

3



## Planned Improvements and Modifications



### 3. Planned Improvements and Modifications

This chapter describes Connector's planned service improvements and modifications based on the strategic vision, public priorities, and opportunities for improvement identified in **Chapters 1 and 2**.

- **Section 3.1** describes specific service changes, level of service, and impacts on operations, ridership, and service efficiency. Each project description also includes how it supports the needs of the system.
- **Section 3.2** describes the prioritization of financially constrained planned service improvements and places each of the projects into short-term (through fiscal year [FY] 2025), mid-term (FY 2026 through FY 2029), and long-term (FY 2030 through FY 2033) timeframes, highlighting the associated capital and operating costs.
- **Section 3.3** summarizes service development and the prioritized projects by operational requirements such as annual service hours.

All improvements outlined in this chapter are financially constrained, meaning that funding for them is reasonably expected to be available over the timeframe of the plan. **Appendix C** contains financially unconstrained improvements that do not have identified funding but could be considered for implementation if funding becomes available in the future.

#### 3.1 Planned Service Improvements

This section presents specific route improvements or modifications based on the needs identified in **Chapters 1 and 2**. The section is grouped into three subsections by geography of Fairfax County:

- **Section 3.1.1**— Reston and Herndon area routes
- **Section 3.1.2**—Centreville, Chantilly, Vienna, and Tysons area routes, including Annandale, Falls Church, and neighboring areas
- **Section 3.1.3**—Franconia, Springfield, and Huntington area routes

While routes are assigned to one of three geographies, routes that operate across multiple areas of the county are cross-referenced in each section. The end of each section also contains a list of routes that do not have changes and routes that are planned to be eliminated through streamlining service, right-sizing to demand, and maintaining service in those areas with other new or modified routes.

Planned service improvements were primarily identified through Fairfax County's recurring transit planning processes and Bus Service Review Studies. Improvements and modifications of routes in the Huntington area were identified through the Richmond Highway BRT feeder plan and were refined through the TSP process. Additional improvements were identified through the TSP process beyond these previous area plans to fill gaps or address needs.



The following subsections present recommendations in a standard format.

- **Recommendation ID:** routes that have multiple improvements at different times over the 10-year horizon of the TSP are numbered consecutively
- **Improvement Type:** identifies if the recommendation is a new route or a modified route
- **Financial Status:** identifies if the recommendation is financially constrained (funding is reasonably expected to be available over the timeframe of the plan) or unconstrained. **Section 3.2** describes the methodology for how recommendations were prioritized, phased, and identified as financially constrained or unconstrained. All improvements in this chapter are financially constrained while those in **Appendix C** are financially unconstrained.
- **Timeframe:** short-term, mid-term, or long-term. **Section 3.2** describes the methodology for how recommendations were prioritized and phased.
- **Description:** a description of the service changes and level of service. Rush hour refers to peak commuting travel periods while non-rush hour refers off-peak travel periods. One-page route sheets for every planned route are included in **Appendix E**, and contain additional details such as maps, transfer connections, and span of service.
- **Justification:** why the service change is needed.
  - **Goals:** applicable goals and objectives of **Section 1.2.1** that the recommendation helps meet
  - **Public Priorities:** applicable priorities and service improvement needs identified through public survey efforts—increased frequency, increased span of service, faster travel, and increased coverage and connectivity
  - **Opportunities for Improvement:** applicable opportunities for improvement identified in **Chapter 2**—travel demand and underserved areas, performance-based, and efficiency-based
- **Estimated annual riders:** estimate of future ridership developed from Fairfax County's validated TBEST (Transit Boardings Estimation and Simulation Tool) model. Estimates are for a 2032 long-term analysis scenario that contains all financially constrained service improvements in one network.
- **Annual revenue hours:** approximate annual service hours the route is planned to operate, which relates to operating cost, bus operator needs, and peak vehicle requirements

### 3.1.1 Reston and Herndon Area Service

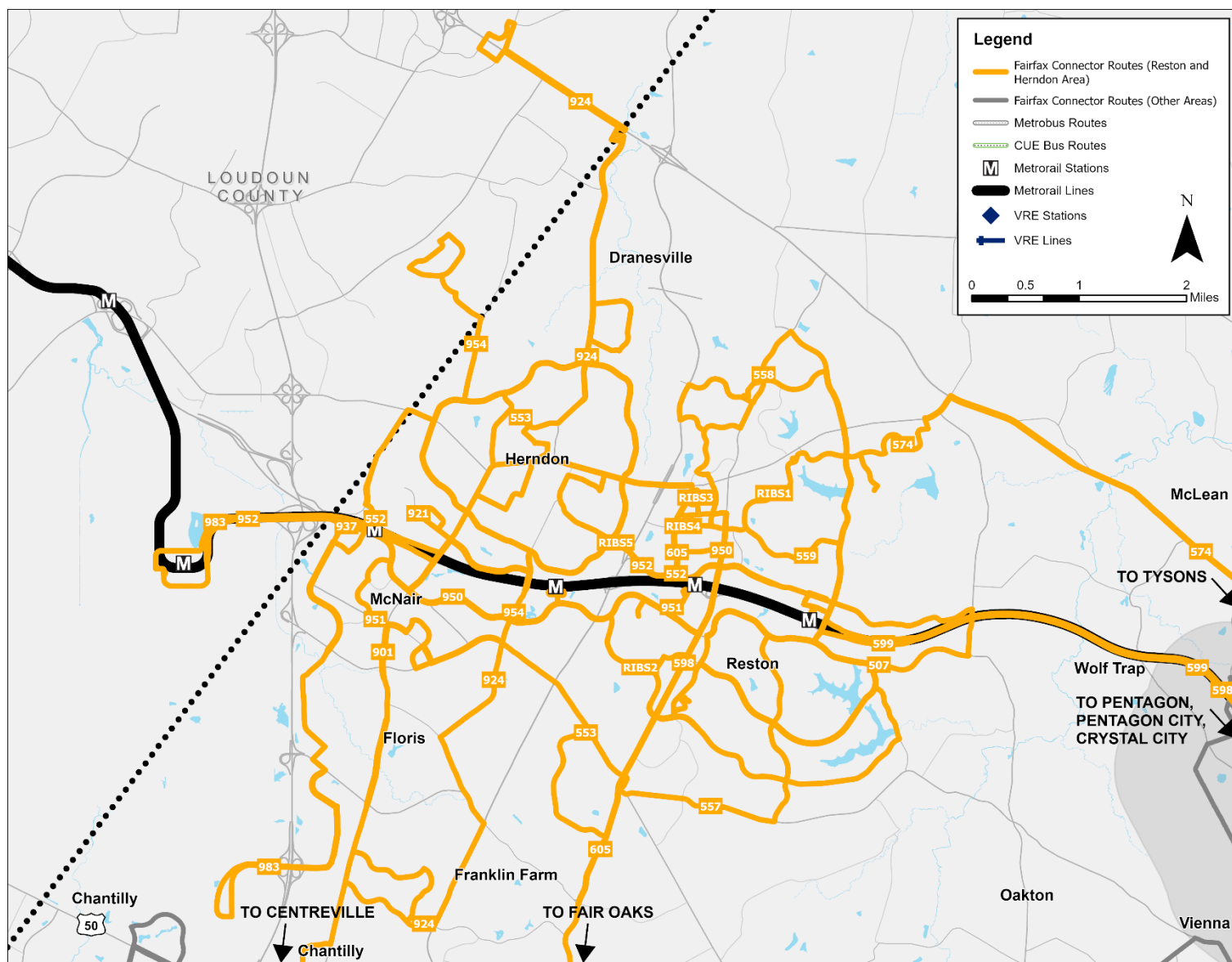
This section summarizes service improvements and modifications for routes that primarily operate in the Reston and Herndon area. Many of the improvements are service changes associated with the opening of the Metrorail Silver Line extension from Wiehle-Reston East to Ashburn station in Loudoun County. **Figure 3-1** highlights the locations of the financially constrained service improvements, and **Appendix D** contains a full system map.



All recommendations described in this section for the Reston-Herndon area, with the exception of recommendations 615 – 2 for Route 615 and 598 – 1 for Route 598, were implemented in the service changes that started on November 16, 2022.



**FIGURE 3-1: RESTON AND HERNDON AREA ROUTES**





### ROUTE 507—WIEHLE-RESTON EAST METRO TO PARKRIDGE BLVD

Recommendation 507 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for a shifted span of service to match demand. Operate all day on weekdays with 25-minute frequency.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
<b>Annual Estimated Riders</b>		16,600	
<b>Annual Revenue Hours</b>		3,634	

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

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

Recommendation 552 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for improved connectivity with several medium-density residential areas and three Metrorail stations. Operate on weekdays with 20-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
<b>Annual Estimated Riders</b>		98,200	
<b>Annual Revenue Hours</b>		7,667	

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



### ROUTE 553—RESTON TOWN CENTER METRO TO HERNDON HIGH SCHOOL

Recommendation 553 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for improved connectivity between Fox Mill Road to Reston Town Center and Herndon Metrorail station south of the Dulles Toll Road. Operate on weekdays with 20-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Performance-Based (Cost Efficiency)	
<b>Annual Estimated Riders</b>		81,600	
<b>Annual Revenue Hours</b>		9,099	

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

### ROUTE 557—RESTON SOUTH TO WIEHLE-RESTON EAST METRO

Recommendation 557 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route to maintain peak-period connection between Reston South Park and Ride and Wiehle-Reston East Metrorail station via Soapstone Road. Operate on weekdays with 40-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Opportunities for Improvement</b>	Performance-Based (Cost Efficiency)	
<b>Annual Estimated Riders</b>		10,700	
<b>Annual Revenue Hours</b>		1,573	

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



## ROUTE 558/559—RESTON TOWN CENTER TRANSIT TO CENTER HARBOR RD AND WIEHLE AVE

Recommendation 558/559 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for improved connectivity with North Shore Drive and Reston Town Center. Route 558 operates between Wiehle-Reston East Metrorail station and Center Harbor Road via Wiehle Avenue, and Route 559 operates between Wiehle-Reston East Metrorail station and Reston Town Center via North Shore Drive. Operate all day seven days a week with 20-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Performance-Based (Ridership, Reliability, Cost Efficiency) Efficiency-Based (Gap in Headway Standard)	
<b>Annual Estimated Riders</b>		66,400	
<b>Annual Revenue Hours</b>		3,770 (Route 558) 5,021 (Route 559)	

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





## ROUTE 574—RESTON TOWN CENTER TRANSIT CENTER TO TYSONS WEST\*PARK TRANSIT CENTER

Recommendation 574 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for reduced travel time between Reston Town Center and Tysons. Operate all day seven days a week with 30-minute frequency during rush hour and 45-minute frequency during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel	
	<b>Opportunities for Improvement</b>	Performance-Based (Ridership, Reliability, Cost Efficiency) Efficiency-Based (Gap in Headway Standard)	
	<b>Annual Estimated Riders</b>	72,500	
<b>Annual Revenue Hours</b>		14,175	

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

## ROUTE 598—RESTON SOUTH PARK AND RIDE TO PENTAGON / CRYSTAL CITY

Recommendation 598 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new express route connecting Reston South Park and Ride to the Pentagon, Pentagon City, and Crystal City. Operate weekdays with 20-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
<b>Annual Estimated Riders</b>		44,600	
<b>Annual Revenue Hours</b>		7,715	

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



### ROUTE 599—RESTON NORTH PARK AND RIDE TO PENTAGON / CRYSTAL CITY

Recommendation 599 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for a shifted span of service to match demand. Operate on weekdays with 25-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
<b>Annual Estimated Riders</b>		53,800	
<b>Annual Revenue Hours</b>		4,358	

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

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

Recommendation 605 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for increased connectivity and faster travel time between Reston and Fair Oaks Mall. Operate all day seven days a week with 30-minute frequency during rush hour and 45-minute frequency during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Performance-Based (System Accessibility) Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
	<b>Annual Estimated Riders</b>	89,300	
<b>Annual Revenue Hours</b>		12,303	

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



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

Recommendation 615 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe		Short-Term	
Description		Add new local route to replace the section of Route 605 currently operating between Fair Oaks Hospital and Fair Oaks Mall, via Stringfellow Road and Fair Lakes Parkway. Operate all day seven days a week with 30-minute frequency during rush hour and 45-minute frequency during non-rush hour and weekends.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Faster Travel	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders		See 615 - 2	
Annual Revenue Hours		12,033	
Recommendation 615 - 2		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe		Short-Term	
Description		Adjust route to connect to the Stringfellow Road Park and Ride. Operate all day seven days a week with 30-minute frequency during rush hour and 45-minute frequency during non-rush hour and weekends.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
	Opportunities for Improvement	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
Annual Estimated Riders		130,700	
Annual Revenue Hours		13,042	

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



### ROUTE 901—HERNDON METRO TO CENTREVILLE UMC PARK AND RIDE

Recommendation 901 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new cross county route connecting Herndon, Centreville, and Chantilly areas. Operate all day seven days a week with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		163,200	
<b>Annual Revenue Hours</b>		17,361	

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

### ROUTE 921—HERNDON METRO TO HERNDON TOWN HALL

Recommendation 921 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new local route operating as a loop through the Town of Herndon, connecting Herndon downtown and historical areas to the Herndon Metrorail station. Operate all day seven days a week with 40-minute frequency.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Performance-Based (System Accessibility) Efficiency-Based (Gap in Headway Standard)	
<b>Annual Estimated Riders</b>		22,700	
<b>Annual Revenue Hours</b>		4,593	

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



## ROUTE 924—NOVA - LOUDOUN - HERNDON - FRANKLIN FARM

Recommendation 924 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for improved connectivity to NOVA Loudoun Campus, Herndon Metrorail station, and Franklin Farm; and for improved access to employment, shopping, and Loudoun County Transit. Operate all day seven days a week with 20-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency, Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		249,800	
<b>Annual Revenue Hours</b>		17,902	

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

## ROUTE 937—HARBOR HOUSE TO HERNDON METRO

Recommendation 937 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for shifted span of service to match demand. Operate seven days a week with 40-minute frequency during weekday midday and all day on weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Headway Standard)	
<b>Annual Estimated Riders</b>		49,000	
<b>Annual Revenue Hours</b>		6,721	

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





## ROUTE 950—RESTON TOWN CENTER METRO TO HERNDON METRO

Recommendation 950 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for increased frequency. Operate all day seven days a week with 15-minute frequency during rush hour and 20-minute frequency during non-rush hour and 20- to 30-minute frequency on weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		582,900	
<b>Annual Revenue Hours</b>		28,145	

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

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

Recommendation 951 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for increased frequency and improved connectivity between commercial and residential areas south of the Dulles Toll Road. Operate on weekdays with 20-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		120,600	
<b>Annual Revenue Hours</b>		9,223	

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



## ROUTE 952—WIEHLE-RESTON EAST METRO TO DULLES AIRPORT

Recommendation 952 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for increased frequency and improved connectivity along the north side of the Dulles Toll Road corridor. Operate all day seven days a week with 20-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public</b>	Increased Frequency, Increased Coverage and	
	<b>Priorities</b>	Connectivity	
<b>Annual Estimated Riders</b>		34,800	
<b>Annual Revenue Hours</b>		9,219	

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

## ROUTE 954—HERNDON METRO TO STERLING PLAZA

Recommendation 954 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new local route connecting Herndon Metrorail station and Sterling Plaza. Operate all day seven days a week with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public</b>	Increased Coverage and Connectivity	
	<b>Priorities</b>		
<b>Annual Estimated Riders</b>		97,600	
<b>Annual Revenue Hours</b>		7,129	

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



### ROUTE 983—DULLES AIRPORT TO AIR AND SPACE MUSEUM (UDVAR-HAZY CENTER

Recommendation 983 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for improved connectivity with Innovation Center Metrorail station, Dulles Airport, Udvar-Hazy Center, and Park Center Road. Operate all day seven days a week with 25-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
	<b>Annual Estimated Riders</b>	184,300	
<b>Annual Revenue Hours</b>		8,340	

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

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

Recommendation RIBS 1 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for increased frequency. Operate all day seven days a week with 25-minute frequency on weekdays and 20- to 30-minute frequency on weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
	<b>Annual Estimated Riders</b>	104,100	
<b>Annual Revenue Hours</b>		16,345	

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



## ROUTE RIBS 2—RESTON TOWN CENTER TRANSIT STATION TO HERNDON METRO

Recommendation RIBS 2 - 1 Improvement Type: Modified Route		Financial Status: Constrained
<b>Timeframe</b>	Short-Term	
<b>Description</b>	Adjust route for increased frequency and improved connectivity by merging current RIBS 2 and Route 551 to form a new RIBS 2, operating on a bidirectional basis. Operate all day seven days a week with 20-minute frequency during rush hour and 30-minute frequency during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency
	<b>Public Priorities</b>	Increased Frequency, Faster Travel
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)
<b>Annual Estimated Riders</b>		267,200
<b>Annual Revenue Hours</b>		22,190

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

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

Recommendation RIBS 3 - 1 Improvement Type: Modified Route		Financial Status: Constrained
<b>Timeframe</b>	Short-Term	
<b>Description</b>	Adjust route for increased frequency. Operate during the day and evening on weekdays with 25-minute frequency. Operate all day seven days a week with 25-minute frequency on weekdays and 20- to 30-minute frequency on weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency
	<b>Public Priorities</b>	Increased Frequency
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)
<b>Annual Estimated Riders</b>		113,800
<b>Annual Revenue Hours</b>		16,359

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



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

Recommendation RIBS 4 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for increased frequency and improved connectivity by replacing Route 556 and connecting with Reston Town Center Metrorail station. Operate all day seven days a week with 20-minute frequency during rush hour and 40-minute frequency during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		29,800	
<b>Annual Revenue Hours</b>		7,671	

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

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

Recommendation RIBS 5 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for more direct service between Harbor House and Elden Street shopping centers, while continuing to link to Reston Town Center Transit Station. Operate all day seven days a week with 45-minute frequency.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		25,300	
<b>Annual Revenue Hours</b>		6,164	

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





## UNCHANGED OR ELIMINATED ROUTES IN THE RESTON AND HERNDON AREA

The following existing routes will be eliminated when previously described short-term service improvements are implemented.

- Route 505—replacement service provided by Routes 952 and RIBS 2
- Route 551—replacement service provided by RIBS 2
- Route 554—replacement service provided by Route 558
- Route 556—replacement service provided by RIBS 4
- Route 559—replacement service provided by Routes 557, RIBS 1, and RIBS 3
- Route 585—replacement service provided by Routes 553, 605, and 924
- Route 926—replacement service provided by Routes 553, 921, 924, and 952
- Route 927—replacement service provided by Routes 901, 950, 951, and 983
- Route 929—replacement service provided by Routes 901, 924, 951, and 983
- Route 980—replacement service provided by Metrorail Silver Line
- Route 981—replacement service provided by Routes 952, 983, RIBS 2, and Metrorail Silver Line
- Route 985—replacement service provided by Route 983 and Metrorail Silver Line

### 3.1.2 Centreville, Chantilly, Vienna, and Tysons Area Service

This section summarizes service improvements and modifications for routes that primarily operate in the Centreville, Chantilly, Vienna, and Tysons area. Service in this area will be modified to better align with travel patterns and utilize the I-66 Express Lanes for faster and more reliable travel. Realigned routes will be a mix of trunk lines and local routes. Trunk lines will use the express lanes to make regional connections, and local routes will operate all day, serve neighborhoods, and provide connections to the trunk lines. **Figure 3-2** highlights the locations of the financially constrained service improvements, and **Appendix D** contains a full system map.





### ROUTE 423—CENTRAL TYSONS - TYSONS METRO STATION

Recommendation 423 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for improved connectivity and increased frequency. Operate all day on weekdays with 10-minute frequency during rush hour and 20-minute frequency during non-rush hour. Operate all day on weekends with 20-minute frequency.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency, Faster Travel	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Headway Standard)	
	<b>Annual Estimated Riders</b>	74,200	
<b>Annual Revenue Hours</b>		7,010	

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

### ROUTE 427—NORTH TYSONS - SPRING HILL METRO STATION

Recommendation 427 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new feeder route connecting North Tysons and Spring Hill and McLean Metrorail stations. Operate on weekdays during rush hour with 20-minute frequency.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Coverage and Connectivity	
	<b>Annual Estimated Riders</b>	55,300	
	<b>Annual Revenue Hours</b>	3,434	

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



## ROUTE 432—OLD COURTHOUSE - FARM CREDIT

Recommendation 432 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for improved connectivity to Lewinsville Road and Farm Credit Drive and increased span of service. Operate on weekdays during rush hour with 40-minute frequency.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Coverage and Connectivity, Increased Span of Service	
	<b>Opportunities for Improvement</b>	Performance-Based (Ridership, Cost Efficiency) Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		6,400	
<b>Annual Revenue Hours</b>		3,660	

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

## ROUTE 461—VIENNA - OAKTON

Recommendation 461 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for increased frequency. Operate all day on weekdays with 20-minute frequency during rush hour and 40-minute frequency during non-rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency, Increased Span of Service	
<b>Annual Estimated Riders</b>		20,900	
<b>Annual Revenue Hours</b>		4,786	

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





## ROUTE 463—MAPLE AVENUE - TYSONS

Recommendation 463 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for increased frequency on Saturdays. Operate all day on weekdays with 20-minute frequency during rush hour and 30-minute frequency during non-rush hour. Operate all day on Saturday with 30-minute frequency and on Sunday with 60-minute frequency.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		240,200	
<b>Annual Revenue Hours</b>		14,030	

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

## ROUTE 610—GEORGE MASON UNIVERSITY - CENTREVILLE

Recommendation 610 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new local route connecting Centreville and George Mason University via Monument Drive and Stringfellow Road Park and Rides. 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.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Performance-Based (System Accessibility) Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		321,400	
<b>Annual Revenue Hours</b>		12,806	

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





## ROUTE 622—FAIRFAX TOWNE CENTER

Recommendation 622 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for improved connectivity and increased span of service. Operate all day seven days a week with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Span of Service, Faster Travel, Increased Coverage and Connectivity	
<b>Annual Estimated Riders</b>		21,300	
<b>Annual Revenue Hours</b>		3,902	

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

## ROUTE 625—RANDOM HILLS - PENDER DR

Recommendation 625 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new local route connecting Monument Drive Park and Ride, Random Hills Road, and Pender Drive. Operate all day on weekdays with 30-minute frequency.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Coverage and Connectivity	
<b>Annual Estimated Riders</b>		17,100	
<b>Annual Revenue Hours</b>		3,311	

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



## ROUTE 630—CENTREVILLE

Recommendation 630 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for increased connectivity to southern Centreville and increased frequency and span of service. Operate all day during seven days a week with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency, Increased Span of Service, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		204,400	
<b>Annual Revenue Hours</b>		15,032	

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

## ROUTE 642—CENTREVILLE – CHANTILLY

Recommendation 642 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for improved connectivity with Centreville (Stone Road) Park and Ride and in Chantilly. Operate all day seven days a week with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		42,900	
<b>Annual Revenue Hours</b>		7,767	

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



## ROUTE 651—SULLYFIELD

Recommendation 651 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for improved connectivity with Chantilly, Westfields, and Fair Ridge areas. Operate all day seven days a week with 30-minute frequency during rush hour and 60-minute frequency during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Span of Service, Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Performance-Based (System Accessibility) Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		80,400	
<b>Annual Revenue Hours</b>		11,712	

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

## ROUTE 660—CENTREVILLE (STONE RD) PARK AND RIDE - TYSONS

Recommendation 660 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new cross-county connector route connecting Centreville (Stone Road) Park and Ride and Tysons via the Monument Drive Park and Ride and Vienna Metrorail station. Operate on weekdays with 10- to 15-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		346,300	
<b>Annual Revenue Hours</b>		16,919	

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



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

Recommendation 662 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new cross-county connector route connecting Centreville (Stone Road) Park and Ride and the Vienna Metrorail station via Monument Drive Park and Ride. Operate during the day and evening on weekdays with 30-minute frequency during non-rush hour. Operate all day on weekends with 30-minute frequency.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		12,400	
<b>Annual Revenue Hours</b>		7,847	

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

## ROUTE 663—STRINGFELLOW RD - VIENNA

Recommendation 663 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new route connecting Stringfellow Road Park and Ride and the Vienna Metrorail station via Monument Drive Park and Ride. Operate and weekdays with 20-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		49,200	
<b>Annual Revenue Hours</b>		3,735	

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



## ROUTE 670—CHANTILLY - FRANCONIA

Recommendation 670 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new cross-county connector express route connecting Chantilly and the Franconia-Springfield Metrorail and VRE station via Monument Drive Park and Ride and Vienna Metrorail station to Franconia-Springfield. Operate on weekdays with 30-minute frequency during rush hour (15-minute effective frequency between Chantilly and Vienna when combined with Route 671).	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		160,700	
<b>Annual Revenue Hours</b>		8,445	

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





## ROUTE 671—CHANTILLY - DUNN LORING

Recommendation 671 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new cross-county connector express route connecting Chantilly, Monument Drive Park and Ride, Vienna Metrorail station, Inova Fairfax Hospital, and Dunn Loring Metrorail station. Operate on weekdays with 30-minute frequency during rush hour (15-minute effective frequency between Chantilly and Vienna when combined with Route 670).	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		186,200	
<b>Annual Revenue Hours</b>		8,655	

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

## ROUTE 672—CHANTILLY - VIENNA – DUNN LORING

Recommendation 672 – 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new cross-county connector express route connecting Chantilly, Monument Drive Park and Ride, Vienna and Dunn Loring Metrorail stations. Operate 30-minute frequency on weekdays during non-rush hour and on weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		131,100	
<b>Annual Revenue Hours</b>		13,016	

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



## ROUTE 698—STRINGFELLOW - PENTAGON

Recommendation 698 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for improved connectivity and increased span of service. Extend route to Stringfellow Road Park and Ride, and operate on weekdays with 15-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency, Increased Span of Service, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Headway Standard, Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		46,400	
<b>Annual Revenue Hours</b>		10,267	

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



## ROUTE 798—TYSONS - BETHESDA

Recommendation 798 - 1		Improvement Type: New Route	Financial Status: Constrained
Timeframe		Short-Term	
Description		Add new express route connecting Tysons and Bethesda via I-495, I-270, and Westfield Montgomery Transit Center. Operate on weekdays with 20-minute frequency during rush hour.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Coverage and Connectivity	
Annual Estimated Riders		See 798 - 2	
Annual Revenue Hours		8,220	
Recommendation 798 - 2		Improvement Type: Modified Route	Financial Status: Constrained
Timeframe		Mid-Term	
Description		Adjust route for increased span of service and increased frequency. Operate all day on weekdays with 15-minute frequency during rush hour and 45-minute frequency during non-rush hour.	
Justification	Goals	Choice, Quality, Efficiency	
	Public Priorities	Increased Frequency, Increased Span of Service	
Annual Estimated Riders		67,600	
Annual Revenue Hours		15,152	

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



## MICROTRANSIT SERVICE—MCLEAN, TYSONS, WOLF TRAP

Recommendation DRT - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new on-demand microtransit service to provide expanded coverage for the existing routes 432 and 724. Operate during weekdays during rush hour to provide trips between the service zone and Metrorail stations in Tysons.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency, Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
	<b>Annual Estimated Riders</b>	23,200	
<b>Annual Revenue Hours</b>		2,490	

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

## OTHER ROUTES OPERATING IN THE CENTREVILLE, CHANTILLY, VIENNA, AND TYSONS AREA WITH IMPROVEMENT

Details on the following route can be found in **Section 3.1.1** or **Section 3.1.3**.

- Route 313—FRANCONIA-SPRINGFIELD METRO AND VRE TO FAIR OAKS MALL
- Route 494—FRANCONIA-SPRINGFIELD METRO AND VRE TO TYSONS GALLERIA SHOPPING CENTER
- Route 495—BURKE CENTER VRE TO TYSONS GALLERIA SHOPPING CENTER
- Route 574—RESTON TOWN CENTER TRANSIT CENTER TO TYSONS WEST\*PARK TRANSIT CENTER
- Route 605—RESTON TOWN CENTER TRANSIT TO FAIRFAX COUNTY GOVERNMENT CENTER
- Route 615—FAIR OAKS HOSPITAL TO MONUMENT DRIVE PARK AND RIDE
- Route 901—HERNDON METRO TO CENTREVILLE UMC PARK AND RIDE



## UNCHANGED OR ELIMINATED ROUTES IN THE CENTREVILLE, CHANTILLY, VIENNA, AND TYSONS AREA

The following routes operating in the Centreville, Chantilly, Vienna, and Tysons area remain unchanged in the financially constrained plan.

- Route 306—George Mason University - Pentagon Metro Station
- Route 462—Dunn Loring - Navy Federal - Tysons
- Route 467—Dunn Loring - Tysons
- Route 697—Stringfellow Road - L'Enfant
- Route 699—Government Center - Downtown DC
- Route 703—McLean Metro Station - West Falls Church Metro Station
- Route 715—East Falls Church - Langley
- Route 721—Chain Bridge Road - McLean - Langley
- Route 722—McLean - Langley
- Route 803—Patriot Drive - East Falls Church Metro Station
- Route 834—Little River Turnpike - Pentagon
- Route 835—Braeburn Drive - Pentagon Express

The following existing routes will be eliminated when previously described short-term service improvements are implemented.

- Route 424—replacement service provided by Routes 423 and 427
- Route 466—replacement service provided by Route 461
- Route 621—replacement service provided by Routes 622, 651, 670, and 671
- Route 623—replacement service provided by Routes 670 and 671
- Route 624—replacement service provided by Route 630
- Route 631—replacement service provided by Routes 630 and 698
- Route 632—replacement service provided by Routes 651 and 698
- Route 634—replacement service provided by Routes 698
- Route 640—replacement service provided by Routes 615, 630, 642, 651, 662, and 901
- Route 641—replacement service provided by Routes 610 and 630
- Route 644—replacement service provided by Route 660
- Route 650—replacement service provided by Routes 651 and 671
- Route 652—replacement service provided by Routes 651, 670, and 924
- Route 724—replacement service provided by Route 432



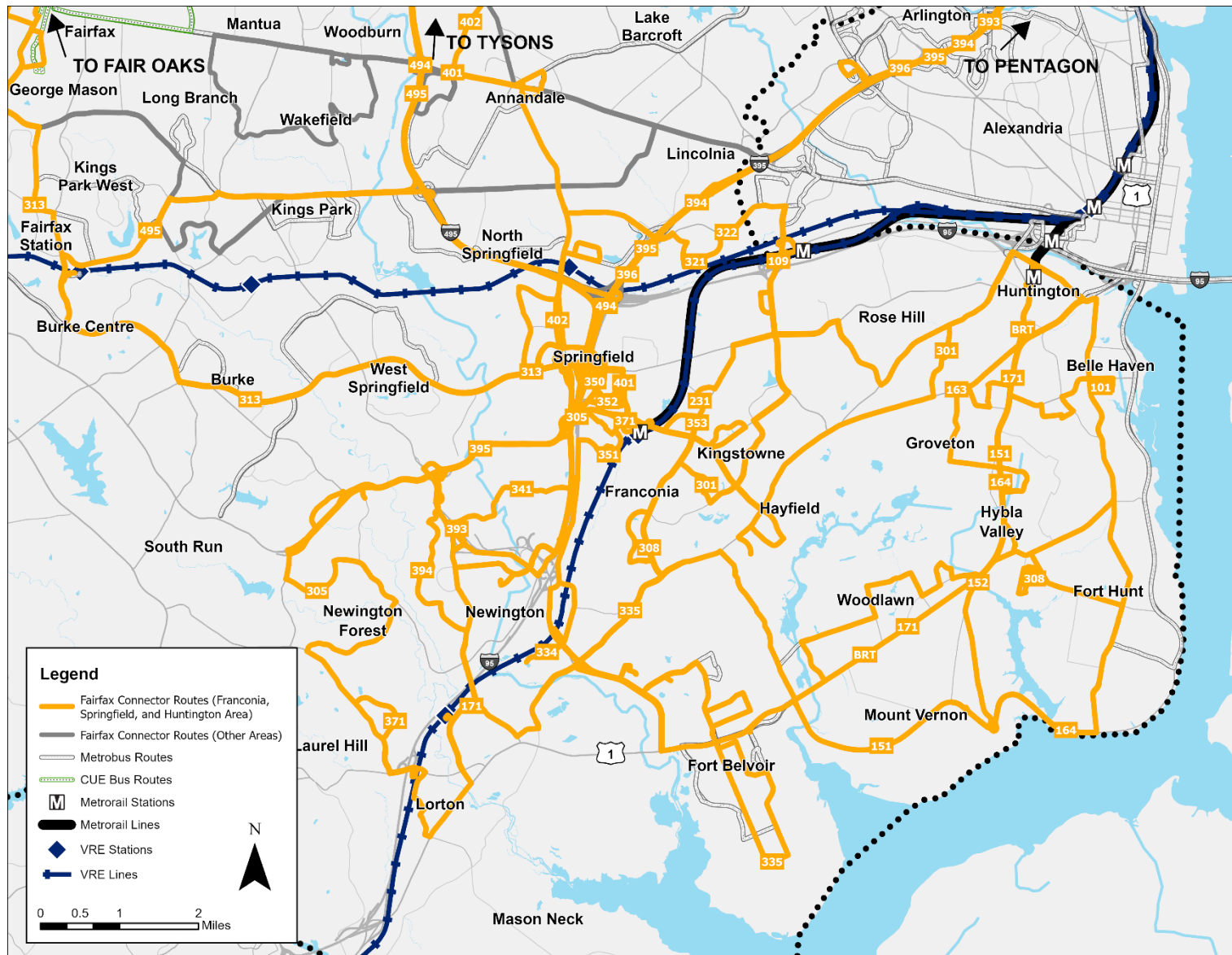
### 3.1.3 Franconia, Springfield, and Huntington Area Service

This section summarizes service improvements and modifications for routes that primarily operate in the Franconia, Springfield, and Huntington area. Service in this area will be realigned to provide better connections both locally and regionally to locations such as Tysons, Fair Oaks, and DC. Several route changes are also planned to coincide with the opening of BRT service on Richmond Highway to streamline duplicative service and provide feeder connections to the BRT stations. **Figure 3-3** highlights the locations of the financially constrained service improvements, and **Appendix D** contains a full system map.





FIGURE 3-3: FRANCONIA, SPRINGFIELD, AND HUNTINGTON AREA ROUTES





## ROUTE 101—HUNTINGTON METRO (NORTH) - INOVA MT. VERNON HOSPITAL

Recommendation 101 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route to connect between Huntington Metrorail station and Inova Mount Vernon Hospital, and increase frequency of weekday and Saturday service. Operate all day seven days a week with 30-minute frequency on weekdays and Saturday and 60-minute frequency on Sunday.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Transit Demand and Underserved Area (All-Day Service Gap)	
		Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		96,400	
<b>Annual Revenue Hours</b>		12,369	

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

## ROUTE 109—ROSE HILL

Recommendation 109 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for increased frequency on weekdays. Operate all day seven days a week with 30-minute frequency on weekdays and with 60-minute frequency on weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		91,000	
<b>Annual Revenue Hours</b>		11,882	

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



## ROUTE 151—ENGLESIDE - MT. VERNON

Recommendation 151 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route to increase frequency as a replacement for Route 159. Operate all day seven days a week with 15-minute frequency on weekdays during rush hour and 30-minute frequency on weekdays during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency	
	<b>Annual Estimated Riders</b>	437,000	
<b>Annual Revenue Hours</b>		30,250	

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

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

Recommendation 163 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new local route connecting Huntington Metrorail (South) to Inova Mt. Vernon Hospital to replace Route 161/162, reduce travel time, and increase frequency. Operate all day seven days a week with 15-minute frequency during rush hour and 30-minute frequency during non-rush hour and weekends.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency, Increased Span of Service, Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
	<b>Annual Estimated Riders</b>	138,400	
<b>Annual Revenue Hours</b>		16,203	

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



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

Recommendation 164 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new local route connecting Huntington Metrorail (South) to George Washington's Mt. Vernon to replace Route 161/162 and the southern portion of 101. Operate all day seven days a week with 60-minute frequency.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public</b>	Increased Frequency, Increased Span of Service,	
	<b>Priorities</b>	Increased Coverage and Connectivity	
<b>Annual Estimated Riders</b>		65,100	
<b>Annual Revenue Hours</b>		8,297	

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

### THE ONE—RICHMOND HIGHWAY BRT: HUNTINGTON METRO (SOUTH) - FORT BELVOIR

Recommendation BRT - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Long-Term	
<b>Description</b>		Add new high-capacity public transportation system between Huntington Metrorail (South) and Fort Belvoir. Operate all day on weekdays with 6-minute frequency during rush hour and 12-minute frequency during rush hour. Additional rush hour service will be provided between Huntington and Beacon Hill to provide 3-minute frequency. Operate all day on weekends with 20-minute frequency.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public</b>	Increased Frequency, Faster Travel, Increased Coverage	
	<b>Priorities</b>	and Connectivity	
<b>Annual Estimated Riders</b>		3,838,000	
<b>Annual Revenue Hours</b>		57,594	

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



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

Recommendation 231 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route to provide a more direct connection between Franconia-Springfield and Van Dorn Street Metrorail stations via Van Dorn Street, Franconia Road, and Beulah Street with bidirectional service. Eliminate Route 232. Operate on weekdays with 30-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel	
	<b>Opportunities for Improvement</b>		
<b>Annual Estimated Riders</b>		18,400	
<b>Annual Revenue Hours</b>		3,478	

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

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

Recommendation 301 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for more direct service and faster travel time between Huntington Metrorail station and Franconia-Springfield Metrorail and VRE station. Operate on weekdays with 45-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Performance-Based (Cost Efficiency)	
<b>Annual Estimated Riders</b>		19,900	
<b>Annual Revenue Hours</b>		3,817	

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



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

Recommendation 305 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route to connect between Franconia-Springfield Metrorail and VRE station and Laurel Crest Drive. Operate on weekdays with 45-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Performance-Based (Ridership, Reliability, Cost Efficiency)	
<b>Annual Estimated Riders</b>		19,900	
<b>Annual Revenue Hours</b>		3,659	

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

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

Recommendation 310 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route to connect to Springfield Community Business Center (CBC) Commuter Parking Garage and for increased frequency on all days. Operate all day seven days a week with 20-minute frequency during rush hour, 30-minute frequency during non-rush hour and on Saturday, and 60-minute frequency on Sunday.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency, Increased Coverage and Connectivity	
<b>Annual Estimated Riders</b>		471,300	
<b>Annual Revenue Hours</b>		30,246	

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





## ROUTE 313—FRANCONIA-SPRINGFIELD METRO AND VRE TO FAIR OAKS MALL

Recommendation 313 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new cross-county connector route connecting Franconia-Springfield Metrorail and VRE station and Fair Oaks Mall via Fairfax City and Old Keene Mill Road. Operate all day on weekdays with 30-minute frequency during rush hour, 60-minute frequency during non-rush hour, and 60-minute frequency on Saturday.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel, Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>		
<b>Annual Estimated Riders</b>		226,700	
<b>Annual Revenue Hours</b>		12,389	

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

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

Recommendation 321 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for increased frequency on weekdays and Sundays. Operate all day seven days a week with 20-minute frequency during rush hour, 30-minute frequency during non-rush hour and Saturday, and 45-minute frequency on Sunday.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		204,400	
<b>Annual Revenue Hours</b>		21,305	

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



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

Recommendation 322 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for increased frequency on weekdays and Sundays. Operate all day seven days a week with 20-minute frequency during rush hour, 30-minute frequency during non-rush hour and Saturday, and 45-minute frequency on Sunday.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		209,300	
<b>Annual Revenue Hours</b>		20,598	

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

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

Recommendation 334 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for shifted span of service on weekdays. Operate on weekdays with 30-minute frequency during rush hour and during limited non-rush hours.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
<b>Annual Estimated Riders</b>		11,700	
<b>Annual Revenue Hours</b>		4,254	

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



### ROUTE 350—SPRINGFIELD CIRCULATOR: FRONTIER DR. - HILTON SPRINGFIELD - FRANCONIA-SPRINGFIELD METRO

Recommendation 350 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route by streamlining service, and connect Franconia-Springfield Metrorail and VRE station, Frontier Drive, and Hilton Springfield. Operate all day on weekdays with 15-minute frequency during rush hour and 15- to 20-minute frequency during non-rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel	
<b>Annual Estimated Riders</b>		26,800	
<b>Annual Revenue Hours</b>		5,534	

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

### ROUTE 351—TSA - NVCC MEDICAL COLLEGE - FRANCONIA-SPRINGFIELD METRO

Recommendation 351 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route by streamlining service to connect Franconia-Springfield Metrorail and VRE station, TSA, and NVCC Medical Education Campus. Operate weekdays with 15- to 20-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel	
<b>Annual Estimated Riders</b>		7,900	
<b>Annual Revenue Hours</b>		2,066	

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



### ROUTE 352—TSA - SPRINGFIELD TOWN CENTER - FRANCONIA-SPRINGFIELD METRO

Recommendation 352 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new route to cover portion of existing Route 350 between Franconia-Springfield Metrorail and VRE station, Metropolitan Center Drive, Loisdale Road, and Spring Mall Road, and adjust route for increased frequency. Operate on weekdays with 15- to 20-minute frequency during midday.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency, Faster Travel	
<b>Annual Estimated Riders</b>		2,000	
<b>Annual Revenue Hours</b>		1,462	

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

### ROUTE 353—FRANCONIA SPRINGFIELD METRO - METRO PARK

Recommendation 353 - 1		Improvement Type: New Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Add new route to cover portion of existing Route 350 between Franconia-Springfield Metrorail and VRE station, and Metrorail Park. Operate all day on weekdays with 15-minute frequency during rush hour and 15- to 20-minute frequency during non-rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel	
<b>Annual Estimated Riders</b>		4,800	
<b>Annual Revenue Hours</b>		2,979	

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



## ROUTE 371—LORTON PARK AND RIDE TO FRANCONIA-SPRINGFIELD METRO AND VRE

Recommendation 371 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for increased frequency to replace Routes 372 and 373. Operate all day seven days a week with 15-minute frequency on weekdays, 30-minute frequency on Saturday, and 45-minute frequency on Sunday.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
	<b>Annual Estimated Riders</b>	441,900	
<b>Annual Revenue Hours</b>		31,345	

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

## ROUTE 393—SARATOGA PARK AND RIDE TO PENTAGON METRO

Recommendation 393 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route to connect to Springfield CBC Commuter Parking Garage. Operate on weekdays with 40-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Efficiency-Based (Gap in Span Guideline)	
	<b>Annual Estimated Riders</b>	71,400	
<b>Annual Revenue Hours</b>		3,424	

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



## ROUTE 396—BACKLICK NORTH PARK AND RIDE TO PENTAGON METRO

Recommendation 396 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route to connect to Springfield CBC Commuter Parking Garage. Operate on weekdays with 20-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Coverage and Connectivity	
	<b>Opportunities for Improvement</b>	Performance-Based (Ridership, Reliability, Cost Efficiency) Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		196,100	
<b>Annual Revenue Hours</b>		5,370	

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

## ROUTE 494—FRANCONIA-SPRINGFIELD METRO AND VRE TO TYSONS GALLERIA SHOPPING CENTER

Recommendation 494 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for increased frequency, reduced travel time, and more direct connection between Tysons and Franconia-Springfield Metrorail and VRE station. Operate on weekdays with 15-minute frequency during rush hour and 60-minute frequency during non-rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Increased Frequency, Faster Travel	
	<b>Opportunities for Improvement</b>	Performance-Based (Ridership, Reliability, Cost Efficiency) Efficiency-Based (Gap in Span Guideline)	
<b>Annual Estimated Riders</b>		66,000	
<b>Annual Revenue Hours</b>		8,188	

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





## ROUTE 495—BURKE CENTER VRE TO TYSONS GALLERIA SHOPPING CENTER

Recommendation 495 - 1		Improvement Type: Modified Route	Financial Status: Constrained
<b>Timeframe</b>		Short-Term	
<b>Description</b>		Adjust route for reduced travel time and more direct connection between Tysons and Burke Center VRE station. Adjust span of service and frequency to match demand. Operate weekdays with 35-minute frequency during rush hour.	
<b>Justification</b>	<b>Goals</b>	Choice, Quality, Efficiency	
	<b>Public Priorities</b>	Faster Travel	
	<b>Opportunities for Improvement</b>	Performance-Based (Ridership, Reliability, Cost Efficiency)	
	<b>Annual Estimated Riders</b>	6,900	
<b>Annual Revenue Hours</b>		2,992	

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

## OTHER ROUTES OPERATING IN THE FRANCONIA, SPRINGFIELD, AND HUNTINGTON AREA WITH IMPROVEMENT

Details on the following route can be found in **Section 3.1.2**.

- Route 670—CHANTILLY - FRANCONIA

## UNCHANGED OR ELIMINATED ROUTES IN THE FRANCONIA, SPRINGFIELD, AND HUNTINGTON AREA

The following routes operating in the Franconia, Springfield, and Huntington area remain unchanged in the financially constrained plan.

- Route 152—Huntington Metro (South) - Mt. Vernon
- Route 171—Huntington Metro (North) - Lorton VRE
- Route 308—Franconia-Springfield Metro and VRE Station to Inova Mt. Vernon Hospital
- Route 335—Franconia-Springfield Metro and VRE Station to Fort Belvoir
- Route 341—Franconia-Springfield Metro and VRE Station to Saratoga Park and Ride
- Route 394—Rolling Road and Saratoga Shopping Center to Pentagon Metro
- Route 395—Gambrill Road Park and Ride to Pentagon Metro
- Route 401/402—Franconia-Springfield Metro and VRE Station to West\*Park Transit Station. Depending on available funding, an express limited-stop version of the 401/402, the 400X, will be implemented. Details of 400X are in **Appendix C**.



The following existing routes will be eliminated when previously described short-term service improvements are implemented.

- Route 159—replacement service provided by Route 151
- Route 161—replacement service provided by Routes 163 and 164
- Route 162—replacement service provided by Routes 163 and 164
- Route 232—replacement service provided by Route 231
- Route 340—replacement service provided by Route 341, when operating
- Route 372—replacement service provided by Route 371
- Route 373—replacement service provided by Route 371

### 3.1.4 Metrobus Routes in Fairfax County

Improvements to the Metrobus service were not explicitly identified in the development of the TSP. WMATA is undertaking a redesign of its Metrobus network in coordination with regional partners beginning in 2022 through 2024 with its Better Bus Network Redesign project. Final Year One and Visionary Networks are anticipated to be developed in 2024 with implementation of the new network beginning in 2025. A draft Visionary Network shared with the public for input in 2023 is included for reference in **Appendix D**. Given the uncertainty of the changes to the regional network while developing the TSP, improvements to Metrobus or networks of other operators as a result of the Better Bus Network Redesign project will be incorporated into future annual updates of the TSP.

Service improvements for Fairfax Connector, needs, and priorities identified in the TSP will be used as input to the Metrobus planning process conducted by WMATA. Fairfax County is also participating on the Technical Advisory Committee and in service planning work sessions with WMATA.

During the development of the TSP and public outreach process, Fairfax County received public comments about Metrobus service in the county. Feedback and several specific examples of comments received are summarized below:

- Interest and support for increased Connector service for discontinued Metrobus service or times of day when Metrobus offers lower levels of service. For example, many comments were received in support of Connector Route 835 replacing Metrobus line 29W in July 2021.
- Unreliability of travel options due to discontinued Metrobus service in Fairfax County
- Interest in restoring service for previously discontinued Metrobus service
  - 2T, 11Y, 15K, 17A, 18E, 18H, 18R, 18S, 21D
- Need for schedule coordination between Metrobus and Fairfax Connectors so buses do not bunch and arrive at the same time (for example, Richmond Highway corridor).



- Improved connections and requests for additional service
  - Non-rush hour service along Braddock Road and Little River Turnpike
  - More service along Little River Turnpike, Columbia Pike, and Sleepy Hollow Road
  - More connections and frequent service between Annandale and Falls Church
  - More direct connections between Bailey's Crossroads and Kingstowne, Springfield, and Arlington Boulevard corridor
  - More service along Edsall Road
  - Increased service to Industrial Drive in Springfield
  - More service from central Fairfax/George Mason University into DC
  - Restoring more direct service to the Pentagon
  - Direct bus to Department of Homeland Security in Southeast DC, similar to direct service to the Pentagon

Fairfax County will continue to collaborate with WMATA as the TSP is implemented and as WMATA redesigns its regional Metrobus network to provide a cohesive transit system. Fairfax County may take over the operation of additional Metrobus routes in the county in the future as it did during July 2021 service changes to ensure the county has equitable, reliable, and efficient bus service.



## 3.2 Prioritization of Planned Service Improvements

### 3.2.1 Prioritization Methodology

Each of the recommendations detailed in the prior section and the financially unconstrained improvements in **Appendix C** address identified the needs of Fairfax Connector. Prioritizing recommendations assists in planning for the capital and operating expenses associated with improved service levels. All recommendations were prioritized using a two-tier methodology to determine the most suitable timeframe to implement each of the service recommendations and to determine the prioritization of each recommendation within each timeframe.

Recommendations were grouped into three timeframes.

- **Short-Term:** through fiscal year (FY) 2025
- **Mid-Term:** FY 2026 – FY 2029
- **Long-Term:** FY 2030 – FY 2033

Tier one of the prioritization methodology was used to first determine which of the three timeframes each recommendation should be assigned to. Timeframes were preliminary at this stage because financial constraint was not yet applied. After the financial constraint was determined, timeframes were revised to reflect when resources would be available to implement the recommendation. Tier one was scored on seven measures as shown in **Table 3-1**. Some adjustments were made to the assigned timeframes to account for the timing of predetermined funding, such as grant programs, and if improvements are dependent on changes to another route—for example, local route changes that coincide with the Richmond Highway BRT beginning service. A sample calculation of the tier one scoring is shown in **Figure 3-4**.



TABLE 3-1: TIER 1 IMPROVEMENT SCORING

Measure	Definition	Score If Yes
<b>Ready to Implement</b>	Included in a preferred plan of a Bus Service Review Study	<b>4</b>
<b>Service to Equity Emphasis Area</b>	Proposed route provides provide service within ¼ mile of an equity emphasis area, as defined by Metropolitan Washington Council of Governments (MWCOG)	<b>2</b>
<b>Fills an All-Day Service Gap</b>	Identified in Chapter 2 as areas with moderate to high all-day service propensities that are not served by transit midday, or areas with moderate/high to high propensities served by routes with more than 30-minute midday headways	<b>1</b>
<b>Fills a Peak Service Gap</b>	Identified in Chapter 2 as areas with moderate to high peak service propensities that are not served by transit during peak periods, or areas with moderate/high to high propensities served by routes with more than 30-minute period headways	<b>1</b>
<b>Fills an Enhanced Service Gap</b>	Identified in Chapter 2 as areas with moderate to high enhanced service propensities with more than 15-minute peak headways	<b>1</b>
<b>Fills a Span Gap</b>	Identified in Chapter 2 as existing routes that do not meet guidelines	<b>1</b>
<b>Fills a Headway Gap</b>	Identified in Chapter 2 as existing routes that do not meet standards defined in Fairfax County's Title VI Plan	<b>1</b>
<b>Tier 1 Total Score</b>	<b>Preliminary Timeframe</b>	
<b>≥ 4</b>	Short-Term	
<b>2 to 3</b>	Mid-Term	
<b>0 to 1</b>	Long-Term	


**FIGURE 3-4: TIER 1 IMPROVEMENT SCORING SAMPLE CALCULATION**
**TIER 1: ASSIGN PRELIMINARY TIMEFRAME**

		Weight:							Tier 1 Total Score	Preliminary Timeframe
Recommendation	Nature of Change	4	2	1	1	1	1	1		
321 – 1	Increase frequency on weekday and Sunday	Yes	Yes			Yes		Yes	8	Near-Term
954 – 1	New route	Yes	Yes		Yes				7	Near-Term
308 – 1	Add Sunday service		Yes					Yes	3	Mid-Term
153 - 1	New route to replace 151 to feed BRT		Yes						2	Mid-Term Long-Term

Preliminary timeframe changed because route is dependent on Richmond Highway BRT in Long-Term





After the recommendations were placed in one of the three preliminary timeframes, tier two of the prioritization methodology was used to rank recommendations within each timeframe. Four measures were used to determine the ranking as shown in **Table 3-2**. A sample calculation of the tier two scoring is shown in **Figure 3-5**.

**TABLE 3-2: TIER 2 IMPROVEMENT SCORING**

Measure	Definition	Weight
<b>Transit-Oriented Population Propensity</b>	Total population in a quarter-mile buffer of local route alignment or express route stop multiplied by transit-oriented population propensity index. Propensity is described in <b>Section 2.2.1</b> .	<b>1</b>
<b>Span</b>	Span score (maximum of 3.5): <ul style="list-style-type: none"> <li>• +1.0 if runs during weekday peak periods</li> <li>• +0.5 if runs during weekday off-peak periods</li> <li>• +0.5 if runs after 9:00 p.m. on weekdays</li> <li>• +0.5 if runs on Saturday</li> <li>• +0.5 if Saturday core headway is <math>\leq 30</math> minutes</li> <li>• +0.5 if runs on Sunday</li> </ul>	<b>2</b>
<b>Headway</b>	Number of weekday vehicle trips	<b>1</b>
<b>Public Comments</b>	Total comments received on the recommendation during public outreach. Comments received from frequent riders were weighted twice that of comments received from occasional or non-riders.	<b>1</b>
<b>Tier 2 Total Score</b>		
Tier 2 total score was determined by normalizing (on a 0 to 100 scale) each measure for all recommendations in the timeframe and adding weighted normalized values together for each recommendation.		
<b>Final Rank</b>		
The final ranks of the recommendations within each timeframe were determined by combining Tier 1 and Tier 2 scores.		



FIGURE 3-5: TIER 2 IMPROVEMENT SCORING SAMPLE CALCULATION

TIER 2: RANK WITHIN TIMEFRAME												
Preliminary Timeframe	Recommendation	Nature of Change	Weight:		1		2		1		Rank compared to all recommendations within the timeframe	
			Transit-Oriented Population Propensity		Span (span score)		Headway (trips per day)		Public Comment (weighted number of comments)		Tier 2 Total Score	Final Rank
Near-Term	321 - 1	Increase frequency on weekday and Sunday	11,493	52.35	3.5	100.00	44	63.33	44	56.00	371.69	6
Near-Term	954 - 1	New route	5,457	24.49	2.5	66.67	22	26.67	6	8.00	192.49	30
Mid-Term	308 - 1	Add Sunday service	12,007	55.74	3.0	80.00	29	31.75	19	18.52	266.01	23
Long-Term	153 - 1	New route to replace 151 to feed BRT	16,352	100.00	3.5	100.00	60	34.29	11	14.00	348.29	5

Gray columns are the measure normalized between 0-100 for all recommendations within the timeframe

The outcome of the prioritization process, scores and ranks for each recommendation are contained in **Appendix B**. The final rank of recommendations was used as a guide for sequencing improvements over the 10 years of the TSP.

### 3.2.2 Financially Constrained Plan

Multiple implementation scenarios were developed to assist Fairfax County determine the funding for improvements that is reasonably expected to be available over the duration of the plan. One-one-one coordination meetings were conducted with each member of the Board of Supervisors during this process.

- **Financially Constrained Scenario:** contains improvements and modifications that can be made with existing funding and routes that are reasonably expected to be funded with grants or external funding sources. This scenario also contains the Richmond Highway BRT.
- **Financially Unconstrained Scenario:** contains all improvements identified in the TSP regardless of financial status.

**Table 3-3** summarizes the phased improvements to Fairfax Connector under the financially constrained plan and notes any operational or capital investments that are needed. This phasing represents the implementation plans at the time of the TSP development and is subject to change as funding availability becomes clearer.

Financial needs are documented further in **Chapters 4 and 5**, and the following section describes capital or service projects that are included in other plans.



TABLE 3-3: SUMMARY OF PRIORITIZED SERVICE IMPROVEMENTS

Timeframe	Year	Nature of Improvements	Routes Impacted	Approximate Operational Needs <sup>1</sup>	Approximate Capital Needs <sup>2</sup>
Short-Term	FY 2023	<p><b>Status: Implemented</b></p> <p>Realign Springfield Business Circulator routes. Implement enhanced bus service Reston and Herndon area in coordination with the Metrorail Silver Line extension. Begin express Route 660 service using the I-66 Express Lanes.</p>	<p><b>Changes to service:</b> Routes 350, 351, 507, 552, 553, 557, 558, 574, 599, 605, 924, 937, 950, 951, 952, 983, RIBS 1, RIBS 2, RIBS 3, RIBS 4, RIBS 5</p> <p><b>New service:</b> Routes 352, 353, 615, 660, 901, 921, 954</p> <p><b>Eliminated service (service is provided by other routes):</b> Routes 505, 551, 554, 556, 559, 585, 644, 926, 927, 929, 980, 981, 985</p>	<p>14,300 additional hours of service</p> <p>\$1.8M in additional annual operating cost</p>	<p>16 additional vehicles</p> <p>\$14.4M in capital cost</p>
	FY 2024	<p>Implement enhanced bus service in the Centreville, Chantilly, Vienna, and Tysons area. Implement new or enhanced grant-funded services such as Routes 371, 598, 698, 721, 798.</p>	<p><b>Changes to service:</b> Routes 371, 423, 432, 461, 463, 494, 622, 630, 642, 651, 698<sup>3</sup></p> <p><b>New service:</b> 427, 598, 610, 625, 662, 663, 670, 671, 672, 798</p> <p><b>Eliminated service (service is provided by other routes):</b> Routes 372, 373, 424, 466, 621, 623, 624, 631, 632, 634, 640, 641, 650, 652, 724</p>	<p>28,500 additional hours of service</p> <p>\$4.0M in additional annual operating cost</p>	<p>7 additional vehicles</p> <p>\$6.5M in capital cost</p>



Timeframe	Year	Nature of Improvements	Routes Impacted	Approximate Operational Needs <sup>1</sup>	Approximate Capital Needs <sup>2</sup>
Short-Term (Cont'd)	FY 2025	Implement enhanced bus service in the Franconia, Springfield, and Huntington area. Pilot microtransit service north of Tysons.	<b>Changes to service:</b> Routes 101, 109, 151, 152, 231, 301, 305, 310, 321, 322, 334, 393, 396, 495, 615 <b>New service:</b> Route 163, 164, 313, Microtransit Service (McLean, Tysons, Wolf Trap) <sup>3</sup> <b>Eliminated service (service is provided by other routes):</b> Routes 159, 161, 162, 232, 340	28,300 additional hours of service  \$4.1M in additional annual operating cost	5 additional vehicles  \$4.8M in capital cost
	FY 2026	Increase service on Route 798 between Tysons and Bethesda	<b>Changes to service:</b> Route 798	7,100 additional hours of service  \$1.2M in additional annual operating cost	None
Mid-Term	FY 2027	No planned changes	None	None	None
	FY 2028	No planned changes	None	None	None
	FY 2029	No planned changes	None	None	None



Timeframe	Year	Nature of Improvements	Routes Impacted	Approximate Operational Needs <sup>1</sup>	Approximate Capital Needs <sup>2</sup>
Long-Term	<b>FY 2030</b>	Begin service for the One on Richmond Highway.	<b>New service:</b> The One (Richmond Highway BRT)	57,600 additional hours of service  \$9.6M in additional annual operating cost	21 additional vehicles  \$32.6M in capital cost
	<b>FY 2031</b>	No planned changes	None	None	None
	<b>FY 2032</b>	No planned changes	None	None	None
	<b>FY 2033</b>	No planned changes	None	None	None

<sup>1</sup> Cost stated in year of expenditure dollars. See Financial Plan in **Chapter 5** for additional details and anticipated funding sources.

<sup>2</sup> Cost stated in year of expenditure dollars. Does not include bus lifecycle or rehabilitation costs or non-vehicle capital costs. See Capital Implementation Plan in **Chapter 4** and Financial Plan in **Chapter 5** for additional details on capital needs and anticipated funding sources.

<sup>3</sup> Implementation depends on additional grant funding that has not been obtained yet, such as for Route 698 frequency improvement and microtransit service. Revenue hours are dependent on grant funding.



### 3.2.3 Inclusion in Other Plans

This section describes capital or service projects that are included in other plans or programs. Fairfax County's Capital Improvement Program (CIP) contains several capital projects for Fairfax Connector passenger facilities.

#### SPRINGFIELD CBC COMMUTER PARKING GARAGE

Fairfax County is constructing a multimodal transit hub in Springfield. The new parking garage will accommodate approximately 1,000 commuter parking spaces and provide a bus transit location on the ground level. This multi-year project is currently under construction with completion anticipated in December 2023. The estimated total cost of this project is \$58 million to be funded with federal and local C&I tax funding sources. Planned service improvements will bring many opportunities for connections throughout the day on both weekdays and weekends at the transit hub including Routes 310, 313, 321, 322, 393, 396, and 494.

#### MONUMENT DRIVE COMMUTER PARKING GARAGE

The Monument Drive Commuter Parking Garage and Transit Center is a new parking garage with a minimum of 820 parking spaces and will include a transit center of bus bays, a kiss-and-ride facility, bicycle storage, restroom facility, and Connector store. This project is currently under construction with completion anticipated in fall 2023. The estimated total cost of this project is approximately \$43 million which is fully funded with Transform 66 Concession. Planned service improvements will bring many opportunities for connections throughout the day on both weekdays and weekends at the transit center including Routes 313, 605, 610, 615, 622, 625, 630, 651, 660, 662, 663, 670, 671, and 699.

#### RICHMOND HIGHWAY BUS RAPID TRANSIT

The Richmond Highway BRT Project includes the implementation of an approximately 7.4-mile new transit service extending along North Kings Highway and Richmond Highway/Route 1 from the Huntington Metrorail Station in the north to Fort Belvoir in the south. The project includes the construction of new BRT-dedicated median lanes; nine BRT stations; streetscape improvements; and walkways and bicycle facilities. The project will operate in mixed traffic along North Kings Highway and dedicated lanes on Richmond Highway. The BRT is expected to be operational by 2030. The preliminary cost estimate for the overall BRT program is approximately \$780 million. The Richmond Highway BRT Project is also contained in the financially constrained element of Visualize 2045, the National Capital Region's long-range transportation plan. The Huntington area service improvements in the TSP will provide convenient and frequent local bus service connection opportunities to BRT stations along the Richmond Highway corridor.

#### ROUTE 7 BUS RAPID TRANSIT

Fairfax County completed a Route 7 BRT Study in 2021 to provide details of how a BRT system would function in Tysons from Spring Hill Metrorail Station to the I-66 interchange. This study built upon work by the Northern Virginia Transportation Commission (NVTC), which explored transit alternatives between Mark Center in Alexandria and Tysons. As an outcome of the study,





FCDOT recommended Alternative 1/International Drive as the preferred alternative which consists of a median busway on Route 7 and International Drive followed by a bus and turn (BAT) lane on Spring Hill Road and Tyco Road. NVTC continues to study the BRT project in collaboration with regional stakeholders. Implementation of the BRT project is not fully funded.

### BUS STOP IMPROVEMENT PROGRAM

Fairfax County has an ongoing Bus Stop Improvement Program which is intended to implement enhancements that can improve access, safety, and passenger amenities at bus stops across the county. Approximately \$1.2 million is dedicated to this program annually.

### WORKHOUSE CAMPUS MASTER PLAN

Fairfax County is developing a master plan for the redevelopment of the county-owned 52-acre Workhouse Campus. The vision for the campus is to establish a uniquely, widely recognized destination. Transportation will be an important element of the plan. Fairfax Connector does not currently serve this area of Ox Road, and coordination will be needed with the master planning to understand the potential and need for future transit service in this area. As the Master Plan is developed, additional transit service improvements could be incorporated in TSP annual updates.

The following projects are included in Northern Virginia Transportation Authority's (NVTA's) Six Year Program:

- **Richmond Highway BRT:** \$80 million to support the Richmond Highway BRT Project
- **Route 400X:** \$10 million for the purchase of eight zero-emissions buses to support recommendation 400X – 1 of the TSP
- **Soapstone Drive Extension:** While not a transit project, this roadway project to extend Soapstone Drive over the Dulles Toll Road between Sunrise Valley Drive and Sunset Hills Road will provide an additional option to cross apart from existing Reston Parkway and Wiehle Avenue. This could help with transit travel times due to reduced congestion on current roads and may affect local bus routing after opening.



### 3.3 Service Development

#### 3.3.1 Operations Planning

This section provides a year-by-year summary of operational changes and needs by route to assist Fairfax Connector in preparing for service changes. **Table 3-4** shows the anticipated implementation of service projects and the approximate annual change in revenue hours and peak vehicles. It represents the implementation plans at the time of the TSP development and is subject to change as funding availability becomes clearer. These changes represent an incremental difference for the routes from the previous year.

**TABLE 3-4 SERVICE EXPANSION AND REDUCTION BY YEAR**

Year	Route	Description	Change from Previous Year	
			Revenue Hours <sup>1</sup>	Peak Vehicles
FY 2023 (Implemented)	350	Alignment change	-	-
	351	Alignment change		
	352	Introduce new service to modify 350		
	353	Introduce new service to modify 350		
	505	Eliminate service—replace with 652 and RIBS 2	(12,500)	(3)
	507	Adjust span of service	(700)	-
	551	Eliminate service—replace with RIBS 2	(15,800)	(4)
	552	Alignment change	+4,100	3
	553	Alignment change	+4,700	1
	554	Eliminate service—replace with 558	(3,500)	(2)
	556	Eliminate service—replace with RIBS 4	(3,100)	(2)
	557	Adjust span of service	(1,900)	1
	558	Alignment change	(300)	+3
	559	Eliminate service—replace with 557, RIBS 1, RIBS 3	-	-
	574	Alignment change	(1,500)	1
	585	Eliminate service—replace with 553, 605, 924	(4,800)	(4)
	599	Shift span of service	(200)	(2)
	605	Alignment change and increase frequency	(2,800)	-
	615	Introduce new service	+12,000	+3
	644	Eliminate service—replace with 660 <sup>2</sup>	(2,800)	-
	660	Introduce new service <sup>2</sup>	+8,500	+10
	901	Introduce new service	+17,400	+5
	921	Introduce new service	+4,600	+1
	924	Alignment change	+14,100	+4
	926	Eliminate service—replace with 553, 921, 924, 952	(3,400)	
	927	Eliminate service—replace with 901, 950, 951, 983	(2,500)	(1)
	929	Eliminate service— replace with 901, 950, 951, 983	(5,200)	(2)
	937	Adjust span of service	(4,600)	(2)
	950	Alignment change and increase frequency	(1,000)	-



Year	Route	Description	Change from Previous Year	
			Revenue Hours <sup>1</sup>	Peak Vehicles
FY 2023 (Cont'd) (Implemented)	951	Alignment change and increase frequency	+6,300	-
	952	Alignment change and increase frequency	+6,100	+3
	954	Introduce new service	+7,100	+2
	980	Eliminate service—replace with Metrorail Silver Line	(5,700)	-
	981	Eliminate service—replace with 952, 983, RIBS 2, and Metrorail Silver Line	(5,800)	(3)
	983	Alignment change	(10,800)	
	985	Eliminate service —replace with 983 and Metrorail Silver Line	(3,900)	-
	RIBS 1	Increase frequency	+1,200	-
	RIBS 2	Alignment change and increase frequency	+16,400	+4
	RIBS 3	Increase frequency	+1,200	-
	RIBS 4	Alignment change and increase frequency	+3,300	-
	RIBS 5	Alignment change	+100	-
FY 2024	644	Additional hours due to prorated previous year route <sup>2</sup>	(2,800)	+1
	660		+8,500	
	371	Increase frequency <sup>2</sup>	+4,500	
	372	Eliminate service—replace with 371 <sup>2</sup>	(1,300)	+1
	373	Eliminate service—replace with 371 <sup>2</sup>	(1,400)	
	423	Alignment change and increase frequency	(2,600)	-
	424	Eliminate service—replace with 423 and 427	(12,200)	(3)
	427	Introduce new service	+3,400	+2
	432	Alignment change	+2,000	-
	461	Increase frequency	+2,100	-
	463	Increase frequency	+300	-
	466	Eliminate service—replace with 461	(4,500)	(1)
	494	Alignment change and increase frequency	(300)	-
	598	Introduce new service <sup>2</sup>	+1,900	+6
	610	Introduce new service	+12,800	+4
	621	Eliminate service—replace with 622, 651, 670, and 671	(4,500)	(4)
	622	Alignment change and increase span of service	+700	+1
	623	Eliminate service—replace with 670 and 671	(3,800)	-
	624	Eliminate service—replace with 630	(2,100)	-
	625	Introduce new service	+3,300	+1
	630	Alignment change and increase frequency	+7,500	+4
	631	Eliminate service—replace with 630 and 698	(5,500)	-



Year	Route	Description	Change from Previous Year	
			Revenue Hours <sup>1</sup>	Peak Vehicles
FY 2024 (Cont'd)	632	Eliminate service—replace with 651 and 698	(5,400)	-
	634	Eliminate service—replace with 698	(2,100)	(2)
	640	Eliminate service—replace with 615, 630, 642, 651, 662, 901	(5,000)	(16)
	641	Eliminate service—replace with 610 and 630	(5,400)	-
	642	Alignment change	+1,500	+2
	650	Eliminate service—replace with 651 and 671	(6,000)	(6)
	651	Alignment change	+7,000	+3
	652	Eliminate service—replace with 651, 670, 924	(4,800)	-
	662	Introduce new service	+7,800	-
	663	Introduce new service	+3,700	+1
	670	Introduce new service	+8,400	+5
	671	Introduce new service	+8,700	+4
	672	Introduce new service	+13,000	-
	698	Alignment change, increase frequency and span of service <sup>2, 3</sup>	+1,300	+5
	724	Eliminate service—replace Route 432	(4,200)	(2)
	798	Introduce new service <sup>2</sup>	+4,000	+7
FY 2025	371	Additional hours from prorated previous year route <sup>2</sup>	+13,600	
	372		(3,900)	
	373		(4,100)	
	598		+5,800	
	698 <sup>3</sup>		+4,000	
	798		+4,000	
	101	Alignment change and increase frequency	(100)	-
	109	Increase frequency	-	-
	151	Increase frequency	+5,200	(3)
	159	Eliminate service—replace with 151	(7,600)	
	161	Eliminate service—replace with 163 and 164	(8,800)	(2)
	162	Eliminate service—replace with 163 and 164	(8,600)	(2)
	163	Introduce new route to replace 161/162	+16,200	+4
	164	Introduce new route to replace 161/162	+8,300	+1
	231	Alignment change	(1,900)	(2)
	232	Eliminate service—replace with 231	(5,900)	-
	301	Alignment change	(3,000)	(3)
	305	Alignment change	(3,200)	-
	310	Alignment change	(3,100)	-
	313	Introduce new route	+12,400	+5
	321	Increase frequency	+3,700	+4
	322	Increase frequency	+3,600	



Year	Route	Description	Change from Previous Year	
			Revenue Hours <sup>1</sup>	Peak Vehicles
<b>FY 2025 (Cont'd)</b>	334	Adjust span of service	+1,900	+2
	340	Eliminate service	(1,700)	(2)
	393	Alignment change	-	-
	396	Alignment change	(1,500)	(1)
	495	Alignment change	(500)	-
	615	Alignment change	+1,000	-
	Microtransit Service	Introduce new service <sup>3</sup>	+2,500	-
<b>FY 2026</b>	798	Increase span of service and frequency	+7,100	+1
<b>FY 2030</b>	The One	Introduce BRT service	+57,600	+16

<sup>1</sup> Revenue hours are approximate and rounded to the nearest hundred.

<sup>2</sup> When route is scheduled to be implemented for a partial year, revenue hours are prorated, and the additional balance is shown as a change in the following year.

<sup>3</sup> Implementation depends on additional grant funding that has not been obtained yet, such as for Route 698 frequency improvement and microtransit service. Revenue hours are dependent on grant funding.



### 3.3.2 Title VI Considerations

This section describes the consideration and analysis of affected service areas and Title VI protected populations during the service planning process. The information contained in this section supports the eventual preparation of formal Title VI evaluation at the time of implementation. It is divided into the three planning areas described previously.

#### RESTON AND HERNDON AREA SERVICE

As described previously, many of the improvements in the Reston and Herndon service area are service changes associated with the opening of the Metrorail Silver Line extension from Wiehle-Reston East to Ashburn station in Loudoun County. As such, a formal Title VI analysis was conducted in advance of service deployments and presented to the Fairfax County Board of Supervisors for public comment and board approval. The findings of the analysis are summarized below as presented during the Fairfax County Board of Supervisors meeting on February 22, 2022:

*The service changes, proposed for implementation in conjunction with the start of the Metrorail Silver Line Phase 2, were reviewed as mandated by the Federal Transit Administration (FTA) in Circular C4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients. The analysis showed the proposed service changes will not create a negative disparate impact on the minority population or a disproportionate burden on low-income households. Instead, they will result in an overall service improvement for Fairfax Connector's riders and the communities served. The new routes did meet the threshold for major service change. However, they did not create a disparate impact on the minority population or a disproportionate burden on low-income households. As a result, no Title VI impacts were found for any of the proposed service changes.*

#### CENTREVILLE, CHANTILLY, VIENNA, AND TYSONS AREA SERVICE

The improvements in the Centreville, Chantilly, Vienna, and Tysons service area are anticipated to take place in the near term. As such, a Title VI service equity analysis was conducted in advance of service deployments anticipated for FY 2024. As part of these planned changes, eight routes are added (427, 625, 662, 663, 671, 672, and 798), 14 routes are discontinued (424, 466, 621, 623, 624, 631, 632, 634, 640, 641, 650, 652, and 724), and 9 routes experience other changes including realignments, span of service, or headway changes (423, 432, 461, 463, 622, 630, 642, 651, 660, 698, and 699). Other changes to 9 routes outside of the Centreville-Chantilly-Vienna-Tysons area (310, 321, 322, 393, 396, 574, 605, and 615) including realignments, span of service, or headway changes are also included in this analysis as they are scheduled to take effect simultaneously. The service changes are comprehensive in nature, encompassing all routes and a re-envisioning of service. As a result, adverse effects were analyzed on a cumulative basis at the census block group level instead of a route-by-route basis.

The service equity analysis found that no service changes resulted in a disparate impact or disproportionate burden.





## FRANCONIA, SPRINGFIELD, AND HUNTINGTON AREA SERVICE

The improvements in the Franconia, Springfield, and Huntington service area are anticipated to take place in the mid-term. As such, a preliminary Title VI screening was conducted in advance of service deployments anticipated for FY 2025.

The analysis was prepared at the route level, as changes to the service area are anticipated to be less significant than with other service planning areas. For this screening, Fairfax County's TBEST model was used to assess changes in service hours to populations based on 2021 ACS 5-year estimates.

Results of the analysis indicated the service modifications in Fairfax Connector's Franconia-Springfield and Huntington service area will likely not have a disparate impact for any route modifications in the service area. The addition of the new Route 313 experiences a potential disparate impact as the result of the route providing more service to non-low-income persons as compared to the system average. Route 313 provides access to Metrorail and VRE via higher-income census block groups. While Route 313 traverses primarily non-low-income areas, Route 313 will benefit low-income Fairfax residents as major employment, shopping, and transit centers will now be directly connected (such as George Mason University, Fairfax County's government offices, and a VRE and Metrorail station) thus allowing low-income residents to more easily access these locations through a transfer, such as from routes 308, 321, and 322. Additionally, there are low-income areas near Route 313 that are just outside of the 0.25-mile walking catchment zone used for the analysis (i.e., near Springfield and Fair Oaks Mall), but these areas would still benefit from the new route. Based on this, the screening finds substantial legitimate justification for the provision of this service to provide access to opportunities through transfer to low-income areas.

The listed routes should be further analyzed in advance of service changes for methods to reduce or eliminate their disparate impact and/or disproportionate burden through the Title VI process.



### 3.3.3 Additional Implementation Considerations

Several other important or evolving considerations that will affect service implementation are identified below.

#### BUS PRIORITY

While significant investment is planned in the TSP for bus priority on Richmond Highway for the BRT project, other forms of bus priority could benefit corridors throughout the county. FCDOT will consider various forms of priority such as transit signal priority, queue jump lanes at intersections, limited-stop service, and enhanced bus stop infrastructure, and identify the locations best suited for these treatments. This may result in additional bus priority projects in future annual TSP updates to improve on-time performance and provide reliable and faster transit times.

#### ALTERNATIVE SERVICE TYPES

Historically, Connector has been operated exclusively as a fixed-route bus system using full-size transit buses. Many transit systems throughout the region and across the nation have explored alternative service types, such as on-demand service, for areas less suitable for traditional bus service. This is commonly referred to as flex service or microtransit when operated within a specified zone and enabled by technology to request and track trips. The service can provide connections to local destinations in the zone or provide transfers to fixed-route transit service to travel beyond the zone.

The TSP contains two areas identified for microtransit service. One is near McLean, outside of Tysons, to provide trips between the service zone and Metrorail stations in Tysons. The second, which is in the financially unconstrained plan in **Appendix C**, is for the area near Great Falls, north of Reston to connect trips to Metrorail stations in Reston and Herndon.

Once tested in one or both of these initial areas, this new type of service could be explored to supplement fixed-route service for other lower-density areas in future years.

#### FLEET TRANSITION

At the time of the TSP, FCDOT was continuing to develop its fleet transition plan to migrate the Connector fleet to 100% zero-emission buses by 2035. The county is starting with an electric bus pilot program effective in 2023. The Capital Implementation Plan in **Chapter 4** considers likely fleet and infrastructure needed to support zero-emission bus operation, but additional refinement may be needed through future annual TSP updates as transition plans are refined and the technology continues to improve.

#### FACILITY IMPROVEMENTS

The infrastructure needed to support the planned improvements and modifications to Connector service such as facilities (garages, transit centers, and park and rides) is described in the Capital Implementation Plan in **Chapter 4**.

Additional needs may arise in the future. FCDOT will continue to monitor facility capacity, and identify new facility projects, as necessary, through future annual TSP updates.