



Appendix C

Financially Unconstrained Plan



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	
Description		Adjust route for increased span of service. Operate all day on weekdays with 20-minute frequency during rush hour* and 45-minute frequency during non-rush hour*.	
Justification	Goals	Choice, Quality, Efficiency	
	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		Adjust route for increased span of service on weekdays. Operate all day on weekdays with 20-minute frequency during rush hour and 60-minute frequency during non-rush hour.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Performance-Based (Cost Efficiency) Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders		See 553 - 3	
Annual Revenue Hours		13,260	
Recommendation 553 - 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 60-minute frequency during non-rush hour and weekends.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Performance-Based (Cost Efficiency)	
Annual Estimated Riders		91,100	
Annual Revenue Hours		15,900	

More recommendation details can be found in the **Appendix E**



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

Recommendation 605 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased frequency on weekdays and Saturday. Operate all day seven days a week with 30-minute frequency on weekdays and Saturday, and 45-minute frequency on Sunday.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Performance-Based (System Accessibility) Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders		See 605 - 3	
Annual Revenue Hours		16,986	
Recommendation 605 - 3		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		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.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Performance-Based (System Accessibility) Efficiency-Based (Gap in Headway Standard)	
Annual Estimated Riders		88,500	
Annual Revenue Hours		17,990	

More recommendation details can be found in the **Appendix E**



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

Recommendation 615 - 3		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
Description		Adjust route for increased frequency on weekdays and Saturday. Operate all day on weekdays with 30-minute frequency. Operate all day on Saturday with 30-minute frequency and on Sunday with 45-minute frequency.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
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 and increased frequency on weekends. Extend weekday service hours to 12:00 a.m. and increase weekend frequency to 30 minutes.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders		176,100	
Annual Revenue Hours		21,615	

More recommendation details can be found in the **Appendix E**



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 and weekdays and weekends. Extend service hours to 10:00 p.m.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Performance-Based (System Accessibility)	
	Annual Estimated Riders	26,000	
Annual Revenue Hours		5,475	

More recommendation details can be found in the **Appendix E**



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 reverse loop of Route 921. Operate all day seven days a week with 40-minute frequency.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
	Opportunities for Improvement	Performance-Based (System Accessibility)	
Annual Estimated Riders		See 922 - 2	
Annual Revenue Hours		4,380	
Recommendation 922 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service and weekdays and weekends. Extend service hours to 10:00 p.m.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Performance-Based (System Accessibility)	
Annual Estimated Riders		28,500	
Annual Revenue Hours		5,475	

More recommendation details can be found in the **Appendix E**



ROUTE 924—NOVA - LOUDOUN - HERNDON - FRANKLIN FARM

Recommendation 924 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased frequency on weekdays and Saturday. Operate all day seven days a week with 20-minute frequency during rush hour, 30-minute frequency during non-rush hour and Saturday, and 60-minute frequency on Sunday.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
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.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
Annual Estimated Riders		607,800	
Annual Revenue Hours		30,595	

More recommendation details can be found in the Appendix E



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

Recommendation 951 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service and weekdays and Saturday. Operate all day on weekdays with 20-minute frequency during rush hour and 60-minute frequency during non-rush hour. Operate all day on Saturday with 60-minute frequency.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard)	
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

Recommendation 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 opportunities to expand service to major employment centers along the southern portion of the route.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and Connectivity	
Annual Estimated Riders		309,100	
Annual Revenue Hours		21,165	

More recommendation details can be found in the **Appendix E**



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	
Description		Adjust route for increased frequency on weekdays. Increase frequency to 20-minutes all day on weekdays and maintain weekend service.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
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 weekdays. Increase frequency to 20-minutes all day on weekdays and maintain weekend service.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders		151,800	
Annual Revenue Hours		21,510	

More recommendation details can be found in the **Appendix E**



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	
Description		Adjust route for increased frequency on weekdays and weekends. Increase weekday frequency to 20 minutes during non-rush hour and weekend frequency to 30 minutes.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
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.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders		36,100	
Annual Revenue Hours		9,030	

More recommendation details can be found in the **Appendix E**



Centreville, Chantilly, Vienna, and Tysons Area Service

ROUTE 306—GEORGE MASON UNIVERSITY – PENTAGON METRO STATION

Recommendation 306 - 1		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service during evenings and weekends. Operate during the midday and evening on weekdays with 60-minute frequency. Operate all day on weekends with 60-minute frequency.	
Justification	Goals	Choice, Quality, Efficiency	
	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.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service	
Annual Estimated Riders		245,600	
Annual Revenue Hours		15,347	

More recommendation details can be found in the **Appendix E**



ROUTE 467—DUNN LORING - TYSONS

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

More recommendation details can be found in the **Appendix E**



ROUTE 468—VIENNA - RESTON

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

More recommendation details can be found in the **Appendix E**



ROUTE 610—GEORGE MASON UNIVERSITY - CENTREVILLE

Recommendation 610 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service. Extend Saturday service hours to 9:00 p.m. and add Sunday service with 60-minute frequency all day.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Performance-Based (System Accessibility)	
Annual Estimated Riders		See 610 - 3	
Annual Revenue Hours		14,216	
Recommendation 610 - 3		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased frequency on weekdays. Operate all day on weekdays with 30-minute frequency and all day on weekends with 60-minute frequency.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Performance-Based (System Accessibility)	
Annual Estimated Riders		337,700	
Annual Revenue Hours		15,746	

More recommendation details can be found in the **Appendix E**



ROUTE 622—FAIRFAX TOWNE CENTER

Recommendation 622 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service on Sunday evening. Extend Sunday service by one hour.	
Justification	Goals	Choice, Quality, Efficiency	
	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	
Description		Adjust route for increased connectivity to Vienna Metrorail and increased frequency during rush hour. Operate all day on weekdays with 15-minute frequency during rush hour and 30-minute frequency during non-rush hour.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Coverage and Connectivity	
Annual Estimated Riders		56,400	
Annual Revenue Hours		6,375	

More recommendation details can be found in the **Appendix E**



ROUTE 630—CENTREVILLE

Recommendation 630 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service on Sunday evening. Extend Sunday service by one hour.	
Justification	Goals	Choice, Quality, Efficiency	
	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 on Sunday evening. Extend Sunday service by one hour.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
	Opportunities for Improvement	Performance-Based (System Accessibility) Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders		82,600	
Annual Revenue Hours		14,230 (includes Route 622 non-rush hour)	

More recommendation details can be found in the **Appendix E**



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 service on Sunday evening. Extend Sunday service by one hour.	
Justification	Goals	Choice, Quality, Efficiency	
	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

Recommendation 670 - 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.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders		151,700	
Annual Revenue Hours		8,955	

More recommendation details can be found in the **Appendix E**



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.	
Justification	Goals	Choice, Quality, Efficiency	
	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 on Sunday evening. Extend Sunday service by one hour.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders		100,700	
Annual Revenue Hours		13,130	

More recommendation details can be found in the **Appendix E**



ROUTE 681—MANASSAS - MONUMENT DR

Recommendation 681 - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		Add new local route connecting Manassas and Monument Drive Park and Ride via Centreville Road/Route 28 and I-66. Operate all day on weekdays with 30-minute frequency during rush-hour and 60-minute frequency during non-rush hour. Operate all day on Saturday with 60-minute frequency.	
Justification	Goals	Choice, Quality, Efficiency	
	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	
Description		Add new express route connecting Stringfellow Road Park and Ride and Navy Yard via I-66. Operate weekdays with 20-minute frequency during rush hour.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
Annual Estimated Riders		99,500	
Annual Revenue Hours		9,000	

More recommendation details can be found in the **Appendix E**



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. Operate all day on weekdays with 30-minute frequency.	
Justification	Goals	Choice, Quality, Efficiency	
	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	
Description		Add new on-demand microtransit service in the Great Falls area north of Reston connecting trips to Metrorail stations in Reston and Herndon. Operate all day on weekends.	
Justification	Goals	Choice, Quality	
	Public Priorities	Increased Frequency, Faster Travel, Increased Coverage and Connectivity	
Annual Estimated Riders		Further Study Required	
Annual Revenue Hours		5,690	

More recommendation details can be found in the **Appendix E**



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 George Washington's Mt. Vernon when Richmond Highway BRT begins service.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
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 weekends. Operate all day seven days a week with 30-minute frequency.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders		98,900	
Annual Revenue Hours		26,558 (Routes 101 and 109)	

More recommendation details can be found in the **Appendix E**



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 on weekdays from 4:00 a.m. to midnight.	
Justification	Goals	Choice, Quality, Efficiency	
	Public 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

Recommendation 164 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
Description		Adjust route for increased frequency on weekdays. Operate all day seven days a week with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency,	
Annual Estimated Riders		103,000	
Annual Revenue Hours		13,529	

More recommendation details can be found in the **Appendix E**



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 weekdays. Operate all day seven days a week with 20-minute frequency on weekdays and 30-minute frequency on weekends.	
Justification	Goals	Choice, Quality, Efficiency	
	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	
Description		Add new local route connecting Fort Belvoir to Lorton VRE Station. Operate all day seven days a week with 20-minute frequency during rush hour and 35-minute frequency during non-rush hour and weekends.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
Annual Estimated Riders		162,500	
Annual Revenue Hours		17,000	

More recommendation details can be found in the **Appendix E**



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

Recommendation 231 – 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Long-Term	
Description		Adjust route to restore bidirectional 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.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service, Increased Coverage and Connectivity	
	Opportunities for Improvement	Performance-Based (Cost Efficiency) Efficiency-Based (Gap in Span Guideline)	
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 weekdays with 30-minute frequency during rush hour.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Performance-Based (Cost Efficiency) Efficiency-Based (Gap in Span Guideline)	
Annual Estimated Riders		28,800	
Annual Revenue Hours		9,180 (Routes 301 and 305)	

More recommendation details can be found in the **Appendix E**



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-minute frequency during rush hour.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency)	
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	
Description		Adjust route to add service on Sunday. Operate all day on weekdays with 30-minute frequency during rush hour and 40-minute frequency during non-rush hour. Operate all day on weekends with 45-minute frequency	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service	
Annual Estimated Riders		87,500	
Annual Revenue Hours		13,280	

More recommendation details can be found in the **Appendix E**



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

Recommendation 310 - 2		Improvement Type: Modified Route	Financial Status: Unconstrained
Timeframe		Mid-Term	
Description		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.	
Justification	Goals	Choice, Quality, Efficiency	
	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.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity, Increased Span of Service	
Annual Estimated Riders		466,900	
Annual Revenue Hours		22,690	

More recommendation details can be found in the **Appendix E**



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

Recommendation 315 - 1		Improvement Type: New Route	Financial Status: Unconstrained
Timeframe		Long-Term	
Description		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.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel, Increased Coverage and 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.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service	
Annual Estimated Riders		281,300	
Annual Revenue Hours		29,735	

More recommendation details can be found in the **Appendix E**



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

Recommendation 322 – 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 Metrorail station and Springfield CBC Commuter Parking Garage via Kingstowne with bidirectional service, effectively providing a combined frequency of 10 to 15 minutes with Route 321 between Springfield CBC Commuter Parking Garage and Springfield Metrorail station. Extend weekday service hours to 1:00 a.m.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service	
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency)	
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 weekdays and add weekend service. Increase weekday frequency to 45 minutes during non-rush hour. Operate with 60-minute frequency on Saturday and Sunday.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency)	
Annual Estimated Riders		17,100	
Annual Revenue Hours		7,560	

More recommendation details can be found in the **Appendix E**



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 weekdays. Operate on weekdays with 20-minute frequency during rush hour.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency	
Annual Estimated Riders		29,600	
Annual Revenue Hours		6,120	

More recommendation details can be found in the **Appendix E**



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.	
Justification	Goals	Choice, Quality, Efficiency	
	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.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service, Faster Travel	
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.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Span of Service, Faster Travel	
Annual Estimated Riders		312,200	
Annual Revenue Hours		23,282	

More recommendation details can be found in the **Appendix E**



ROUTE 494—HUNTINGTON METRO TO TYSONS GALLERIA SHOPPING CENTER

Recommendation 494 - 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 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 Priorities	Increased Coverage and Connectivity, Increased Frequency, Faster Travel	
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency) Efficiency-Based (Gap in Span Guideline)	
	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	
Description		Adjust route for increased span of service and frequency to restore existing level of service. Operate on weekdays with 25-minute frequency during rush hour and 90-minute frequency during non-rush hour.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service	
	Opportunities for Improvement	Performance-Based (Ridership, Reliability, Cost Efficiency)	
	Annual Estimated Riders	27,000	
Annual Revenue Hours		6,538	

More recommendation details can be found in the **Appendix E**