunday service will be added.
G12	Greenbelt-New Carrollton	Frequency will be improved in midday

G14	Greenbelt Rd- Good Luck Road	Route will be revised between Lanham Severn Rd. & Cipriano Rd. and Greenbelt Rd. & Good Luck Rd. with alternate service proposed
H12	Marlow Heights- Temple Hills	Service will be eliminated with proposed alternate service proposed by local operator
J1	Bethesda-Silver Spring	Service will be revised to Medical Center Station with alternate service proposed
J2	Bethesda-Silver Spring	No change to service
J12	Marlboro Pike	Service will be eliminated with alternate service proposed by local operator
K6	New Hampshire Avenue-Maryland	Route will be extended to White Oak Medical Center
K9	New Hampshire Avenue-MD Limited	No change to service
K12	Forestville	Route will be revised to end in Forestville with alternate service proposed from Forestville to Branch Ave Station
L8	Connecticut Avenue- Maryland	Service will be revised on Connecticut Ave between Kensington and Aspen Hill with alternate service proposed, some by Metrobus and some by local operator.
L12	Landover Road	Service will be eliminated to former Prince George's County Hospital Site with alternate service proposed by local operator. Hours of service will be extended
NH1	National Harbor- Southern Ave	Service will be revised to National Harbor from Southern Ave Station along Owens Rd and St. Barnabas Rd with alternate service proposed
NH2	National Harbor- Alexandria	Service will be extended from National Harbor to Suitland Station with additional service between National Harbor and Suitland Station.
P12	Eastover-Addison Road	Service will be revised and split into two routes at Suitland Station
P18	Oxon Hill-Fort Washington	No change to service
Q2	Veirs Mill Road	Service will be realigned into two routes: Montgomery College to Wheaton Station and Wheaton Station to Silver Spring Station. Service will be eliminated to Shady Grove Station with alternate service proposed by local operator.
Q4		
Q6		
R1	Riggs Road	Frequency will be improved middays and Saturdays between Fort Totten and Adelphi. Hours of operation will be expanded to 12am daily
R2		

R4	Queens Chapel Road	Frequency will be improved on weekday midday, evenings, and weekends
R12	Kenilworth Avenue	Frequency will be improved midday, evening, and Saturdays with new service on Sundays. Route will be realigned to connect through Berwyn Heights. Minor service change will eliminate service to Beltway Plaza
T2	River Road	Route will be realigned to operate to North Bethesda and Twinbrook Stations via Montrose Rd. Service will be revised to Rockville Station along Falls Rd and Great Falls Rd with alternate service proposed.
T14	Rhode Island Avenue- New Carrollton	Service will be revised between Rhode Island Ave. Station and Bladensburg Rd. & 38 th St. with alternate service proposed
T18	Annapolis Road	No change to service
V12	District Heights-Suitland	Route will be extended through Summerfield and Glenarden to New Carrollton Station
V14	District Heights-Seat Pleasant	Route will be realigned to connect with existing route K12 and provide access to Branch Ave Station
W14	Bock Road	Service will be eliminated with alternate service proposed by local operator
Y2	Georgia Avenue-Maryland	Route will be realigned to serve Bethesda Station and Olney. Service will be revised along Georgia Ave between Wheaton Station and Silver Spring Station with alternate service available
Y7		
Y8		
Z2	Colesville-Ashton	Service will be eliminated along New Hampshire Ave from White Oak to Ashton with no alternate service proposed
Z6	Silver Spring-Fairland	Route will be revised to provide service to Old Columbia Pike, Briggs Chaney P&R and Burtonsville with weekday rush hour service to Laurel
Z8		Service will be revised on Old Columbia Pike from Tech Rd to Green Castle P&R and Burtonsville with alternate service proposed.
Z7	Laurel-Old Columbia Pike Express	Route will be revised to connect Old Columbia Pike, Briggs Chaney P&R and Burtonsville to Laurel

Virginia

Route Number	Line/Route Name	Summary of Changes
1A	Wilson Blvd- Vienna	Service will be extended from Vienna Station to Fair Oaks Mall.
1B		Service will be eliminated to Fairview Park Dr with no alternate service proposed.
1C	Fair Oaks-Fairfax Blvd	Frequency and hours of operation will be adjusted on trips to Fair Oaks Mall daily and realigned with current Route 1A.
2A	Washington Blvd- Dunn Loring	Service will be extended to George Mason University during weekday rush hours and to Vienna Station during weekday midday, evenings, and weekends.
2B	Fair Oaks- Jermantown Rd	Service will be realigned to Jermantown Rd and Fair Oaks Mall to provide new connections
3F	Langston Blvd- McPherson Sq	Route will be eliminated with alternate service provided by local operator along Langston Blvd in Arlington County.
3Y		
4B	Pershing Dr- Arlington Blvd	Frequency will be improved evenings and weekends and route will be extended to Dunn Loring Station.
7A	Landmark-North Fairlington	Frequency and weekend hours of operation will be reduced
7M	Mark Center- Pentagon	No change in service
8W	Foxchase- Seminary Valley	Service will be eliminated on Taney Ave between N. Van Dorn and N Jordan. Alternate Metrobus service will be available along N. Van Dorn and N Jordan streets.
10A	Alexandria- Pentagon	Frequency will be reduced weekday evenings
10B	Hunting Point- Ballston	Frequency will be reduced weekday evenings
11Y	Mt Vernon Express	No change to service
16A	Columbia Pike	No change to service
16C		Service will be revised between Culmore and Pentagon Transit Center along Columbia Pike with alternate service proposed to Columbia Pike and Pentagon.
16E		Late-night service to Culmore will be eliminated. Alternative late-night Metrobus service will operate on Columbia Pike between Skyline City and Downtown D.C.
16M	Columbia Pike- National Landing	Hours of operation will be improved during late-night and route will be extended to downtown D.C.

16Y	Columbia Pike-Farragut Square	Service will be extended from Barcroft to Bailey's Crossroads and Culmore.
17B	Kings Park-North Springfield	Service will be eliminated along Clydesdale Rd, Danbury Forest Dr, Queensbury Rd, and Leesville Blvd and service to Burke Center VRE Station. Service will be realigned on Braddock Rd.
17M		Service will be eliminated along Edsall Rd, Queensbury Rd, and Leesville Blvd. Service will be realigned on Braddock Rd.
17G	Kings Park Express	Service will be realigned along Braddock Rd. Service will continue to Kings Park and will be extended from Braddock Rd and I-495 to Little River Turnpike and I-395.
17K		Service to/from Kings Park West and Lake Braddock will be realigned to include Little Run Estates. Express service along I-495 and I-395 to/from the Pentagon would not change.
18G	Orange Hunt	Service will be extended to begin/end at Rolling Valley Park & Ride and provide service along Lee Chapel Rd and Fairfax County Pkwy.
18J		Service will be eliminated to Springfield along Edsall, Industrial, Backlick Roads and West Springfield along Old Keene Mill Rd with alternate service provided by local operator
18P	Burke Centre	No change to service.
21C	Landmark-Holmes Run Parkway	Service will be extended to begin/end at the Landmark Transit Center.
22A	Barcroft-South Fairlington	Route will be realigned to provide new connection between Shirlington, South Fairlington, and King St-Old Town Station. Service to Parkfairfax and Pentagon will be revised with alternate service proposed.
22F		Route will be realigned to provide daily service between Culmore, Skyline City and Claremont to Shirlington, South Fairlington, and Pentagon. Alternate service proposed to NVCCs-Alexandria. Service to Ft Ward eliminated with alternate service provided by local operator.
23A	McLean-Crystal City	Route will be revised to provide new connections to Potomac Yard from Tysons and Ballston. Frequency will be improved between Ballston and Potomac Yard. Alternate service proposed from Shirlington to Arlandria, Aurora Hills/Highlands, and Crystal City.
23B		Service from Shirlington to Parkfairfax along W. Glebe Rd is eliminated with alternate service provided by local operator.
23T		

25B	Carlin Springs Rd	Service will be extended from Ballston to Rosslyn via Clarendon along 10th St N and Arlington Blvd daily.
26A	Annandale-East Falls Church	Service will be revised between East Falls Church Station and Seven Corners Transit Center with alternate service proposed
28A	Leesburg Pike	Minor service change will eliminate service to West Falls Church Station
28F	Skyline City	Route will be revised with alternate service proposed.
29G	Annandale	No change to service
29K	Alexandria-Fairfax	No change to service
29N		No change to service
38B	Ballston-Farragut Square	Route will be extended to Seven Corners Transit Center. Route will serve Ballston Station late night hours only.
MW1	Metroway - Potomac Yard	No change to service
REX	Richmond Highway Express	No change to service