





Reston and Herndon Area Service

ROUTE 552—WIEHLE-RESTON EAST METRO TO INNOVATION CENTER METRO

Recommendation 552 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
		Adjust route for increased span of service	e. Operate all day on
Description		weekdays with 20-minute frequency duri	ng rush hour* and
		45-minute frequency during non-rush ho	ur*.
	Goals	Choice, Quality, Efficiency	
Justification	Public		
	Priorities	Increased Span of Service	
Annual Estimated Riders		122,100	
Annual Revenue Hours		11,730	

More recommendation details can be found in the Appendix E

Rush hour refers to peak commuting travel periods while non-rush hour refers off-peak travel periods—this terminology applies to all recommendations in this Appendix.



ROUTE 553—RESTON TOWN CENTER METRO TO HERNDON HIGH SCHOOL

Recommendation 553 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description Op dur		Adjust route for increased span of service Operate all day on weekdays with 20-mir during rush hour and 60-minute frequence hour.	nute frequency
	Goals	Choice, Quality, Efficiency	
luctification	Public Priorities	Increased Span of Service	
Justification	Opportunities for Improvement	Performance-Based (Cost Efficiency) Efficiency-Based (Gap in Span Guideline	2)
Annual Estimated Riders		See 553 - 3	
Annual Revenue Hours		13,260	

Recommendation 553 - 3		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
		Adjust route for increased span of service	e on weekends.
Description		Operate all day seven days a week with	20-minute frequency
Description		during rush hour and 60-minute frequen	cy during non-rush
		hour and weekends.	
	Goals	Choice, Quality, Efficiency	
	Public	Increased Span of Sanvias	
Justification	Priorities	Increased Span of Service	
Justification	Opportunities		
	for	Performance-Based (Cost Efficiency)	
	Improvement		
Annual Estimated Riders		91,100	
Annual Revenue Hours		15,900	



ROUTE 605—RESTON TOWN CENTER TRANSIT STATION TO FAIRFAX COUNTY GOVERNMENT CENTER

Timeframe		Mid Town	
		Mid-Term	
Description		Adjust route for increased frequency on we Saturday. Operate all day seven days a we frequency on weekdays and Saturday, and frequency on Sunday.	eek with 30-minute
G	oals	Choice, Quality, Efficiency	
Justification P	ublic riorities	Increased Frequency	
O fo	pportunities or nprovement	Performance-Based (System Accessibility Efficiency-Based (Gap in Span Guideline))
Annual Estimate	ed Riders	See 605 - 3	
Annual Revenue	Hours	16,986	
Recommendatio	on 605 - 3	Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description	oals	Adjust route for increased span of service on weekdays and Saturday. Extend weekday service hours to 11:20 p.m. and Saturday service hours to 11:30 p.m.	
P	ublic riorities	Choice, Quality, Efficiency Increased Span of Service	
fo	pportunities or nprovement	Performance-Based (System Accessibility Efficiency-Based (Gap in Headway Standa	
Annual Estimated Riders		88,500	
Annual Estimate		00,000	



ROUTE 615-FAIR OAKS HOSPITAL TO MONUMENT DRIVE PARK AND RIDE

Recommendation 615 - 3		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
		Adjust route for increased frequency on v	weekdays and
Decorintion		Saturday. Operate all day on weekdays	with 30-minute
Description		frequency. Operate all day on Saturday v	vith 30-minute
		frequency and on Sunday with 45-minute	e frequency.
	Goals	Choice, Quality, Efficiency	
	Public	Increased Frequency	
Justification	Priorities	Increased Frequency	
Justification	Opportunities		
	for	Efficiency-Based (Gap in Span Guideline	e)
	Improvement		
Annual Estimated Riders		132,000	
Annual Revenue Hours		14,915	

More recommendation details can be found in the Appendix E

ROUTE 901—HERNDON METRO TO CENTREVILLE UMC PARK AND RIDE

Recommendation 901 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description	Adjust route for increased span of service on weekdays a increased frequency on weekends. Extend weekday service hours to 12:00 a.m. and increase weekend frequency to minutes.		d weekday service
	Goals	Choice, Quality, Efficiency	
luctification	Public Priorities	Increased Frequency, Increased Span of	Service
Justification	Opportunities for Improvement	Efficiency-Based (Gap in Headway Stand Guideline)	lard, Gap in Span
Annual Estimated Riders		176,100	
Annual Revenue Hours		21,615	



ROUTE 921—HERNDON METRO TO HERNDON TOWN HALL

Recommendation 921 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service	e and weekdays and
Description		weekends. Extend service hours to 10:00) p.m.
	Goals	Choice, Quality, Efficiency	
	Public	Increased Span of Service	
Justification	Priorities	increased opan of Service	
Justification	Opportunities		
	for	Performance-Based (System Accessibility	y)
	Improvement		
Annual Estimated Riders		26,000	
Annual Revenue Hours		5,475	



ROUTE 922—HERNDON TOWN HALL TO HERNDON METRO

Recommendation 922 - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Add new local route operating as a revers 921. Operate all day seven days a week w frequency.	•
	Goals	Choice, Quality, Efficiency	
Justification	Public Priorities	Faster Travel, Increased Coverage and C	connectivity
JUSTIFICATION	Opportunities for Improvement	Performance-Based (System Accessibility	/)
Annual Estim	ated Riders	See 922 - 2	
Annual Reve	nue Hours	4,380	
Recommendation 922 - 2			Financial Status:
	ation 922 - 2	Improvement Type: Modified Route	Unconstrained
Timeframe	ation 922 - 2	Mid-Term	
Timeframe Description	ation 922 - 2		Unconstrained and weekdays and
	ation 922 - 2 Goals	Mid-Term Adjust route for increased span of service	Unconstrained and weekdays and
Description		Mid-Term Adjust route for increased span of service weekends. Extend service hours to 10:00	Unconstrained and weekdays and
	Goals Public	Mid-Term Adjust route for increased span of service weekends. Extend service hours to 10:00 Choice, Quality, Efficiency	Unconstrained e and weekdays and p.m.
Description	Goals Public Priorities Opportunities for Improvement	Mid-Term Adjust route for increased span of service weekends. Extend service hours to 10:00 Choice, Quality, Efficiency Increased Span of Service	Unconstrained e and weekdays and p.m.



ROUTE 924—NOVA - LOUDOUN - HERNDON - FRANKLIN FARM

Recommendation 924 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
		Adjust route for increased frequency on	weekdays and
		Saturday. Operate all day seven days a	week with 20-minute
Description		frequency during rush hour, 30-minute fr	equency during non-
		rush hour and Saturday, and 60-minute	frequency on
		Sunday.	
	Goals	Choice, Quality, Efficiency	
	Public	Increased Frequency	
Justification	Priorities	Increased Frequency	
Justification	Opportunities		
	for	Efficiency-Based (Gap in Span Guideline)	e)
	Improvement		
Annual Estimated Riders		255,400	
Annual Revenue Hours		26,204	

More recommendation details can be found in the Appendix E

ROUTE 950—RESTON TOWN CENTER METRO TO HERNDON METRO

Recommendation 950 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased frequency on weekdays. Increase frequency to 15-minutes all day on weekdays and maintain weekend service.	
	Goals	Choice, Quality, Efficiency	
Justification Public Priorities		Increased Frequency	
Annual Estimated Riders		607,800	
Annual Revenue Hours		30,595	



ROUTE 951—WIEHLE-RESTON EAST METRO TO INNOVATION CENTER METRO

Recommenda	ation 951 - 2	Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
		Adjust route for increased span of service Saturday. Operate all day on weekdays w	•
Description		frequency during rush hour and 60-minut non-rush hour. Operate all day on Saturd	e frequency during
		frequency.	
	Goals	Choice, Quality, Efficiency	
lustification	Public Priorities	Increased Span of Service	
Justification	Opportunities for Improvement	Efficiency-Based (Gap in Headway Stand	dard)
Annual Estimated Riders		133,900	
Annual Revenue Hours		14,936	

More recommendation details can be found in the Appendix E

ROUTE 990—HERNDON METRO - FRANCONIA-SPRINGFIELD METRO AND VRE

Recommenda	ation 990 - 1	Improvement Type: New Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Add new cross-county connector route connecting Herndon Metrorail to Franconia-Springfield Metro/VRE Station via Fairfax County Parkway. Operate all day on weekdays with 20-minute frequency during rush hour and 30-minute frequency during non-rush hour. Potential opportunites to expand service to major employment centers along the	
		southern portion of the route.	
	Goals	Choice, Quality, Efficiency	
Justification Public Priorities		Faster Travel, Increased Coverage and Connectivity	
Annual Estimated Riders		309,100	
Annual Revenue Hours		21,165	



ROUTE RIBS 1—RESTON TOWN CENTER TRANSIT STATION TO WIEHLE-RESTON EAST METRO

Recommendation RIBS 1 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
		Adjust route for increased frequency on	weekdays. Increase
Description		frequency to 20-minutes all day on week	days and maintain
		weekend service.	
	Goals	Choice, Quality, Efficiency	
	Public	Increased Frequency	
Justification	Priorities	Increased Frequency	
Justification	Opportunities		
	for	Efficiency-Based (Gap in Span Guideline)	
	Improvement		
Annual Estimated Riders		137,100	
Annual Revenue Hours		21,510	

More recommendation details can be found in the Appendix E

ROUTE RIBS 3—RESTON TOWN CENTER TRANSIT STATION TO WIEHLE-RESTON EAST METRO

Recommendation RIBS 3 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased frequency on v frequency to 20-minutes all day on week	•
•		weekend service.	
	Goals	Choice, Quality, Efficiency	
	Public	Increased Frequency	
Justification	Priorities	increased i requency	
Justification	Opportunities		
	for	Efficiency-Based (Gap in Span Guideline)	
	Improvement		
Annual Estimated Riders		151,800	
Annual Revenue Hours		21,510	



ROUTE RIBS 4—RESTON TOWN CENTER METRO TO NORTH POINT VILLAGE CENTER

Recommendation RIBS 4 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
		Adjust route for increased frequency on	weekdays and
Description		weekends. Increase weekday frequency	to 20 minutes during
		non-rush hour and weekend frequency to	o 30 minutes.
	Goals	Choice, Quality, Efficiency	
	Public	Increased Fraguenay	
Justification	Priorities	Increased Frequency	
Justification	Opportunities		
	for	Efficiency-Based (Gap in Span Guideline	e)
	Improvement		
Annual Estimated Riders		33,600	
Annual Revenue Hours		10,560	

More recommendation details can be found in the Appendix E

ROUTE RIBS 5—RESTON TOWN CENTER TRANSIT STATION TO NORTH HERNDON

Recommendation RIBS 5 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased frequency on weekdays and weekends. Increase weekday and weekend frequency to 30 minutes.	
	Goals	Choice, Quality, Efficiency	
Justification	Public Priorities	Increased Frequency	
Justification	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline	e)
Annual Estimated Riders		36,100	
Annual Revenue Hours		9,030	



Centreville, Chantilly, Vienna, and Tysons Area Service

ROUTE 306—GEORGE MASON UNIVERSITY – PENTAGON METRO STATION

Recommenda	ation 306 - 1	Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of servic and weekends. Operate during the midd weekdays with 60-minute frequency. Op weekends with 60-minute frequency.	ay and evening on
	Goals	Choice, Quality, Efficiency	
Justification Public Priorities		Increased Span of Service	
Annual Estimated Riders		64,500	
Annual Revenue Hours		7,670	

More recommendation details can be found in the Appendix E

ROUTE 463—MAPLE AVENUE - TYSONS

Recommendation 463 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
Description		Adjust route for increased frequency and increased span of service on Sundays. Operate all day seven days a week with 20-minute frequency during rush hour and 30-minute frequency during non-rush hour and weekends.	
	Goals	Choice, Quality, Efficiency	
Justification Public Priorities		Increased Frequency, Increased Span of Service	
Annual Estimated Riders		245,600	
Annual Revenue Hours		15,347	



ROUTE 467—DUNN LORING - TYSONS

Recommenda	ation 467 - 1	Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
		Adjust route for increased span of servic	e on Sunday.
Decorintion		Operate during non-rush hour during mid	dday and evening on
Description		weekdays with 40-minute frequency. Operate all day on	
		weekends with 40-minute frequency.	
	Goals	Choice, Quality, Efficiency	
Justification	Public		
	Priorities	Increased Span of Service	
Annual Estimated Riders		35,700	
Annual Revenue Hours		8,392	



ROUTE 468–VIENNA - RESTON

Recommenda	ation 468 - 1	Improvement Type: New Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
		Add new local route connecting Vienna a	and Reston via
Description		Lawyers Road and Hunter Mill Road. Operate all day on	
		weekdays and Saturdays with 45-minute	e frequency.
	Goals	Choice, Quality, Efficiency	
Justification	Public	Increased Coverage and Copportivity	
	Priorities	Increased Coverage and Connectivity	
Annual Estim	ated Riders	See 468 - 2	
Annual Revenue Hours		8,412	
Recommendation 468 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
		Adjust route for increased span of servic	e on Sundays.
Description		Operate all day seven days a week with	45-minute
		frequency.	
	Goals	Choice, Quality, Efficiency	
Justification	Public Priorities	Increased Span of Service	
Annual Estimated Riders			
Annual ESum	ated Riders	299,300	
Annual Reve		299,300 9,780	



ROUTE 610—GEORGE MASON UNIVERSITY - CENTREVILLE

Recommenda	ation 610 - 2	Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service service hours to 9:00 p.m. and add Sunda minute frequency all day.	•
	Goals	Choice, Quality, Efficiency	
Justification	Public Priorities	Increased Span of Service	
Justineation	Opportunities for	Performance-Based (System Accessibility	<i>(</i>)
	Improvement		,
Annual Estim	ated Riders	See 610 - 3	
Annual Revenue Hours		14,216	
Recommenda	ation 610 - 3	Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased frequency on w all day on weekdays with 30-minute frequ weekends with 60-minute frequency.	<i>,</i>
	Goals	Choice, Quality, Efficiency	
Justification	Public	Increased Frequency	
	Priorities		
Justification	Opportunities for	Performance-Based (System Accessibility	/)
Annual Estim	Opportunities for Improvement	Performance-Based (System Accessibility	/)



ROUTE 622—FAIRFAX TOWNE CENTER

Recommendation 622 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
DescriptionAdjust route for increased span of service on SundationDescriptionevening. Extend Sunday service by one hour.			
	Goals	Choice, Quality, Efficiency	
Justification	Public Priorities	Increased Span of Service	
Annual Estimated Riders		22,000	
Annual Revenue Hours		1,530 (rush-hour only—see Route 651 for other times of day)	

More recommendation details can be found in the Appendix E

ROUTE 625—RANDOM HILLS - PENDER DR

Recommendation 625 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
		Adjust route for increased connectivity to	o Vienna Metrorail
Description		and increased frequency during rush hour. Operate all day on	
Description		weekdays with 15-minute frequency during rush hour and 30-	
		minute frequency during non-rush hour.	
	Goals	Choice, Quality, Efficiency	
Justification	Public	Increased Frequency, Increased Coverage and Connectivity	
	Priorities		
Annual Estimated Riders		56,400	
Annual Revenue Hours		6,375	



ROUTE 630—CENTREVILLE

Recommendation 630 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained	
Timeframe		Mid-Term		
DescriptionAdjust route for increased span of service on Service on Service by one hour.		-		
	Goals	Choice, Quality, Efficiency		
Justification	Public Priorities	Increased Span of Service		
Annual Estimated Riders		176,900		
Annual Revenue Hours		15,146		

More recommendation details can be found in the Appendix E

ROUTE 651—SULLYFIELD

Recommendation 651 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service	e on Sunday
Description		evening. Extend Sunday service by one h	nour.
	Goals	Choice, Quality, Efficiency	
Justification	Public	Increased Span of Sanvisa	
	Priorities	Increased Span of Service	
	Opportunities	Performance-Based (System Accessibilit	v)
	for	Efficiency-Based (Gap in Span Guideline)	• •
	Improvement	Enciency-based (Gap in Span Guideline)
Annual Estimated Riders		82,600	
Annual Revenue Hours		14,230 (includes Route 622 non-rush hou	ur)



ROUTE 662-CENTREVILLE (STONE RD) PARK AND RIDE - VIENNA

Recommendation 662 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of servic evening. Extend Sunday service by one	•
Goals		Choice, Quality, Efficiency	
Justification	Public Priorities	Increased Span of Service	
Annual Estimated Riders		12,900	
Annual Revenue Hours		8,365	

More recommendation details can be found in the Appendix E

ROUTE 670—CHANTILLY - FRANCONIA

Timeframe Mid-Term Description Adjust route for increased span of service on weekday evenings. Extend weekday service by one hour. Goals Choice, Quality, Efficiency Justification Public Description Increased Span of Service	atus: ained	
Description evenings. Extend weekday service by one hour. Goals Choice, Quality, Efficiency Justification Public Increased Span of Service		
Justification Public		
Increased Span of Service		
Priorities		
Annual Estimated Riders 151,700		
Annual Revenue Hours 8,955		



ROUTE 671—CHANTILLY - DUNN LORING

Recommendation 671 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service on weekday evenings. Extend weekday service by one hour.	
Goals		Choice, Quality, Efficiency	
Justification	Public Priorities	Increased Span of Service	
Annual Estimated Riders		146,100	
Annual Revenue Hours		9,165	

More recommendation details can be found in the Appendix E

ROUTE 672—CHANTILLY - VIENNA – DUNN LORING

Recommendation 672 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service	e on Sunday
Description		evening. Extend Sunday service by one	hour.
Goals		Choice, Quality, Efficiency	
Justification	Public	Increased Span of Service	
	Priorities	Increased Span of Service	
Annual Estimated Riders		100,700	
Annual Revenue Hours		13,130	



ROUTE 681—MANASSAS - MONUMENT DR

Recommendation 681 - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Add new local route connecting Manassas and MDrive Park and Ride via Centreville Road/RouteDescriptionOperate all day on weekdays with 30-minute frequency during rush-hour and 60-minute frequency during hour. Operate all day on Saturday with 60-minute		d/Route 28 and I-66. inute frequency icy during non-rush	
	Goals	Choice, Quality, Efficiency	
Justification	Public Priorities	Increased Coverage and Connectivity	
Annual Estimated Riders		33,400	
Annual Revenue Hours		10,272	

More recommendation details can be found in the Appendix E

ROUTE 696—STRINGFELLOW - NAVY YARD

Recommendation 696 - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
		Add new express route connecting Stri	ngfellow Road Park
Description		and Ride and Navy Yard via I-66. Operate weekdays with 20-	
		minute frequency during rush hour.	
Goals		Choice, Quality, Efficiency	
Justification	Public	Increased Coverage and Connectivity	
	Priorities		
Annual Estimated Riders		99,500	
Annual Revenue Hours		9,000	



ROUTE 715-EAST FALLS CHURCH - LANGLEY

Recommendation 715 - 1		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
Description		Adjust route for increased span of service weekdays with 30-minute frequency.	e. Operate all day on
Goals		Choice, Quality, Efficiency	
Justification	Public Priorities	Increased Span of Service	
Annual Estimated Riders		108,600	
Annual Revenue Hours		6,630	

More recommendation details can be found in the Appendix E

MICROTRANSIT SERVICE-GREAT FALLS

Recommendation DRT - 2		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe		Long-Term	
		Add new on-demand microtransit service	in the Great Falls
Description		area north of Reston connecting trips to Metrorail stations in	
		Reston and Herndon. Operate all day on weekends.	
Goals		Choice, Quality	
Justification	Public	Increased Frequency, Faster Travel, Increased Coverage and	
	Priorities	Connectivity	
Annual Estimated Riders		Further Study Required	
Annual Revenue Hours		5,690	



Franconia, Springfield, and Huntington Area Service

ROUTE 101-HUNTINGTON METRO (NORTH) - MT. VERNON

Recommendation 101 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
Description		Adjust route to restore connection to Geo	orge Washington's Mt.
		Vernon when Richmond Highway BRT b	egins service.
Goals		Choice, Quality, Efficiency	
Justification	Public	Increased Coverage and Connectivity	
	Priorities	increased coverage and connectivity	
Annual Estimated Riders		135,100	
Annual Revenue Hours		26,558 (Routes 101 and 109)	

More recommendation details can be found in the Appendix E

ROUTE 109-ROSE HILL

Recommendation 109 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
Description		Adjust route for increased frequency on v	veekends. Operate
Description		all day seven days a week with 30-minute	e frequency.
	Goals	Choice, Quality, Efficiency	
Justification	Public	Increased Frequency	
	Priorities	Increased Frequency	
Justification	Opportunities		
	for	Efficiency-Based (Gap in Span Guideline)
	Improvement		
Annual Estimated Riders		98,900	
Annual Revenue Hours		26,558 (Routes 101 and 109)	



ROUTE 163—HUNTINGTON METRO (SOUTH) - INOVA MT. VERNON HOSPITAL

Recommendation 163 – 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
Description		Adjust route for increased span of service	e on weekdays from
		4:00 a.m. to midnight.	
Goals		Choice, Quality, Efficiency	
Justification	Public	Increased Span of Service	
	Priorities	Increased Span of Service	
Annual Estimated Riders		137,300	
Annual Revenue Hours		17,622	

More recommendation details can be found in the Appendix E

ROUTE 164—HUNTINGTON METRO (SOUTH) - MT. VERNON

Recommenda	ation 164 - 2	Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
Adjust route for increased frequency on weekdays. Description Mour and 60-minute frequency during non-rush hour weekends.		requency during rush	
	Goals	Choice, Quality, Efficiency	
Justification Public Priorities		Increased Frequency,	
Annual Estimated Riders		103,000	
Annual Revenue Hours		13,529	



ROUTE 171-HUNTINGTON METRO (NORTH) - LORTON VRE

Recommendation 171 - 1		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased frequency on day seven days a week with 20-minute weekdays and 30-minute frequency on	frequency on
	Goals	Choice, Quality, Efficiency	
Justification	Public Priorities	Increased Frequency	
Annual Estimated Riders		938,600	
Annual Revenue Hours		42,662	

More recommendation details can be found in the Appendix E

ROUTE 172—FORT BELVOIR - LORTON VRE

Recommendation 172 - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
		Add new local route connecting Fort Belv	oir to Lorton VRE
Description		Station. Operate all day seven days a we	ek with 20-minute
Description		frequency during rush hour and 35-minut	e frequency during
		non-rush hour and weekends.	
	Goals	Choice, Quality, Efficiency	
Justification	Public	Increased Coverage and Connectivity	
	Priorities	Increased Coverage and Connectivity	
Annual Estimated Riders		162,500	
Annual Revenue Hours		17,000	



ROUTE 231-FRANCONIA-SPRINGFIELD METRO AND VRE TO VAN DORN ST METRO

Recommenda	ation 231 – 2	Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
Description		Adjust route to restore bidrectional connection to Kingstowne, Kingstowne Village Parkway, and Island Creek as Routes 231 and 232 and increased span or service. Operate on weekdays with 30-minute frequency during rush hour in a counter-clockwise loop.	
	Goals	Choice, Quality, Efficiency	
Justification	Public	Increased Span of Service, Increased Coverage and	
	Priorities	Connectivity	
Annual Estimated Riders		28,600	
Annual Revenue Hours		7,268 (Routes 231 and 232)	

More recommendation details can be found in the Appendix E

ROUTE 301—HUNTINGTON METRO (NORTH) TO FRANCONIA-SPRINGFIELD METRO AND VRE

Recommendation 301 – 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
Description		Adjust route for increased frequency on minute frequency during rush hour.	weekdays with 30-
	Goals	Choice, Quality, Efficiency	
Justification	Public Priorities	Increased Frequency	
Justification	Opportunities for Improvement	Performance-Based (Cost Efficiency) Efficiency-Based (Gap in Span Guideline	9)
Annual Estimated Riders		28,800	
Annual Revenue Hours		9,180 (Routes 301 and 305)	



ROUTE 305-SILVERBROOK RD AND LAUREL CREST DR TO FRANCONIA-SPRINGFIELD METRO AND VRE

Recommendation 305 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
Description		Adjust route for increased frequency on	weekdays with 30-
Description		minute frequency during rush hour.	
	Goals	Choice, Quality, Efficiency	
	Public	Increased Frequency	
Justification	Priorities	Increased Frequency	
Justification	Opportunities		
	for	Performance-Based (Ridership, Reliability, Cost Efficie	
	Improvement		
Annual Estimated Riders		18,400	
Annual Revenue Hours		9,180 (Routes 301 and 305)	

More recommendation details can be found in the Appendix E

ROUTE 308—FRANCONIA-SPRINGFIELD METRO AND VRE TO INOVA MT. VERNON HOSPITAL

Recommendation 308 - 1		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Adjust route to add service on Sunday. Operate weekdays with 30-minute frequency during rush minute frequency during non-rush hour. Operate weekends with 45-minute frequency		ing rush hour and 40-	
	Goals	Choice, Quality, Efficiency	
Justification	Public Increased Span of Service Priorities Increased Span of Service		
Annual Estimated Riders		87,500	
Annual Revenue Hours		13,280	



ROUTE 310-ROLLING VALLEY PARK AND RIDE TO HUNTINGTON METRO (SOUTH)

Recommenda	ation 310 - 2	Improvement Type: Modified Route	Financial Status: Unconstrained	
Timeframe		Mid-Term		
Description		shift to the south side of the Huntington Operate all day on weekdays with 15-mi during rush hour and 25-minute frequen hour. Operate all day on Saturday with 2	Adjust route for increased span of service on Saturday and shift to the south side of the Huntington Metrorail station. Operate all day on weekdays with 15-minute frequency during rush hour and 25-minute frequency during non-rush hour. Operate all day on Saturday with 25-minute frequency and until 1:00 a.m. Operate all-day on Sunday with 30-minute frequency	
	Goals	Choice, Quality, Efficiency		
Justification	Public Priorities	Increased Span of Service		
Annual Estimated Riders		541,700		
Annual Revenue Hours		37,768		

More recommendation details can be found in the Appendix E

ROUTE 313—HUNTINGTON METRO - FAIR OAKS MALL

Recommendation 313 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route to extend from Franconia-Springfield Metrorail and VRE station to Huntington Metrorail station via Franconia Road, add service on Sunday. Maintain weekday and Saturday service, and operate on Sunday all day with 60- minute frequency.	
	Goals	Choice, Quality, Efficiency	
Justification	Public	Increased Coverage and Connectivity, Ir	ncreased Span of
	Priorities	Service	
Annual Estimated Riders		466,900	
Annual Revenue Hours		22,690	



ROUTE 315—GEORGE MASON UNIVERSITY - FRANCONIA-SPRINGFIELD METRO AND VRE

Recommenda	ation 315 - 1	Improvement Type: New Route	Financial Status: Unconstrained	
Timeframe		Long-Term		
Description		and Franconia-Springfield Metrorail and Braddock Road, Rolling Road, and Fra Parkway. Operate all day on weekdays	Add new local route connecting George Mason University and Franconia-Springfield Metrorail and VRE station via Braddock Road, Rolling Road, and Franconia-Springfield Parkway. Operate all day on weekdays and Saturday with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and Saturday	
	Goals	Choice, Quality, Efficiency		
Justification	Public Priorities	Faster Travel, Increased Coverage and	I Connectivity	
Annual Estimated Riders		153,000		
Annual Revenue Hours		13,724		

More recommendation details can be found in the Appendix E

ROUTE 321—FRANCONIA-SPRINGFIELD METRO AND VRE TO VAN DORN ST METRO

Recommendation 321	2 Improvement Type: Modified Route Financial Status: Unconstrained	
Timeframe	Mid-Term	
Description	Adjust route for more direct service, increased frequency, and increased span of service on weekdays. Operate between Van Dorn and Franconia-Springfield Metrorail stations via Backlick Road with bidirectional service, effectively providing a combined frequency of 10 to 15 minutes with Route 322 between Springfield CBC Commuter Parking Garage and Springfield Metrorail station. Extend weekday service hours to 1:00 a.m.	
Goals	Choice, Quality, Efficiency	
Justification Public Prioritie	Increased Frequency, Increased Span of Service	
Annual Estimated Ride	s 281,300	
Annual Revenue Hours	29,735	



ROUTE 322—FRANCONIA-SPRINGFIELD METRO AND VRE TO VAN DORN ST METRO

Recommendation 3	22 – 2	Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description	Adjust route for more direct service, increased frequenc and increased span of service on weekdays. Operate between Van Dorn Metrorail station and Springfield CBC Commuter Parking Garage via Kingstowne with bidirect		ays. Operate Springfield CBC ne with bidirectional I frequency of 10 to ingfield CBC eld Metrorail station.
Goal	S	Choice, Quality, Efficiency	
Justification Public Priorities		Increased Frequency, Increased Span of Service	
Annual Estimated Riders		206,200	
Annual Revenue Hours		22,677	

More recommendation details can be found in the Appendix E

ROUTE 334—FRANCONIA-SPRINGFIELD METRO AND VRE TO DEFENSE LOGISTICS AGENCY

Recommendation 334 – 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
Description Adjust route for increased frequency on weekda weekend service. Increase weekday frequency during non-rush hour. Operate with 60-minute f Saturday and Sunday.		uency to 45 minutes	
	Goals	Choice, Quality, Efficiency	
luctification	Public Priorities	Increased Frequency	
Justification	Opportunities for Improvement	Performance-Based (Ridership, Reliabilit	ty, Cost Efficiency)
Annual Estimated Riders		17,100	
Annual Revenue Hours		7,560	



ROUTE 335-FRANCONIA-SPRINGFIELD METRO AND VRE TO FORT BELVOIR

Recommendation 335 - 1		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description Adjust route for increased frequency on we on weekdays with 20-minute frequency during the second		<i>,</i> ,	
Goals		Choice, Quality, Efficiency	
Justification	Public Priorities	Increased Frequency	
Annual Estimated Riders		29,600	
Annual Revenue Hours		6,120	



ROUTE 400X—TYSONS CORNER METRO TO FRANCONIA-SPRINGFIELD METRO AND VRE

Recommendation 400X - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Add new express limited-stop route connecting Tysons Corner Metrorail to Franconia-Springfield Metrorail and VRE station via Dunn Loring Metrorail station, INOVA Fairfax Hospital, Annandale, and Backlick Road alongside Route 401/402. Operate on weekdays with 20-minute frequency during rush hour.	
	Goals	Choice, Quality, Efficiency	
Justification	Public Priorities	Faster Travel	
Annual Estimated Riders		See 400X - 3	
Annual Revenue Hours		10,710	

Recommendation 400X - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service on weekdays.	
		Operate all day on weekdays with 20-minute frequency during	
		rush hour and 30-minute frequency during non-rush hour.	
	Goals	Choice, Quality, Efficiency	
Justification	Public	Increased Span of Service, Faster Travel	
	Priorities		
Annual Estimated Riders		See 400X - 3	
Annual Revenue Hours		21,586	

Recommendation 400X - 3		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service on weekends.	
		Operate all day seven days a week with 20-minute frequency	
		during rush hour and 30-minute frequency during non-rush	
		hour and weekends.	
Goals		Choice, Quality, Efficiency	
Justification	Public	Increased Chan of Comise Factor Travel	
	Priorities	Increased Span of Service, Faster Travel	
Annual Estimated Riders		312,200	
Annual Revenue Hours		23,282	



ROUTE 494—HUNTINGTON METRO TO TYSONS GALLERIA SHOPPING CENTER

Timeframe Mid-Term Description Adjust route to extend from Franconia-Springfield Metrorail and VRE station to Huntington Metrorail station via I-495. Operate on weekdays with 15-minute frequency during rush hour and 60-minute frequency during non-rush hour. Justification Goals Choice, Quality, Efficiency Public Increased Coverage and Connectivity, Increased Priorities Frequency, Faster Travel Opportunities for Performance-Based (Ridership, Reliability, Cost Efficiency) Efficiency-Based (Gap in Span Guideline) Annual Estimed Riders 78,300 Annual Reverrer Hours 13,529	Recommenda	ation 494 - 2	Improvement Type: Modified Route	Financial Status: Unconstrained
Descriptionand VRE station to Huntington Metroral station via I-495. Operate on weekdays with 15-minute frequency during rush hour and 60-minute frequency during non-rush hour.JustificationGoalsChoice, Quality, EfficiencyPublicIncreased Coverage and Connectivity, IncreasedPrioritiesFrequency, Faster TravelOpportunities for 	Timeframe		Mid-Term	
Justification Public Increased Coverage and Connectivity, Increased Priorities Frequency, Faster Travel Opportunities for Improvement Performance-Based (Ridership, Reliability, Cost Efficiency) Efficiency-Based (Gap in Span Guideline) Annual Estimated Riders 78,300	Description		and VRE station to Huntington Metrorail station via I-495. Operate on weekdays with 15-minute frequency during	
Opportunities for ImprovementPerformance-Based (Ridership, Reliability, Cost Efficiency) Efficiency-Based (Gap in Span Guideline)Annual Estimated Riders78,300	luctification	Public	Increased Coverage and Connectivity	, Increased
	Justification	for	Performance-Based (Ridership, Relia	3 · 3 /
Annual Revenue Hours 13,529	Annual Estimated Riders		78,300	
	Annual Revenue Hours		13,529	

More recommendation details can be found in Appendix E.

ROUTE 495—BURKE CENTER VRE TO TYSONS GALLERIA SHOPPING CENTER

Recommendation 495 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
		Adjust route for increased span of service	e and frequency to
Description		restore existing level of service. Operate on weekdays with	
Description		25-minute frequency during rush hour and 90-minute	
		frequency during non-rush hour.	
	Goals	Choice, Quality, Efficiency	
	Public	Increased Frequency, Increased Span of Service	
Justification	Priorities		
Justification	Opportunities		
	for	Performance-Based (Ridership, Reliabilit	y, Cost Efficiency)
	Improvement		
Annual Estimated Riders		27,000	
Annual Revenue Hours		6,538	