Transit Strategic Plan

FY 2020-2029

NOVEMBER 2020 – FINAL

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OMNIRIDE

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INTRODUCTION

Background & Purpose

This Transit Strategic Plan (TSP) includes an overview of the existing transit services and ongoing initiatives, outlines a renewed vision and objectives developed as part of the Strategic Planning Process, and proposes specific recommendations that enhance transit options for the greater Prince William community. Additionally, it provides a financial plan that describes the committed and potential revenue sources to implement these improvements. This report has been prepared in a format and structure that meets or exceeds the TSP Guidelines provided by the Virginia Department of Rail and Public Transportation (DRPT), dated October 2018. It covers the fiscal years of FY 2020 through FY 2029. Any variation from the DRPT outline is meant to explain more clearly the subject matter within the sections required by DRPT. This TSP along with OmniRide's completed Transportation Demand Management (TDM) Plan document will be incorporated into OmniRide's comprehensive strategic guidance for the organization.

OmniRide Strategic Planning Process

This TSP is part of the last of three phases of OmniRide's Strategic Planning Process. OmniRide began the process in 2016 to help shape the agency's transportation services for the next decade.

OmniRide is being called upon more than ever to deliver multimodal transportation services to help improve the ways people get around in Northern Virginia and the Fredericksburg Region. Strategically, OmniRide's services go well beyond serving solely a transportation purpose. OmniRide also is instrumental in helping localities achieve their visions for economic success and best practices for land use.

The Strategic Plan connects local visions with strategies and actions that will leverage OmniRide's expertise and transform us into a leading service provider. As the region continues to grow, demographics change, and rapidly evolving technology impacts the ways we travel, the organization seeks to chart a path that ensures that our community is well served into the future.

The three phases of the process are:

- **Phase 1 — Strategies for establishing alternative funding mechanisms and sources:** This phase involved researching existing OmniRide practices and industry best practices to create a comprehensive list of potentially expanded and new funding sources for OmniRide.
- **Phase 2 — Reevaluate vision and identify strategic recommendations.** This phase, which is complete, involved extensive public and stakeholder outreach that led to a renewed vision for OmniRide and the identification of the path forward to achieve that vision.
- **Phase 3 — TSP and TDM Plan.** This phase involves a detailed examination of OmniRide's current transit service and TDM programs to identify fiscally-constrained services for the upcoming years that align with the strategic recommendation from Phase 2.

The strategic planning process is discussed further in Chapter 2 and on the OmniRide website.[1]

[1] https://omniride.com/about/strategic-plan/

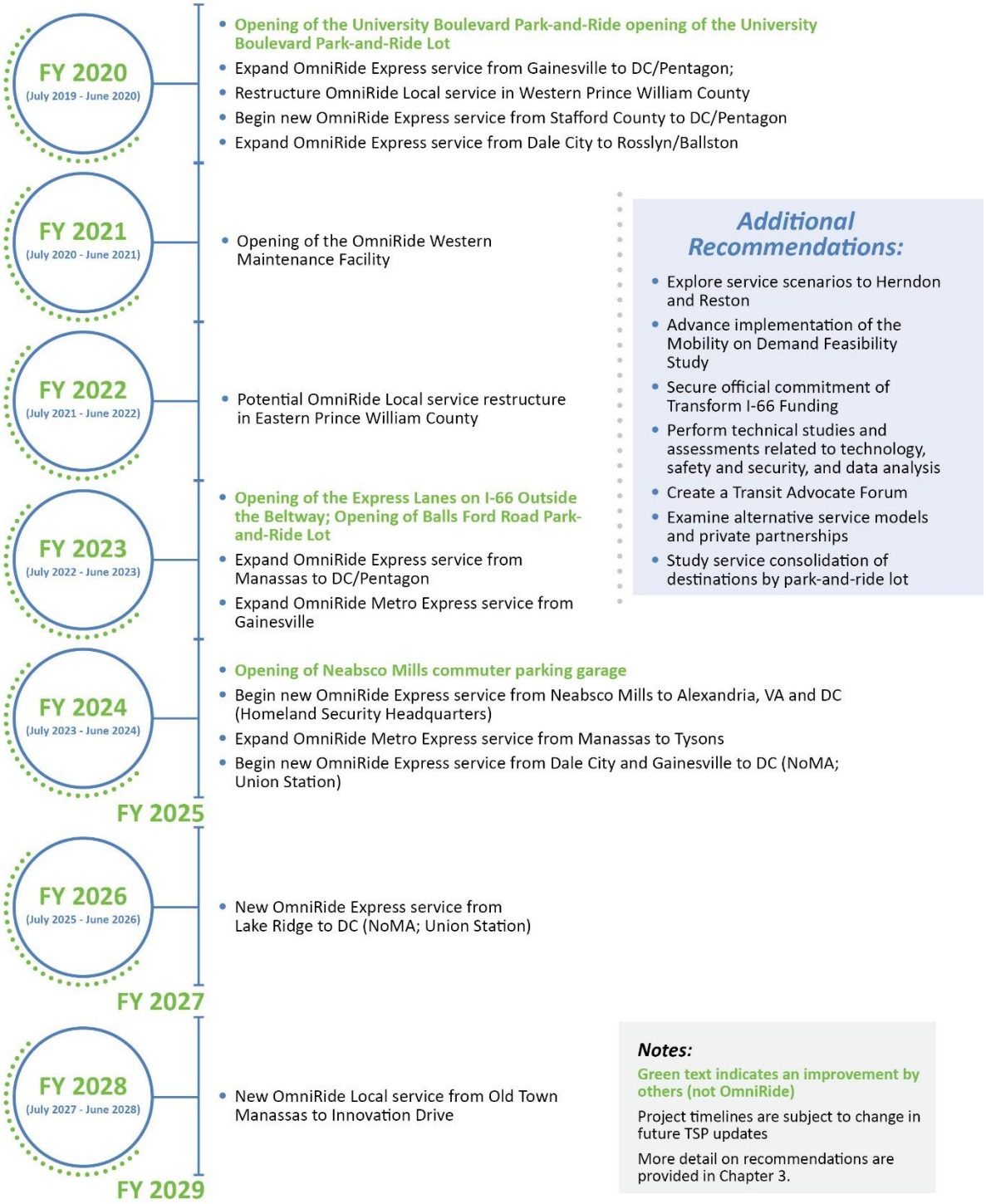
Summary of Service Improvements

The planned service improvements presented in (Chapter 3) are the key component of this plan. The first two chapters form the basis and needs for the improvements and the implementation plan (Chapter 4) and Financial Plan (Chapter 5) present how the improvements will be achieved.

In general, increases to OmniRide service documented in this plan are primarily on the commuter services connecting residents in the greater Prince William County area, including points south, to employment centers in Northern Virginia and Washington, D.C. As the Express Lanes network grows on I-66 and I-95/I-395 and regional population and employment growth increase, there is increasing demand for a reliable, affordable trip. Many of the Express Lanes projects also come with funding sources which make implementing services easier, without increases to local funds. OmniRide is also investing in improving local service; the other main changes include the restructuring of local services to be fixed-route with accompanying paratransit, first in the western part of Prince William County, and then in the eastern portions, building off lessons-learned from the western pilot. OmniRide will also be examining alternative service models and potential partnerships with the private sector to meet the needs of the greater Prince William County area.

The service described in this plan represents the best estimates at the time of developing recommendations and is subject to change to funding availability, concurrent planning efforts, and changing demand. Updates to implementation and potentials service destinations will be made during the annual updates to the TSP by OmniRide. The following graphic highlights some of the key anticipated service improvements for OmniRide and other associated regional events.

Major OmniRide Service and Infrastructure Improvement Highlights



CHAPTER 1: SYSTEM OVERVIEW AND STRATEGIC VISION

This chapter provides an overview of OmniRide's transit services and ongoing initiatives and details the agency's strategic priorities. **These strategic priorities form the basis for guiding planning, operational, and financial decision-making for OmniRide's services during the term of this Transit Strategic Plan (FY2020-FY2029).**

System Overview

Located in the greater Prince William County area about 25 miles southwest of Washington, D.C., the Potomac and Rappahannock Transportation Commission (PRTC) is a multimodal, multijurisdictional agency providing transit and transportation demand management (TDM) services operating under the OmniRide brand name and is a partner in several regional services. Services include:

- **OmniRide Express & Metro Express** — high-quality commuter bus service along the I-95 and I-66 corridors to Northern Virginia and Washington, D.C., with connecting service to the Metrorail System
- **OmniRide Local & East-West Express** — local bus service operated in Prince William County and the Cities of Manassas and Manassas Park
- **OmniRide Rideshare** — a free ridematching service and support for joining carpools or vanpools
- **OmniRide Employer Services** — support for Prince William County-area employers to expand commuter benefit programs.
- **Virginia Railway Express** — in partnership with the Northern Virginia Transportation Commission (NVTC), PRTC governs the operation of the Virginia Railway Express (VRE) commuter rail service. Similar to OmniRide's commuter bus service, VRE operates along the I-95 and I-66 corridors with service to Northern Virginia and Washington, D.C., with connecting service to the Metrorail System
- **Vanpool Alliance** — PRTC provides the administrative home for this regional vanpool program

Services Provided and Areas Served

OmniRide delivers multimodal transportation options to the Greater Prince William County area and Washington, D.C., region through providing commuter and local bus services, fostering ridesharing services, and pioneering discussion and implementation of regional mobility initiatives. This section summarizes the transit services OmniRide offers. OmniRide's ridesharing resources and other initiatives are discussed in the TDM Plan.

OmniRide Express routes provide comfortable and efficient commuter bus service between Prince William County, Northern Virginia, and the Washington, D.C., metropolitan area core. OmniRide Metro Express is a commute and reverse-commute bus service that provides feeder connections to Metrorail stations. OmniRide Local is the local deviated flex-route bus service that allows buses to travel up to ¾ mile off the standard route in addition to designated bus stops. Each of these services is briefly described in this section, while more detailed information and maps can be found in **Appendix A**. All OmniRide's services can be seen on the latest system map on their website[2].

OmniRide Express and OmniRide Metro Express

OmniRide Express is OmniRide's commuter bus service operating from eastern Prince William County and the Manassas area to destinations such as the Pentagon; Crystal City; the Rosslyn-Ballston corridor; downtown Washington, D.C.; the Washington Navy Yard; the Mark Center; and Tysons Corner. Buses operate on weekdays on both the I-95 and I-66 corridors with service primarily northbound in the mornings and southbound in the evenings. Most OmniRide Express routes also have midday service. There are currently 11 routes operating in the I-95 corridor and five routes in the I-66 corridor (including the Haymarket-Rosslyn/Ballston service implemented in December 2018). OmniRide Express buses serve designated Park and Ride lots near major thoroughfares, while the

[2] http://omniride.com/service/map/

three OmniRide Metro Express routes link destinations in Prince William County with the Tysons Corner (Silver Line) and Franconia-Springfield Metrorail stations (Blue Line).

OmniRide Local

OmniRide local is a deviated flex-route bus service that operates in the more heavily populated areas of Prince William County, Manassas, and Manassas Park. Seven routes currently operate on weekdays, and the four in the eastern part of the county also operate on Saturdays.

Until December 2019, all seven OmniRide Local routes had standard, fixed routes with established bus stops, users can also call OmniRide's customer service center to schedule off-route trips. The availability of the off-route service was limited to destinations no more than ¾ of a mile off the standard, fixed route, and it is available to anyone in the community (not only individuals with disabilities).

Under that service model, OmniRide Local qualifies as a demand responsive service based on the requirements set by the Americans with Disabilities Act (ADA) statute and regulations. As such, unlike traditional fixed-route transit services (as defined under the ADA regulations), OmniRide does not need to provide additional ADA-mandated, complementary paratransit service for people with disabilities who cannot, on account of their disabilities, use the fixed-route system.

Beginning in December 2019, paratransit was introduced in western Prince William County and the local routes were shifted to fixed-route service. In addition, the East-West Express provides all-day service from Monday through Friday, connecting the OmniRide Transit Center and the western part of Prince William County. This change is described in chapter 3.

Other Regional Transportation Services

Virginia Railway Express (VRE): PRTC provides administrative services and shares policy-level direction and financial decision-making with the Northern Virginia Transportation Commission (NVTC) for the VRE, a commuter rail operator. VRE provides rail service on two lines (Fredericksburg Line and Manassas Line), which provide service along the I-95 and I-66 corridors to the Washington, D.C., metropolitan area primarily during weekday peak periods[3]. Within the PRTC boundaries, the Fredericksburg Line serves the Spotsylvania, Fredericksburg, Brooke, Leeland Road, Quantico, Rippon, and Woodbridge stations, while the Manassas line serves the Broad Run, Manassas, and Manassas Park stations. A future station located in Prince William County, called Potomac Shores, is scheduled to open in 2020. Bus connections are possible at the Quantico, Woodbridge, Manassas, and Manassas Park stations. Surface and/or garage parking is available at all six stations in Prince William County, Manassas, and Manassas Park.

Amtrak: VRE offers the Amtrak-Cross Honor Agreement, which allows VRE passengers to also use select Amtrak trains listed on their schedule. Only VRE riders with valid Ten-Trip, Five-Day, Monthly, or VRE-TLC tickets accompanied by a Step-Up ticket are permitted on-board Amtrak trains. Amtrak stations in the county include Manassas, Woodbridge and Quantico[4].

Martz National Coach Works (NCW): Martz NCW, a private entity not affiliated with OmniRide provides commuter bus service from four Park and Ride lots along the I-95 corridor in Stafford County and Spotsylvania County to the central core of Washington, D.C. Martz NCW currently operates five trips in the morning and five trips in the afternoon in the I-95 corridor[5]. These trips pass through, but do not stop, in Prince William County.

[3] VRE System Map: https://www.vre.org/service/map/
[4] Amtrak Map and Information: https://www.amtrak.com/virginia/traveling-with-amtrak-in-virginia.html
[5] Martz schedules and routes: https://martzgroupva.com/fredericksburg-commuter-ticket-schedules/

Current/Recent Initiatives

OmniRide is currently in the process of implementing several initiatives identified through earlier strategic planning efforts that will renew its organizational vision (see section 1.2). A few of these key initiatives related to transit include:

- **Leveraging technology and new funding programs to improve service:** The I-66 and I-395 Commuter Choice programs have given OmniRide the opportunity to expand service to areas south of their current service zone and pilot innovative new programs with flexible transit service.
- **Restructuring service in Western Prince William County**: OmniRide is actively considering how the construction of a new maintenance facility, upcoming openings of thousands of Park and Ride spaces, and new funding opportunities through Transportation Management Plans and the Commuter Choice programs can be leveraged to improve and expand service in this area.
- **Convening mobility councils of topics of regional importance:** Building on OmniRide's desire to be more than just a bus service provider, OmniRide has begun to host ongoing discussions and work sessions with key stakeholders on topics such as regional vanpooling initiatives, "slugging," connections between land use and transportation, and human services transportation.
- **Fare Payment:** OmniRide is investigating a mobile ticketing application, having worked with Alexandria's DASH service on their recent mobile ticketing pilot. OmniRide has also formed a partnership with the Northern Virginia Community College Woodbridge campus—offering a semester transit pass for students, faculty, and staff.

Strategic Vision

During OmniRide's Strategic Planning effort, OmniRide identified a new positioning statement for the organization. A positioning statement represents how an organization wants its customers and stakeholders to know and understand it—the one sentence or thought they keep in their minds that helps "position" the organization relative to others. The positioning statement was used as a base for developing themes and strategic recommendations in the four areas of the strategic plan: Organizational, Transit, Transportation Demand Management, and Future Innovation.

While this positioning statement shapes a renewed vision for the organization, the current goals and objectives for OmniRide's transit service represent a combination of goals from the previous Transit Development Plan (TDP) and a new set of objectives developed from the Strategic Planning effort. The following is OmniRide's positioning statement:

> For the greater Prince William area's growing and diverse residents, organizations, and businesses, OmniRide is the organization that delivers a multimodal transportation system, connecting the area's network of convenient, livable activity centers to one another and to the larger region in a way that makes the greater Prince William area the community of choice.

From this positioning statement, a primary theme for transit emerged, forming an overall vision for OmniRide services to:

> *Recapture market share through improvements to service quality, public-private partnerships, and a performance-driven approach.*

This vision for OmniRide's transit services, as well as the goals, objectives, and service standards detailed in this section will provide the framework for strategic and operational decisions during the span of this plan.

Recapturing the market share is one of the key themes identified for OmniRide in the Strategic Planning Process

Goals and Objectives

The goals from the previous Transit Development Plan (TDP) were reviewed alongside existing OmniRide practices and feedback received from the public during Phase II of the Strategic Plan, and it was determined that the intentions of the goal statements are still valid under OmniRide's new positioning statement. Building off these intentions and using Specific, Measurable, Agreed, Realistic, and Time-bound (SMART) principles, a series of goals and corresponding objectives were created to carry out OmniRide's vision. OmniRide's goals are to[6]:

1. Provide an equitable, safe, secure, and integrated transportation system that accommodates the diverse needs of the region
2. Improve the customers' mobility experiences
3. Promote and implement practices to improve the regional quality of life
4. Improve coordination between transportation, land use, and economic development activities
5. Strategically maximize investment in efficient and effective services

The transit and transit-related future innovation recommendations from OmniRide's Strategic Planning efforts provide a foundation for OmniRide's objectives to achieve its goals. **Table 1** outlines each objective, the goal it is targeting, as well as a SMART statement that describes the strategy to fulfill the associated objective.

[6] Numbers are not meant to indicate priority, just to serve as references to the goals at other points in this chapter

Table 1: Objectives and SMART Statements

Objective	SMART Statement	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5
Implement improvements across all OmniRide's transit services to a level of quality that will attract more riders	Achieve a year-to-year ridership increase 4 of the next 5 years		✓	✓		
Increase and maintain services in high-capacity transit corridors by proactively seeking and leveraging capital and operating funding from state-funded regional Mega Projects	Apply for, receive, and allocate funding each year from the I-66 and I-395 Commuter Choice Program			✓		✓
Use data collection technology to build a business case for public-private partnerships	Achieve reasonable confidence in reporting and using Automated Passenger Counters (APCs) by the end of 2021				✓	
Develop and apply standards and performance measures to analyze efficiencies and identify opportunities for growth	Annually update the performance measures included in this report and use results to inform service development and funding applications		✓	✓		✓
Implement policies requiring activity centers and transit-supportive land uses to be connected by OmniRide services and develop planning procedures that follow and support these policies	Implement a Mobility Council related to land use and transportation coordination and develop follow-up actions with Prince William County by Spring 2020	✓		✓	✓	
Support local and regional efforts to explore new modes of high-capacity transit	Complete at least three feasibility studies that analyze demand and identify next steps in coordination with Prince William County within 5 years			✓	✓	✓
Expand local transit options by leveraging partnerships with Transportation Network Companies (TNC) and other new or emerging service models, while maintaining equity of service	Identify potential flex zones to feed into higher-frequency routes by 2020	✓	✓		✓	
Investigate new service models that allow for the development of easily scalable demand-based services	Implement Wheels to Wellness partnership program by 2020 and identify future potential program expansion	✓	✓	✓		
Focus OmniRide Express service investment to maximize ridership by providing efficient and reliable peak period, peak direction, point-to-point routes	Obtain competitive grant funding for service expansion (frequency or geographic) each year	✓	✓	✓		✓
Focus OmniRide Local service investment to maximize coverage of reliable service to areas with a demonstrated need	Develop and approve policy guidance for how to serve local need either by fixed route or flex service within one year of completion of this plan	✓	✓	✓		
Achieve the highest practical level of safety and security for passengers, employees, and system assets	Achieve a year-to-year reduction of preventable accidents per 100,000 miles on a rolling 4-year average	✓	✓			

Service Design Standards

Service design standards are benchmarks against which a system and its routes are developed and evaluated to determine if existing services should be modified. Service design standards address items such as scheduling and route planning, service reliability, system efficiency, safety and security, customer service, multimodal connectivity, and regulatory compliance. Due to the significant differences in types of service between express and local, different standards have been identified for each type of service. When OmniRide is considering service changes, these service standards presented below will be considered to the extent possible within funding constraints.

Performance monitoring of the service with respect to these standards should be done at least annually. The targets for these standards (shown highlighted in yellow) will be developed based on an understanding of the baseline services described in chapter 2.

OmniRide Express and OmniRide Metro Express

- **Service Frequency** — At least four trips will be provided in each direction between a Park and Ride lot and a designated activity center. Additional express service trips in the peak period shall be based on load factors. New trips for commuter service shall be considered when the average AM peak load factor exceeds 70 percent or when a trip is over capacity four times in a month.
- **Average Load** — The average load per trip over each three-month evaluation period (using normal Monday-Thursday operating conditions) shall not exceed 100 percent of the available seats on board the vehicle.
- **Span of Service** — Express routes operate primarily in the AM and PM peak periods. Additionally, OmniRide shall program at least one midday return trip to each Park and Ride lot in the network, potentially using a midday trip-chaining structure.
- **Vehicle Assignment** — Express service shall use high-capacity vehicles capable of carrying 57 passengers or more.
- **New Service Warrants** — New express service shall be added under the following conditions:
    - When it is required to maintain job or activity center coverage in Northern Virginia, or
    - When overcrowding is experienced on existing routes

  OmniRide should consider expanding beyond its geographic service area when funding opportunities are available, local support is obtained, and service need is documented in long-range plans.
- **Stop Features** — Park and Ride facilities should have covered waiting areas, benches, and—at minimum—static route signage.

OmniRide Local

- **Service Frequency** — Local service frequency shall be based on route productivity (expressed as boardings per hour), considering cycle length. For weekdays:
    - If fewer than 10 boardings per hour, evaluate service removal or alternative means of coverage such as flexible demand-responsive service
    - If between 10 and 15 boardings per hour, service should operate a 60-minute headway
    - If between 15 and 20 boardings per hour, service should operate a 45-minute headway
    - If between 20 and 30 boardings per hour, service should operate a 30-minute headway
    - If more than 30 boardings per hour, service should operate a 15-minute headway
- **Span of Service** — All local routes shall operate for at least 14 hours on weekdays (Monday – Friday); weekend service will be evaluated on a route-specific basis
- **Vehicle Assignment** — Fixed-route local service will use 30 to 40-foot vehicles. If demand-based modular services are implemented, they will use smaller vehicles.

- **New Service Warrants** — New service shall be evaluated based on analysis of density, equity, and the propensity for the users to use transit. For large-scale developments, service should be evaluated in coordination with local municipalities. As new service is considered, so should the type of service. Flex or demand-response service may be considered in lower density areas or to feed higher frequency routes. Cost considerations associated with paratransit and alternative mobility service shall be evaluated when expanding service areas.
- **Stop Features** — New development or street reconstruction shall include stops with, at a minimum, a concrete passenger waiting area. Benches and covered waiting areas are encouraged for stops adjacent to existing or new development. Where feasible, far-side stops should be implemented in coordination with VDOT and local municipalities. Upgrades to existing stops should be prioritized based on high-ridership locations and community facilities.

The standards described above apply to local service as it is currently structured in the deviated flex service model. OmniRide is currently discussing piloting programs that will test out fixed-route local service with accompanying paratransit and is also discussing developing policy for scenarios in which local service may be replaced by flexible, microtransit-type service. Service standards will need to be reevaluated following an assessment of these changes. When OmniRide is considering the implementation of a shared-mobility or other alternative mobility program, the following should be considered:

- Equity
- Cost per rider
- Customer satisfaction
- Accessibility — temporal, geographic, and physical
- Data agreements

Performance Standards

While service design standards provide guidance for the systemwide network and how it safely and consistently connects the residents of Prince William County, performance standards specifically measure how the transit service is performing. At a minimum, performance standards should quantify the following: ridership, cost efficiency, safety, and system accessibility. The performance standards presented in **Table 2** will be used to measure how existing OmniRide Local and OmniRide Express and Metro Express are performing in these categories. **Table 3** shows the various measures that may be used to measure the performance of paratransit service as well as shared mobility and other pilot programs as these are implemented by OmniRide.

OmniRide's philosophy is that the true measure of success should be the number of customers that are serviced safely, cleanly, and efficiently; customers that experience delays, safety incidents, or unsatisfactory customer service should be discounted from this full number.

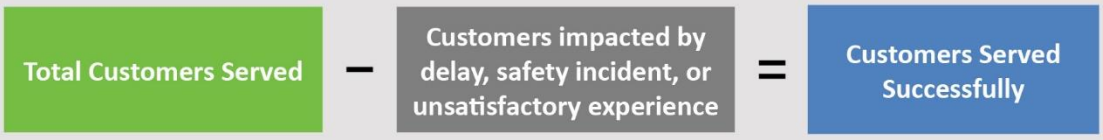


Table 2: Performance Standards for OmniRide Express, Metro Express, and Local

Category	Measures	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5
Ridership	• Passengers per hour • Passengers per mile • Passengers per trip • Total ridership • County mode split • Commuter lot usage	✓		✓		✓
Cost Efficiency	• Cost per hour • Cost per mile • Cost per rider • Farebox recovery • Subsidy per trip	✓				✓
Safety	• Miles between service interruptions • Preventable passenger injuries • Accidents per 10,000 trips • Total number of security events (bus, facility, and cyber)	✓	✓	✓		
System Coverage	• Jobs within ¼-mile of an OmniRide Local stop • Percentage of activity centers in region covered by OmniRide Express	✓	✓	✓	✓	✓
Service Quality	• On-time performance • Load standards • Valid customer complaints per 100,000 revenue miles • Percentage of stops with transit amenities (i.e., shelters, benches)	✓	✓	✓	✓	✓
Service Availability	• Population within ¼-mile of an OmniRide Local stop • Percentage of highest- and high-need census tracts (Demographic EJ Index) within ¼-mile of an OmniRide Local stop	✓	✓	✓	✓	✓

Table 3: Performance Standards for Paratransit Service, Shared Mobility, and Other Pilot Programs

Category	Measures	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5
Paratransit	• Cost per ride • Number of trip requests • Wait time (actual and compared to non-ADA) • Vehicle occupancy	✓	✓	✓	✓	✓
Shared Mobility and Other Pilots	• Cost per ride • Wait time • Monthly ridership • Number of unique users • Average trip rating • Percent of repeat users • Average number of trips per unique user • Percent transit-disadvantaged users • Geographic service area • Service hours	✓	✓	✓	✓	✓

CHAPTER 2: SYSTEM PERFORMANCE AND OPERATIONS ANALYSIS

Introduction

This chapter is a vital component of OmniRide's Transit Strategic Plan, providing an in-depth evaluation of the existing system, identifying strengths and weaknesses, and pointing the direction towards opportunities for improvements recommended in later chapters.

There are five sections presented here:

- System and Service Data
- Evaluation of Transit Market Demand and Underserved Areas
- Performance Evaluation
- Operating and Network Efficiency Evaluation
- Analysis of Opportunities to Collaborate with Other Transit Providers

System and Service Data

Current Fiscal Year Data

The data presented here is primarily from Fiscal Year 2018, unless otherwise noted, which was the latest available at the time of analysis. OmniRide reports its data to the National Transit Database for two modes, Motorbus and Commuter Bus. Motorbus includes OmniRide Local deviated fixed route services in Prince William County, OmniRide Metro Express service (fixed route to nearby Metrorail stations), and the OmniRide East-West Express (north-south service across the county from Woodbridge to Manassas). Commuter Bus is OmniRide Express service to/from downtown Washington and other major employment destinations in Washington, D.C., and Northern Virginia.

Motorbus Routes:

- Eastern County
    - Dale City
    - Dumfries
    - Route 1
    - Woodbridge/Lake Ridge
- Western County[7]
    - Manassas — North (65)
    - Manassas — South (67)
    - Manassas Park (68)
- East-West Express
- OmniRide Metro Express
    - Linton Hall Metro Express (61)
    - Manassas Metro Express (60)
    - Prince William Metro Express

[7] Manassas North and South are sometimes combined in reporting. At the time of analysis, Western County routes were structured as a deviated fixed route service before pilot in 2020 began.

Commuter Bus Routes:

- I-95 Corridor
    - Lake Ridge OmniRide Express
        - Lake Ridge-Washington (L-100)
        - Lake Ridge-Pentagon/Crystal City (L-200)
        - Lake Ridge-Mark Center (L-300)
    - Dale City OmniRide Express
        - Dale City-Washington (D-100)
        - Dale City-Pentagon-Rosslyn/Ballston (D-200)
        - Dale City-Washington Navy Yard (D-300)
        - Dale City-Mark Center (D-400)
    - Montclair OmniRide Express
        - Montclair-Washington (MC-100)
        - Montclair-Pentagon (MC-200)
    - South Route 1 (RS)
    - Tysons Corner (T)
    - Stafford-Washington (543)[8]
    - Stafford-Pentagon (942)[9]
- I-66 Corridor
    - Gainesville OmniRide Express
        - Gainesville-Washington (611)
        - Gainesville-Pentagon (612)
        - Haymarket-Rosslyn/Ballston (622)[10]
    - Manassas OmniRide Express
        - Manassas-Washington (601)
        - Manassas-Pentagon (602)

[8] Implemented in FY 2020 and not reflected in FY 2018 data presented
[9] Implemented in FY 2020 and not reflected in FY 2018 data presented
[10] Implemented in December 2018 and not reflected in FY 2018 data presented

Annual operations data are presented in **Table 4**. In general terms, Motorbus and Commuter Bus each comprise roughly 50 percent of OmniRide's fixed route operation.

Table 4: FY 2018 Annual Operations Data

Category	Motorbus	Commuter Bus	System Total	Source
Service Area [sq miles]	-	-	361	NTD (FY17)
Population	-	-	454,096	NTD (FY17)
Density [people/sq mile]	-	-	1,258	NTD (FY17)
Operating Cost	$14,387,469	$15,736,621	$30,124,090	OmniRide Monthly Service Report for FY18
Ridership	946,516	1,451,086	2,397,602	
Revenue Hours	77,665	68,533	146,198	
Revenue Miles	1,169,842	1,809,470	2,979,311	
Vehicles operating in peak service	36	92	128	NTD (FY17)
Vehicles available for peak service	45	99	144	NTD (FY17)
Trips/Day	213	215	428	Public timetables
Days operated	6	5	-	
Average Headway	Every 60 min	Every 20 min [peak period and direction only]	-	
Daily Route Miles	212	487	699	OmniRide Monthly Service Report for FY18

Note: NTD Service Area consists of Prince William County, Manassas, and Manassas Park

Existing Route Design and Schedule Standards

Proposed service design and schedule standards are presented in Chapter 1 of this Transit Strategic Plan. Many of these are followed in practice today but this will serve as documentation of these standards.

Survey Results

OmniRide regularly surveys its customers to gain a better understanding of demographic profiles, travel patterns, and satisfaction with the service. This section describes findings from the 2017 on-board survey, 2017 customer satisfaction survey, and a Strategic Plan survey.

2017 On-Board Survey

In the fall of 2017, SIR conducted the most recent on-board survey for PRTC, which meets Title VI requirements. The survey was designed to collect key data from riders of the four transit service types operated: OmniRide Local (formerly OmniLink), East-West Express (formerly Cross County Connector), OmniRide Express (formerly OmniRide), and OmniRide Metro Express (formerly Metro Direct). Data collected included:

- Rider characteristics
- Trip characteristics
- Ridership decision factors

The data collection procedure used on-board, self-administered surveys, comparable to the process used in the prior study conducted in 2013. Surveys were conducted on weekdays (Tuesdays through Thursdays) and Saturdays (on routes with Saturday service). All surveys were conducted on afternoon and early evening trips. Separate survey instruments were developed for each of the four systems. Surveys were available in English and Spanish.

In total, 1,167 riders completed the survey. For each route to be represented accurately in the total number of surveys, a weighting procedure was applied. The data expansion process used for this project was the same as that employed in 2006 and 2013, consisting of a response factor, a vehicle factor, and a boarding factor. The expansion process resulted in a final data set of 8,376 weighted surveys. Key findings are summarized in the sections that follow.

Rider Profile

Key rider descriptors included the following observations, based on the weighted data and detailed in **Table 5**:

- Not surprisingly, PRTC predominantly drew riders from Prince William County.
- The gender split was fairly equal across all systems, with slightly more men than women using OmniRide Local, East-West Express, and OmniRide Metro Express.
- OmniRide Express users tended to be older than East-West Express, OmniRide Local, and OmniRide Metro Express users.
- East-West Express riders tended to have more people living in their households than did users of the other PRTC systems.
- OmniRide Local, OmniRide Express, and OmniRide Metro Express users were more likely to be regular PRTC users than were East-West Express users; they were more likely to use the service five or more days a week.
- OmniRide Metro Express riders were more likely to be "new" to the system (started riding within the prior two years) than were OmniRide Local, East-West Express, and OmniRide Express users.
- OmniRide Express users were the most likely to be employed.
- OmniRide Local and East-West Express users were more likely than the other two system users to not have a valid driver's license.
- OmniRide Express users were less likely than OmniRide Metro Express, OmniRide Local, or East-West Express users to report that they spoke a language other than English at home.
- East-West Express had the lowest percentage of riders who spoke English well/very well.

Table 5: Average Rider Profile

OmniRide Local		East-West Express	
Demographic	**Percent**	**Demographic**	**Percent**
Lived in Prince William County	89.7	Lived in Prince William County	62.0
Male	51.5	Male	56.5
18-34 years of age	41.5	35-54 years of age	45.4
3+ people in household	56.9	3+ people in household	75.6
Rode 5+ days per week	58.8	Rode 5 days per week	30.5
Used OmniRide Local 3+years	48.0	Used East-West Express 3+years	39.8
Employed – full-time or part-time	79.0	Employed – full-time or part-time	80.6
Did not have driver's license	64.1	Had driver's license	37.3
Spoke language other than English at home	24.4	Spoke language other than English at home	37.3
Spoke English only or very well/well (if spoke other language at home)	91.0	Spoke English only or very well/well (if spoke other language at home)	78.7
Income less than $35,000	61.7	Income less than $35,000	68.4
Ever subscribed to Rider Express	8.8	Ever subscribed to Rider Express	0.0
OmniRide Express		**OmniRide Metro Express**	
Demographic	**Percent**	**Demographic**	**Percent**
Lived in Prince William County	87.2	Lived in Prince William County	66.3
Female	52.3	Male	58.4
35-54 years of age	53.7	35-54 years of age	42.3
3+ people in household	56.5	3+ people in household	57.6
Rode 5 days per week	66.3	Rode 5 days per week	57.4
Used OmniRide Express 3+years	65.7	Used Metro Express 1 month-2 years	59.8
Employed – full-time or part-time	98.5	Employed – full-time or part-time	88.9
Had driver's license	96.9	Had driver's license	52.9
Spoke language other than English at home	15.9	Spoke language other than English at home	27.0
Spoke English only or very well/well (if spoke other language at home)	98.7	Spoke English only or very well/well (if spoke other language at home)	93.4
Income greater than $75,000	83.1	Income $35,000-$99,999	43.8
Ever subscribed to Rider Express	42.8	Ever subscribed to Rider Express	11.8

Trip Characteristics

Trip characteristics were mapped by geocoding respondents' home locations by ZIP code. Home locations are shown in the figures that follow, based on the unweighted data. The most common ZIP codes for each were as follows:

- OmniRide Local: 22193 (Dale City) and 22191 (Woodbridge)
- East-West Express: 22193 (Dale City) and 20109 (Bull Run)
- OmniRide Express: 22192 (Lake Ridge) and 22193 (Dale City)
- OmniRide Metro Express: 22192 (Lake Ridge) and 22193 (Dale City)

Figure 1: OmniRide Local Home Location

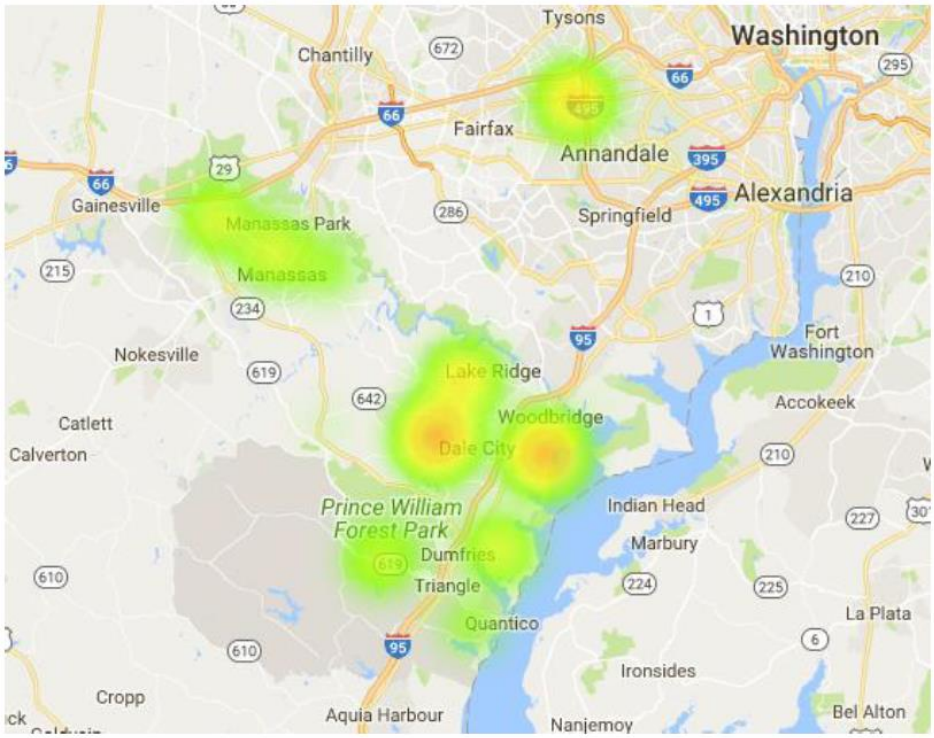


Figure 2: East-West Express Home Location

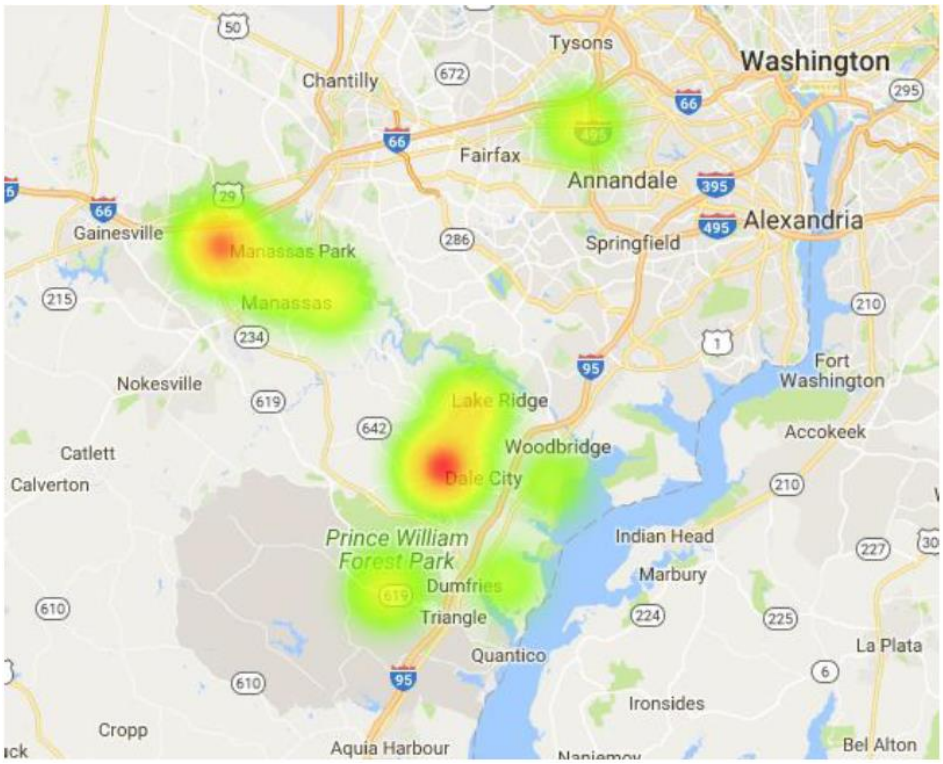


Figure 3: OmniRide Express Home Location

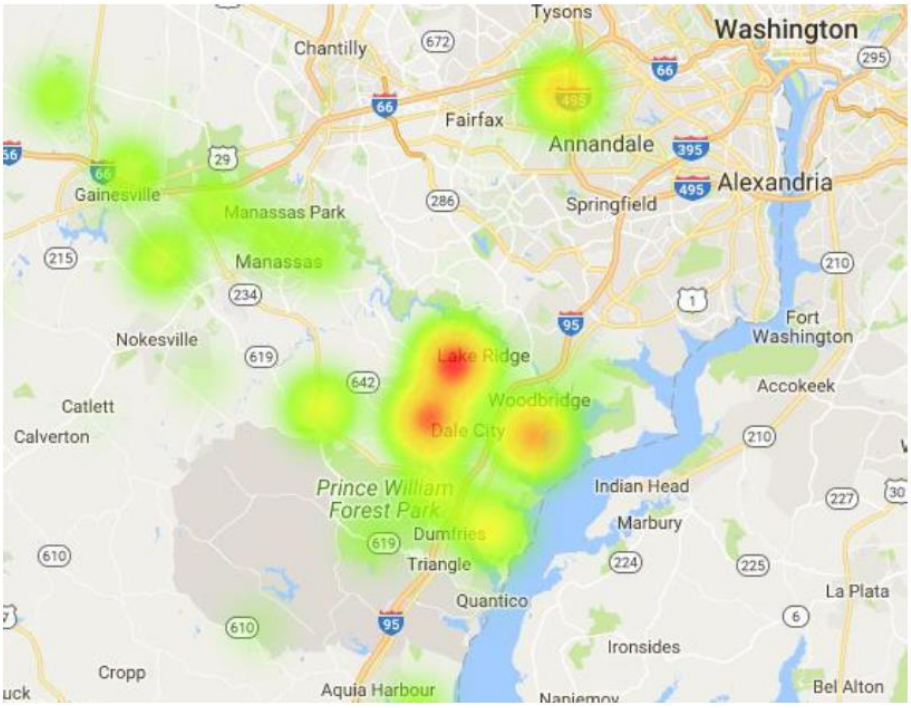
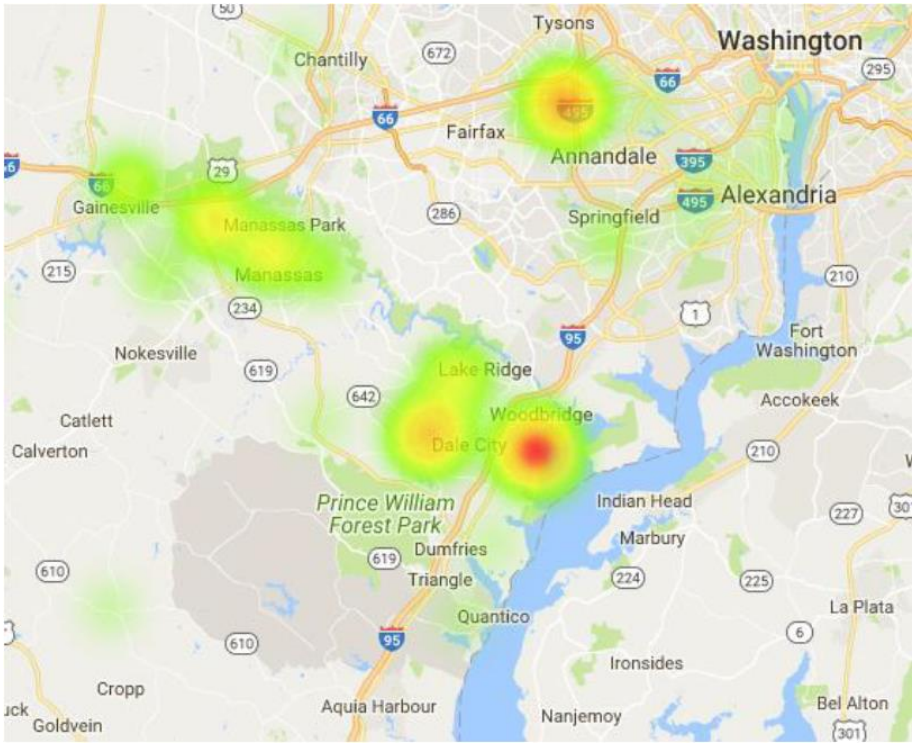


Figure 4: OmniRide Metro Express Home Location



2017 Customer Satisfaction Survey

For many years, OmniRide conducted customer satisfaction surveys of its OmniRide Express (formerly OmniRide) / OmniRide Metro Express (formerly Metro Direct) service and OmniRide Local (formerly OmniLink)/East-West Express (formerly Cross County Connector) service three times a year (fall, winter, and spring), generally corresponding with service change intervals. The most recent survey was completed in June 2017. Survey results are summarized in the sections that follow.

OmniRide Local/East-West Express Service

Key findings of the customer satisfaction survey for the OmniRide Local and East-West Express service are summarized below and presented in **Table 6**:

- Nearly half of respondents indicated they rode because it was their only means of transportation
- Approximately a third indicated affordability and convenience were also reasons to use the service
- Overall, 76 percent rated the service as excellent and only 3 percent rated it as poor
    - Riders gave the highest "excellent" ratings (83 percent) to how safely the drivers operate the buses and the drivers' knowledge of the service
    - On-time performance received the lowest ratings of the categories. More riders rated on-time performance as "average" (33 percent) or "poor" (7 percent) than any other category. Still, 60 percent rated on-time performance as "excellent."
- Over 90 percent of riders indicated they were very likely (57 percent) or likely (34 percent) to recommend OmniRide Local/East-West Express service to others
- The most common comments related to:
    - Need for more routes/more buses (13 percent)
    - Need for more weekend service
        - Sunday service (11 percent)
        - Saturday service (4 percent)
        - Weekend service (6 percent)
    - Positive comments (12 percent)
    - Operating policies/performance, most notably on-time performance (11 percent)

OmniRide Express/Metro Express Service

Key findings of the customer satisfaction survey for the OmniRide Express and OmniRide Metro Express service are summarized below and presented in **Table 7**:

- Nearly 80 percent of respondents indicated they rode to avoid stress and traffic
- More than 60 percent indicated convenience and employer-provided SmarTrip/SmartBenefits were also reasons to use the service
- Overall, 73 percent rated the service as excellent and only 3 percent rated it as poor
    - Riders gave the highest "excellent" ratings to the cleanliness of the buses (83 percent) and how safely the drivers operate the buses (79 percent)
    - On-time performance received the lowest ratings of the categories. More riders rated on-time performance as "average" (36 percent) or "poor" (10 percent) than any other category. Still, 55 percent rated on-time performance as "excellent."
- Over 95 percent of riders indicated they were very likely (63 percent) or likely (33 percent) to recommend OmniRide Express/Metro Express service to others
- The most common comments related to:
    - Operating policies/performance, most notably on-time performance and overcrowding (31 percent)
    - Positive comments (21 percent)
    - Need for more routes/more buses (17 percent)
    - Driver proficiency issues (14 percent)

Table 6: Spring 2017 OmniRide Local/East-West Express (formerly OmniLink/Cross County Connector) Service Customer Satisfaction Survey Results

OmniRide Local/East-West Express - Spring of 2017 (June)								
Reasons to use OmniRide Local/East-West Express	*Only means of transportation*	*Convenience*	*Affordability*	*Easy to use*	*Reliability*	*Disability*	*Other reason*	
	48%	31%	35%	24%	14%	8%	6%	
Service ratings	*# of respondents*	*Mean*		*% Excellent*	*% Average*	*% Poor*		
Cleanliness of the buses	532	8.2		72%	26%	2%		
On-time performance	499	7.6		60%	33%	7%		
How safely drivers operate the buses	521	8.7		83%	16%	2%		
Condition of the buses	506	8.5		78%	20%	2%		
Helpfulness/courtesy of drivers	520	8.6		77%	21%	2%		
Drivers' knowledge of operations	518	8.8		83%	15%	2%		
Overall quality of service	517	8.3		76%	20%	4%		
Mean of means and mean of percentage	516	8.4		76%	22%	3%		
Likelihood to recommend OmniRide Local/East-West Express		*# responding*	*Very likely*	*Somewhat likely*	*Not very likely*	*Would not recommend it*		
		515	57%	34%	7%	3%		
Comments	*# of respondents*	*Pricing practices*	*Operating practices/ performance*	*Bus design*	*Desire for additional amenities*	*Bus maintenance*	*Communication issues*	*Driver proficiency issues*
	202	5%	11%	0%	0%	0%	0%	5%
		Need Saturday service	*Need Sunday service*	*Need weekend service*	*Need more routes/buses*	*Positive comments*	*Other*	*Nothing in particular*
		4%	11%	6%	13%	12%	9%	30%

Table 7: Spring 2017 OmniRide Express/Metro Express (formerly OmniRide/Metro Direct) Service Customer Satisfaction Survey Results

OmniRide Express/Metro Express - Spring of 2017 (June)										
Reasons to use OmniRide Express/Metro Express	Avoid Stress/traffic	Convenience	Employer provides SmarTrip/ SmartBenefits	Save money	Reliability	Comfort	Save time	Other	My only transportation	Disabled - can't drive
	78%	68%	64%	40%	36%	34%	45%	3%	6%	2%
Service ratings	# of respondents	Mean		% Excellent	% Average	% Poor				
Cleanliness of the buses	394	8.6		83%	16%	1%				
On-time performance	394	7.2		55%	36%	10%				
How safely drivers operate the buses	394	8.5		79%	20%	1%				
Condition of the buses	394	7.9		68%	29%	3%				
Helpfulness/courtesy of drivers	392	8.4		77%	22%	1%				
Drivers' knowledge of operations	387	8.3		73%	25%	2%				
Overall quality of service	391	8.1		73%	24%	2%				
Mean of means and mean of percentage	392	8.1		73%	25%	3%				
Likelihood to recommend OmniRide Express/Metro Express		# responding	Very likely	Somewhat likely	Not very likely	Would not recommend it				
		395	63%	33%	3%	1%				
Comments	# of respondents	Need additional routes/ more buses	Operating practices/ performance	Driver proficiency issues	Bus maintenance	Communication issues	Desire for add'l amenities	Bus design	Pricing practices	Need weekend service
	267	17%	31%	14%	8%	5%	3%	3%	7%	0%
		Need Sunday Service	Other responses	Nothing in particular	Positive comments					
		0%	10%	15%	21%					

Metroquest Community Survey

As part of OmniRide's strategic planning process, public outreach was conducted using MetroQuest interactive online survey in 2018, which allowed the public to give input to develop specific recommendations. The online interactive survey was open to the public from February 15th to March 15th, 2018. A paper copy of the survey was also made available for those who opted out of the mobile survey or were unable to access it. The survey was promoted through various platforms, including the PRTC website, PRTC email blasts, and other jurisdictional websites. In person outreach to further promote the survey was done on Tuesday, February 27th, 2018.

The survey was comprised of three main exercises that covered the following topic areas:

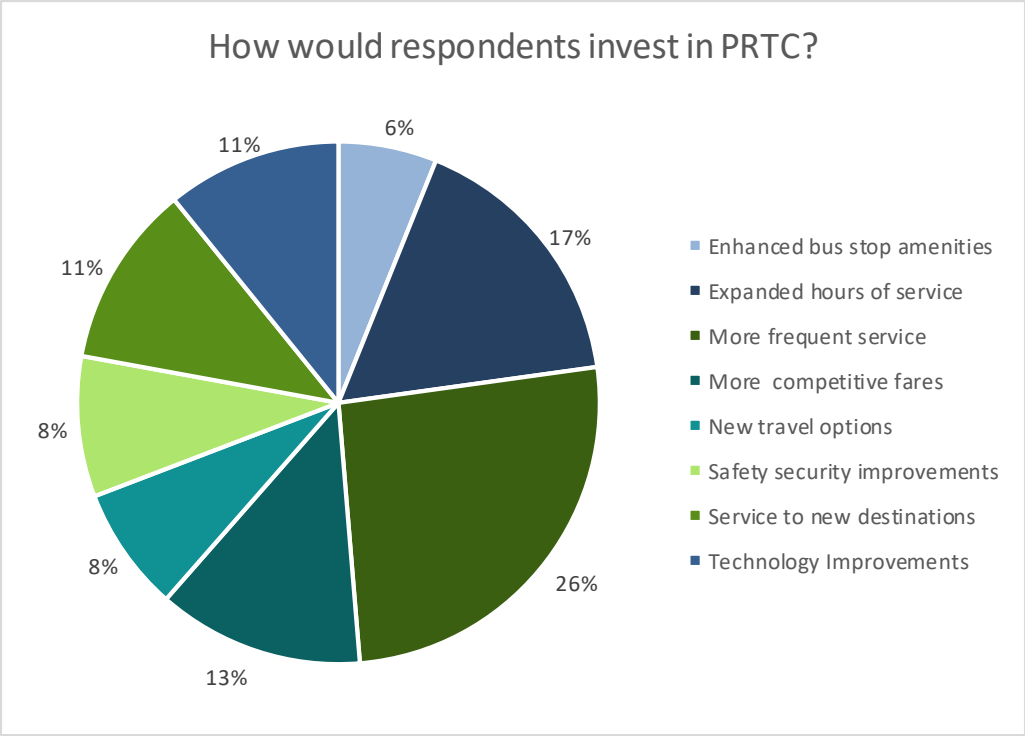
- Budgeting — This exercise allowed respondents to identify features they would invest in using 50 coins.
- Map Your Travel — This exercise provided insight on different origins and destinations in the PRTC service area and overall region.
- Priorities — This exercise asked respondents to rank potential strategies on how well they would improve PRTC service.

There were 616 total survey respondents, 607 of which responded online using the MetroQuest survey. The results of the survey are summarized below.

Budgeting

Figure 5 summarizes the results of the budgeting exercise. Overall, respondents allocated 26 percent of the total budget to more frequent service. Expanded hours of service and more competitive fares were also frequently selected.

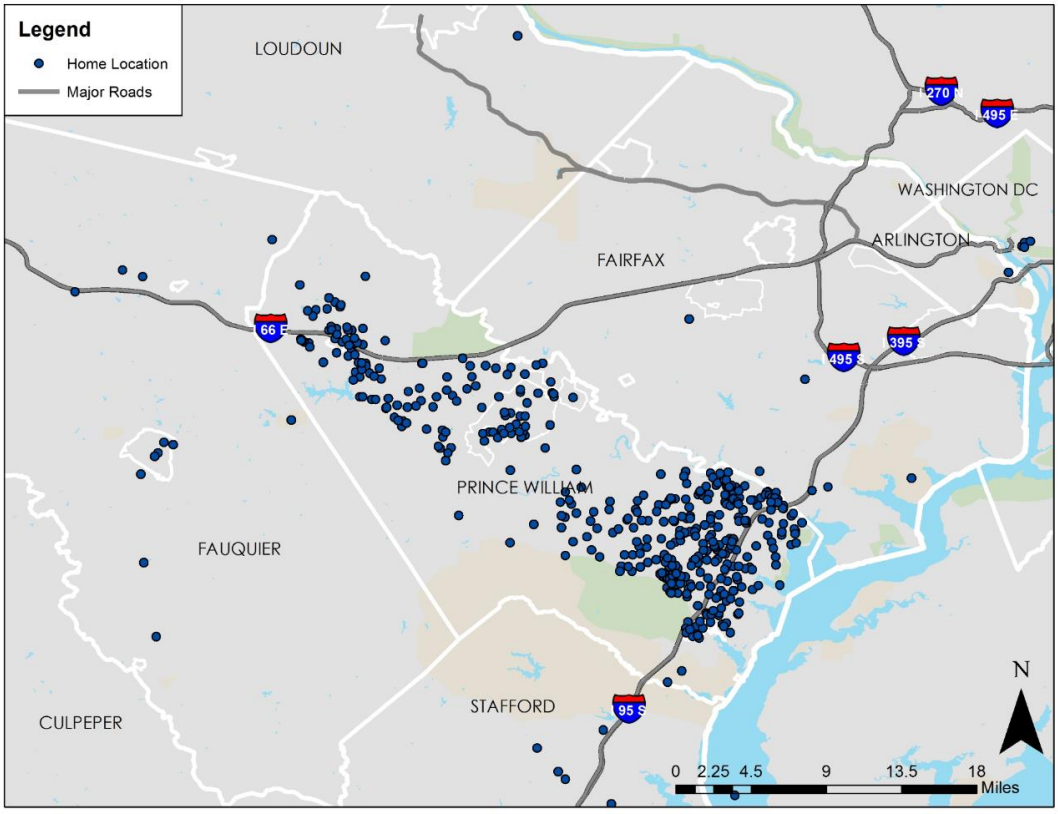
Figure 5: Results of Budgeting Exercise



Map Your Travel

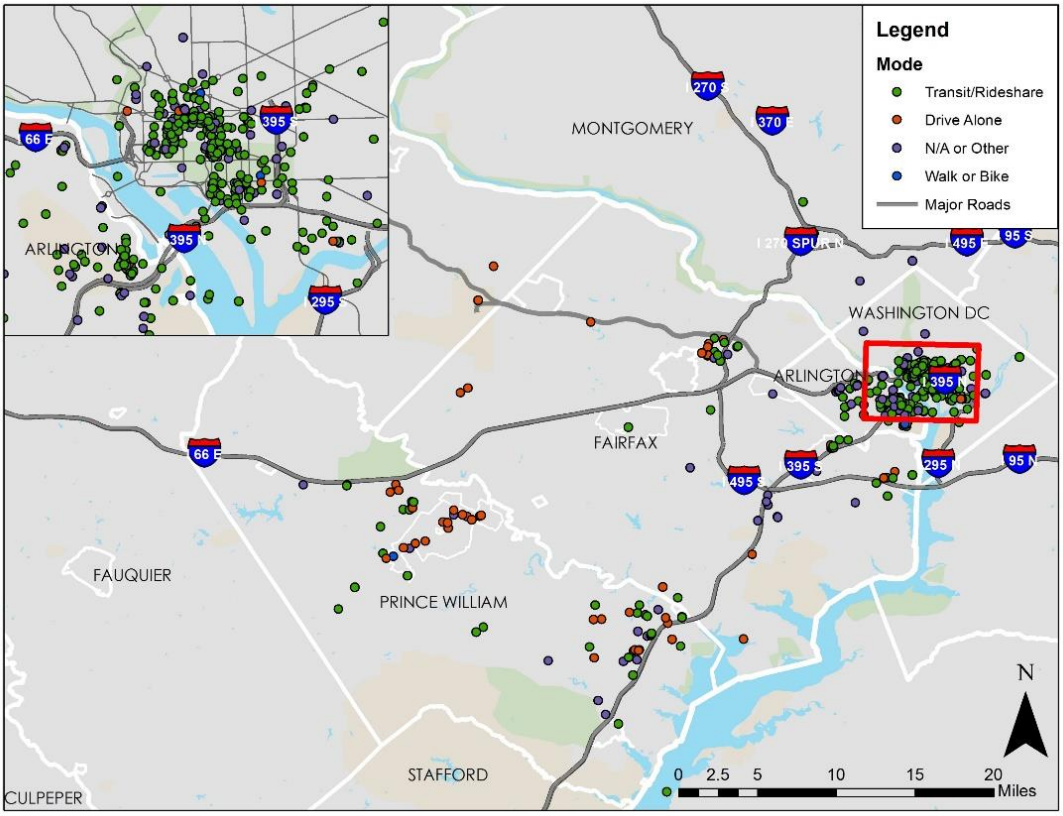
As shown in **Figure 6**, the greatest home location density is concentrated along the I-95 corridor in the Woodbridge and Dale City areas. Manassas and Gainesville were also commonly referenced as home locations. Very few respondents live outside of Prince William County, Manassas, and Manassas Park.

Figure 6: Concentration of Home Markers



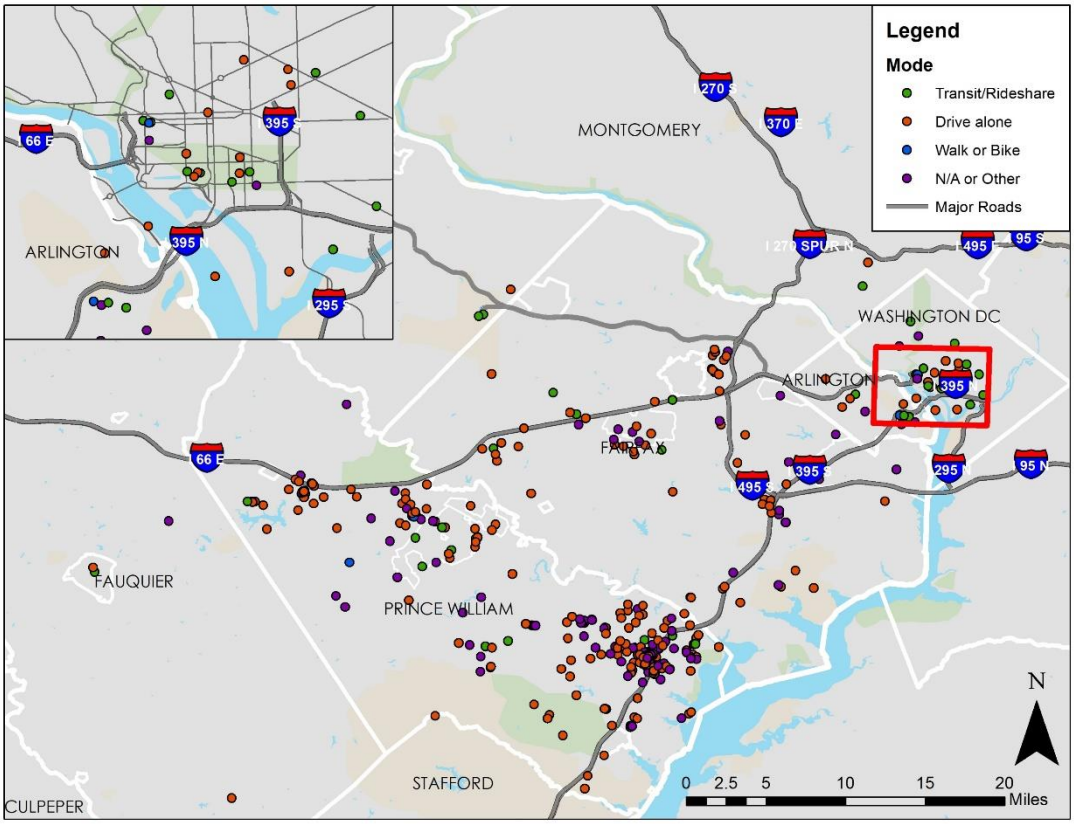
The top work destinations across all survey responses were Arlington and Washington, D.C., as shown in **Figure 7**. Although some respondents did not report a specific mode, the majority (70 percent) listed the bus as their primary mode for work trips. However, most respondents (82 percent) drive alone to reach non-work destinations. For those that choose not to use transit to commute to work, most respondents said they did not do so because there is either no service available or it takes too much time.

Figure 7: Concentration of Work Markers



As shown in **Figure 8** non-work trips were more diverse, but there was a concentration of markers around the Potomac Mills area. Non-work trips include trips made for school, shopping, medical, and recreation purposes. Of particular note is that 70 percent of the non-work trips were within Prince William County.

Figure 8: Concentration of Non-Work Trip Markers

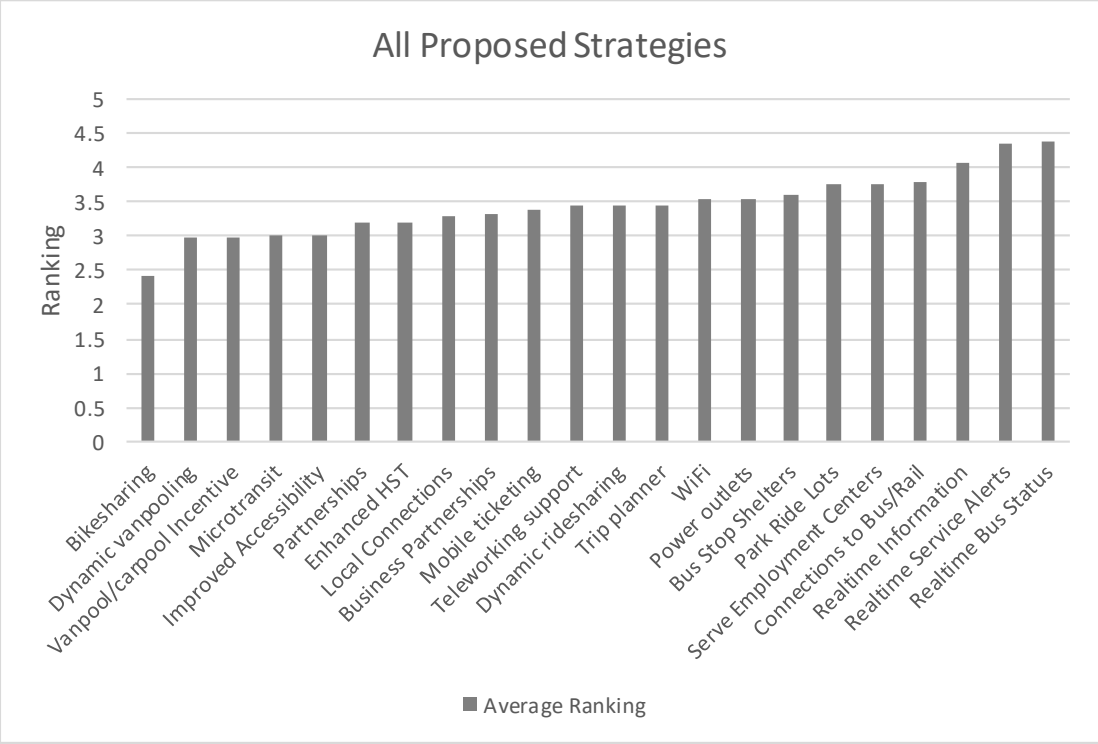


Priorities

Figure 9 summarizes the results of the priorities exercise. Real-time information items were the highest ranked across all categories:

- Real-time bus status = 4.39/5 stars
- Real-time service alerts = 4.36/5 stars
- Real-time information = 4.06/5 stars

Figure 9: Results of Priorities Exercise



The following bullets summarize the main takeaways from the public surveying period:

- More frequent service is where PRTC riders and non-riders would invest resources
- People are overwhelmingly in favor of real-time information on bus arrival and service changes
- Partnerships to increase parking supply could help increase ridership
- There is approximately equal support for bus/rail connections as opposed to employment centers

Support for Transit

Stakeholder Interviews

Four interviews with key regional stakeholders were conducted as part of OmniRide's TDM Plan to determine the level of support for TDM within the community. Those interviewed included:

- Ricardo Canizales — Director of Transportation, Prince William County
- Debbie Jones — President and CEO, Prince William Chamber of Commerce
- Steve Liga — Vice Chair, Greater Prince William Coalition for Human Services
- Honorable Martin Nohe — Coles District Supervisor and OmniRide Commissioner, Prince William County

These interviews also revealed the level of support for transit in the community. Stakeholder interviews were conducted during March and April 2018. Special consideration was placed on selecting individuals with diverse backgrounds and roles within the service area to ensure varied feedback. From the four interviews, the following summarizes several key takeaways for OmniRide's transit program:

- There is value in strengthening OmniRide's role as a solution to congestion and mobility challenges among the public and business community
- The transit service must be easy to understand and use to attract new riders (e.g., the recent rebranding of service types to names reflecting the service provided)
- More robust, reliable, and user-friendly local service is critical to promoting the development and success of Prince William County and should receive more priority than it has in the past

- Groups with the best ability to increase OmniRide's ridership include senior citizens who no longer drive, younger adults who prefer to be "car-free," lower-income residents, and clients and employees of human service agencies
- Cross-county connectivity is an issue, with only one local route due to lack of densities to support more service

Evaluation of Transit Market Demand and Underserved Areas

This section examines land use, employment, and population patterns as well as the existing demographic factors that influence transit demand with a focus on underserved rider communities in Prince William County. Opportunities for improvement are then provided, including areas with high transit demand or underserved communities that may benefit from additional service. Specific solutions are suggested that will be incorporated into the planned improvements and modifications discussed in Chapter 3.

Transit Demand and Underserved Area Evaluation

This section evaluates demand for OmniRide services and identifies underserved areas by breaking service down into two categories: (1) intra-county service and (2) regional service. Intra-county service includes all OmniRide Local routes and the East-West Express, while regional service includes all OmniRide Express and OmniRide Metro Express routes. It is important to note that these two categories do not directly overlap with how OmniRide reports its service data to the National Transit Database (NTD), and these categories are only used for evaluating transit demand and underserved areas.

Intra-County Service (OmniRide Local and the East-West Express)

OmniRide Local routes and the East-West Express serve the local travel market within Prince William County (the independent Cities of Manassas and Manassas Park are included for this evaluation). As such, it is important to understand the communities that make up OmniRide ridership within Prince William County, particularly those that might be considered transit-dependent. A transit propensity index was created to show census tracts within Prince William County that have comparatively higher concentrations of transit-dependent communities within the County. Factors used in this index include households below poverty level, limited English speakers, percent white/non-Hispanic, percent born outside the US, population older than 65 years old, and zero car ownership. Compared to the Virginia statewide average, Prince William County stands out in a few key demographics:

- Wealthier than average (6.1 percent below poverty level compared to 10.6 percent statewide)
- Higher than average minority populations (42.0 percent white/non-Hispanic compared to 61.5 percent statewide)
- Higher than average foreign-born populations (23.4 percent born outside the US compared to 12.1 percent statewide)

The map shown in **Figure 10** illustrates the transit propensity index. The two darkest green colors represent an above-average concentration of transit-dependent populations within the County and are considered "high-risk" tracts for the purposes of this evaluation. There are 37 high-risk tracts within Prince William County, 36 of which are served by OmniRide Local (up to ¾-mile deviations from the route) or the East-West Express. The one tract not covered by existing services is directly north of I-66 on the western end of the Manassas National Battlefield Park. The groups included in the transit propensity index consists of riders that are most likely to take or need transit. Covering these areas with existing and future service will not only provide meaningful human services transportation but also ensure that those who need it most have a ride to work and other non-work-related trips.

In evaluating transit demand and underserved areas within Prince William County, it is also important to understand how the area will change and grow over the next 10 years. **Table 8** and **Figure 11** show that Prince William County is expected to see significant growth by 2030, exceeding the statewide and nationwide growth expectations.

Figure 10: Transit Propensity Index

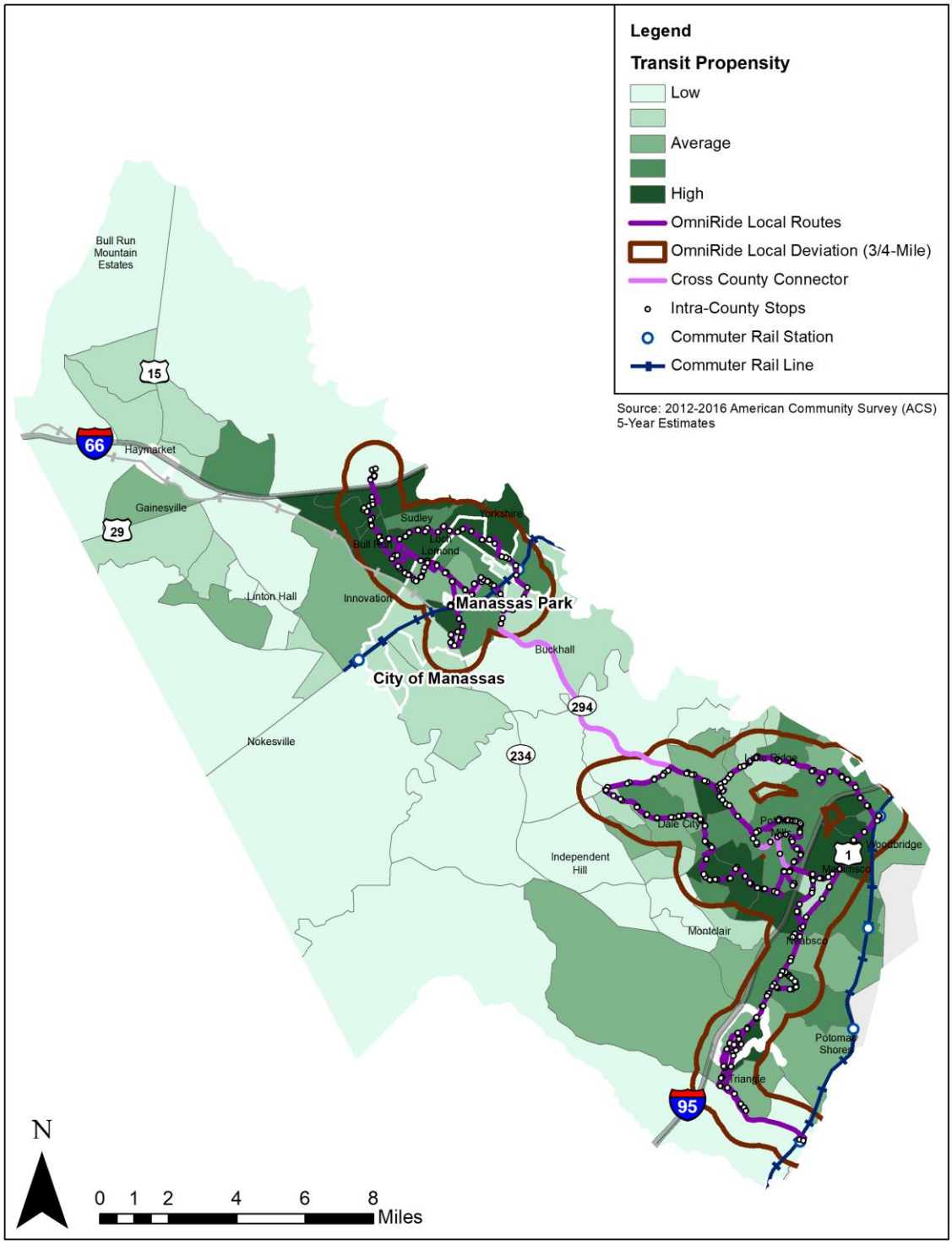
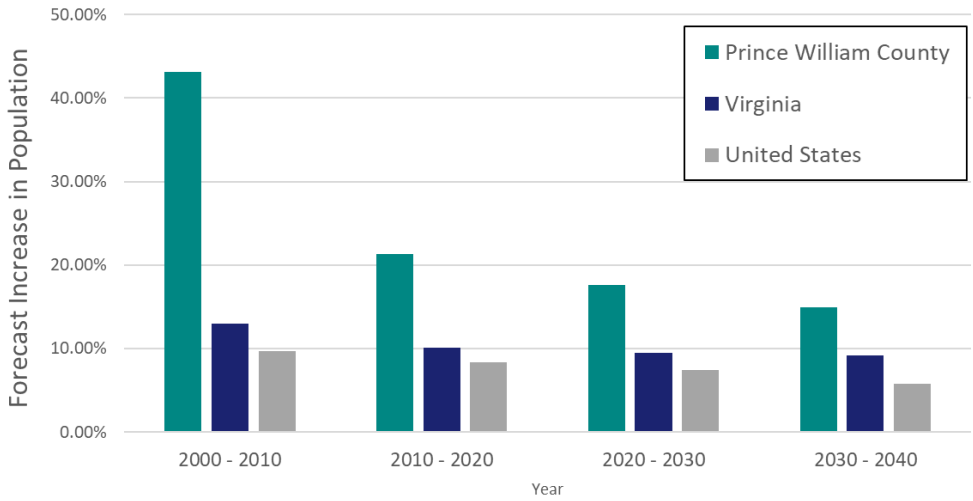


Table 8: Projected Population and Employment Growth

	2020	2030	Percent Change
Population	527,600	592,900	12.4%
Employment	196,400	237,600	21.0%
Total Activity	724,000	830,500	14.7%

Calculations based on data produced by MWCOG Round 9.1 Forecasted Traffic Analysis Zones

Figure 11: Prince William County Population Growth Comparison



Source: Virginia Employment Commission, Economic Information & Analytics; US Census

Additionally, population and employment densities were also incorporated into the intra-county evaluation of transit demand and underserved areas. Using data from the Metropolitan Washington Council of Governments (MWCOG) traffic analysis zones, maps of 2020 and 2030 activity density were developed, shown in **Figure 12** and **Figure 13**, respectively. DRPT's 2013 Multimodal Design Guidelines suggest activity density (people and jobs per acre) as a key measure of the potential transit market. Based on these guidelines, the following density thresholds and service types were identified[11]:

- 0-1 people and jobs/acre demand response on a case by case basis
- 2-10 people and jobs/acre demand response
- 11-30 people and jobs/acre fixed route service (60-minute headways)
- 31-45 people and jobs/acre fixed route service (30-minute headways)
- 45-60 people and jobs/acre fixed route service (15-minute headways)
- 60+ people and jobs/acre BRT/LRT/Rail

As shown in the figures, significant growth is expected to be seen over the next 10 years; however, this does not necessarily mean Prince William County will see significant density increases by 2030. Most of the growth will be in areas with under 30 people and jobs per acre. This means that there may be opportunities to expand existing or provide additional fixed-route service with 60-minute headways or to supplement higher-frequency transit with demand-response or alternative mobility services. The specific solutions to fill existing and future coverage gaps and service deficiencies will be discussed in the next section when detailing opportunities for improvement.

[11] Activity density thresholds and corresponding service types were modified from the 2013 DRPT Guidelines to fit the local context.

Figure 12: 2020 Future Activity Density

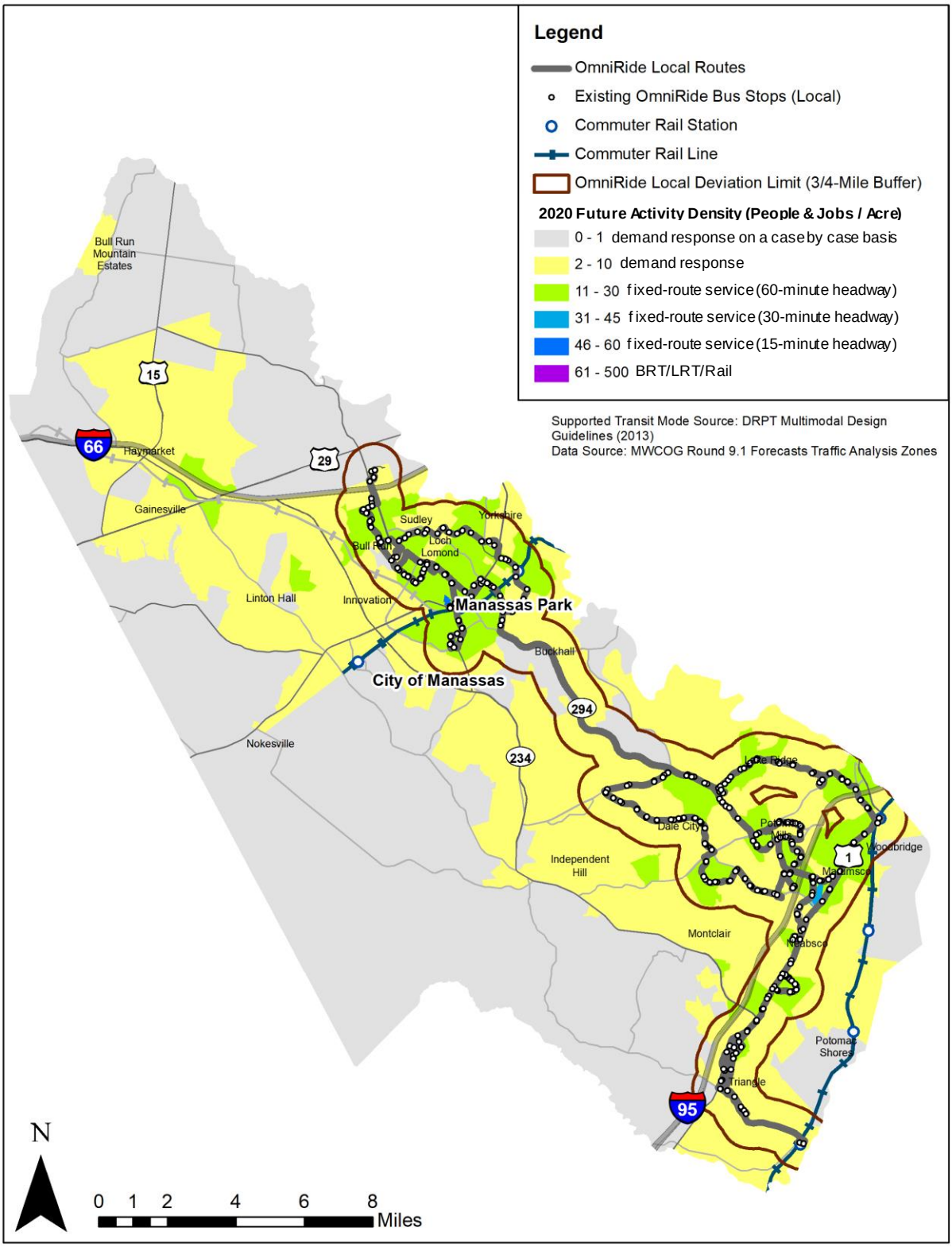
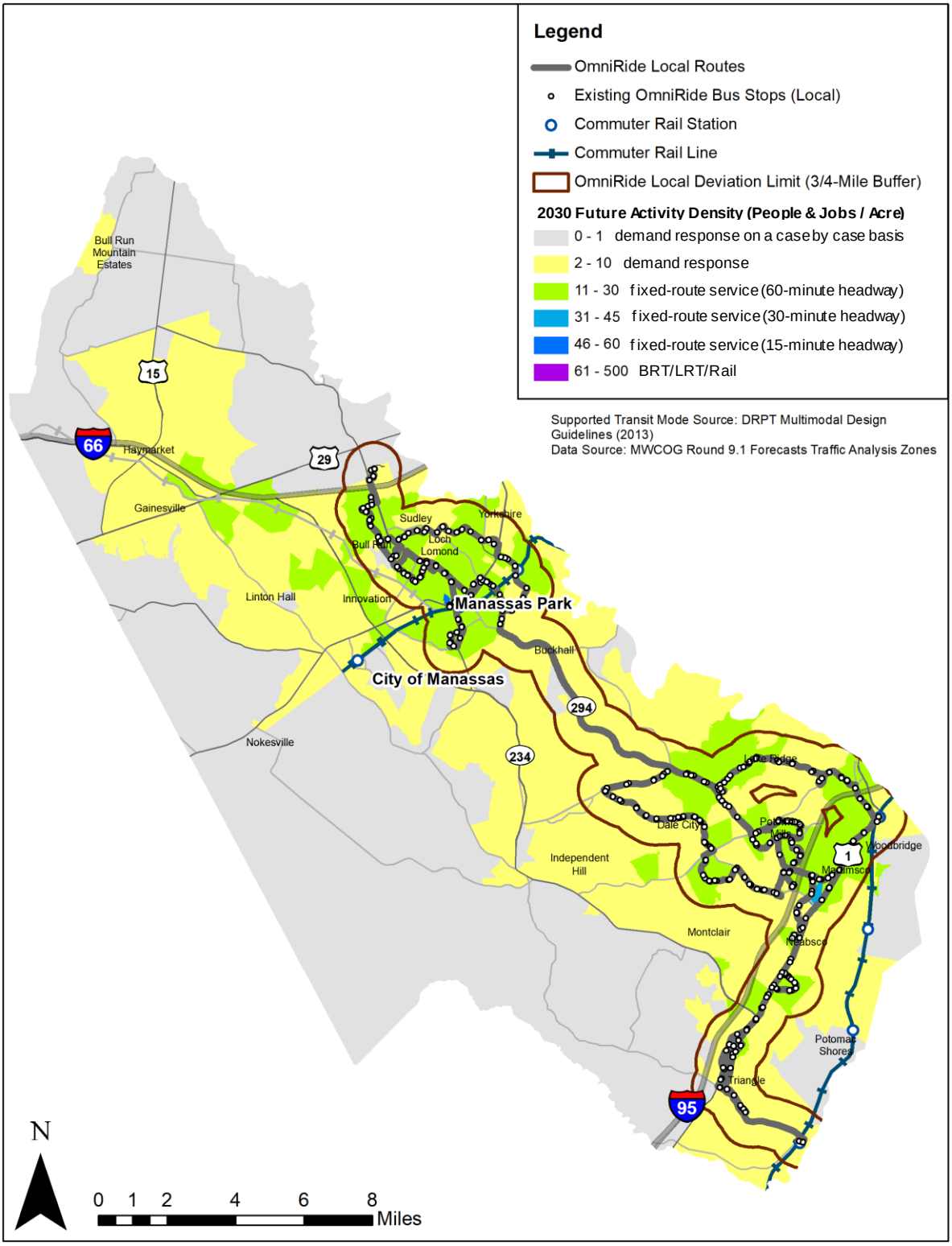


Figure 13: 2030 Activity Density



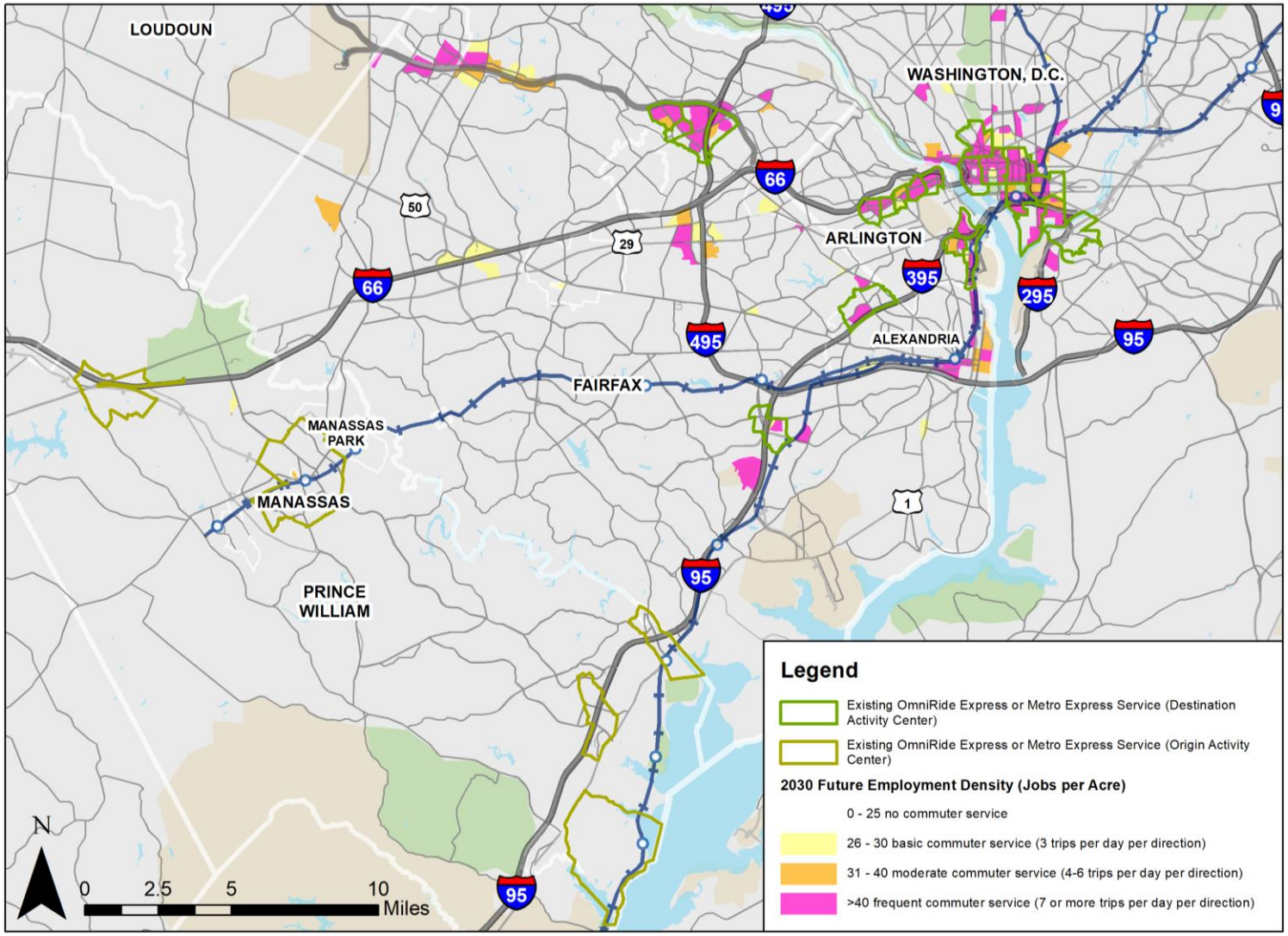
Regional Service (OmniRide Express and Metro Express)

OmniRide Express and Metro Express routes primarily serve a commuter market; therefore, the evaluation of transit market demand and underserved areas was based on employment in the larger Northern Virginia and D.C., region. Using data from MWCOG traffic analysis zones, the map in **Figure 14** was created that shows activity centers with existing OmniRide Express and Metro Express service overlaying 2030 future employment density in the greater region. The following density thresholds were based on 2013 DRPT Guidelines with modifications to levels and corresponding service types to fit the local context:

- < 25 jobs/acre no commuter service
- 26-30 jobs/acre basic commuter service (3 trips per day per direction)
- 31-40 jobs/acre moderate commuter service (4-6 trips per day per direction)
- >40 jobs/acre frequent commuter service (7 or more trips per day per direction)

The results paint an optimistic picture for the continued expansion of commuter bus service. Major activity centers outside existing express service areas will be able to support all levels of commuter service frequency – basic, moderate, and frequent. Based on this map, the specific solutions to fill existing and future coverage gaps and service deficiencies in the regional service area will be discussed in the next section when detailing opportunities for improvement.

Figure 14: 2030 Regional Employment Analysis



Transit Demand and Underserved Area Opportunities for Improvement

The main takeaways from the evaluation of transit demand and underserved areas in the previous section suggest two specific opportunities for improvement: (1) to increase frequency and (2) to increase access to service. The existing coverage of intra-county (OmniRide Local and the East-West Express) and regional service (OmniRide Express and OmniRide Metro Express) cover much of the activity density and transit-dependent populations within Prince William County and many of the major activity centers in the greater region. OmniRide can build on these successes by looking at the patterns of future growth of both employment and population to provide higher-frequency transit and wider-scale coverage within the region.

Increase Frequency

Intra-County Service

Two areas stand out as having both the highest density of activity and the highest concentration of transit-dependent populations that are the most likely to use transit: Manassas-Manassas Park and Woodbridge-Dumfries-Southbridge. **Figure 12** and **Figure 13** suggest that specific locations within each area may be supportive of 30-minute headways both in 2020 and 2030. Moreover, **Figure 5** shows that 26 percent of respondents to the 2018 Metroquest Community Survey would invest in more frequent service if they could choose how OmniRide invests in its future, representing the most common response. These two conglomerations of activity provide opportunities for OmniRide to operate smaller headways on select routes within each area.

Regional Service

Figure 14 shows that nearly every activity center with existing OmniRide Express or Metro Express destinations will have job densities of greater than 40 per acre by 2030. This suggests that OmniRide should continue to increase frequencies on existing routes, targeting that every existing Express and Metro Express route has at least seven trips per day per direction by 2030.

Increase Access to Service

Intra-County Service

Figure 13 shows that many areas within Prince William County will be able to support demand-response service by 2030, most notably an increasing area along US 15 and County Road 234. This future growth will continue filling gaps in transit-supportive areas. While OmniRide continues to improve frequency and capacity on its fixed-route service, it may connect these areas of higher activity density through the deployment of flexible or demand-response service. The area surrounding Gainesville and extending directly east along the I-66 corridor provides an opportunity to address gaps in coverage. This area includes the only existing high-risk tract as shown in **Figure 10** and has pockets of activity density that will support fixed-route bus with 60-minute headways by 2030. However, this growth will not necessarily extend continuously to Manassas-Manassas Park, and less-dense areas will remain between the two. Dedicated service should be focused in the areas that are anticipated to have sufficient activity density to support fixed-route service by 2030. Flexible, alternative mobility service areas anchored by major activity centers may allow OmniRide to increase access to service in areas of lower density that are unable to support fixed-route service. Examples of alternative mobility services include a neighborhood flex service or a partnership with a transportation network company (TNC) such as Lyft, Uber, or Via. Although one-seat rides to more isolated areas may not be possible, a balance of fixed-route and alternative mobility services will allow OmniRide to increase access to transit in Prince William County by investing in service improvements that are sensible for the local context.

Regional Service

Figure 14 shows that multiple major activity centers outside of the existing OmniRide Express and Metro Express service area will be capable of supporting all levels of commuter service frequency by 2030. The major activity centers capable of supporting frequent commuter service by 2030 include:

- Reston and Herndon
- Merrifield
- Fort Belvoir
- Alexandria (Eisenhower and King Street)
- Department of Homeland Security (DHS) Southeast Campus (Southeast DC)

Other minor activity centers near Chantilly, Fair Lakes, and Fairfax Corner may be capable of supporting basic and moderate commuter service based on projected 2030 job density. It is important to note that although these regional activity centers may grow to transit-supportive densities by 2030, direct service from Prince William County may not be feasible until certain transportation projects are completed and planning policies enacted that will make commuter service more competitive with driving. Examples of these projects and policies include the completion of Phase II of the Metrorail Silver Line, the reduction of free parking at office locations along the Route 28 and Silver Line corridor, and construction of the Express Lanes along I-66 outside the Beltway.

Performance Evaluation

The performance evaluation is a key component of Chapter 2 because it establishes a baseline of OmniRide's existing performance and determines improvements to that performance. The DRPT guidelines establish that measures should be used to evaluate both systemwide performance along with each type of service. Motorbus and Commuter Bus columns in this section use the routes as defined in Section 1 of this chapter.

Evaluation of Existing System

Performance measures discussed in Chapter 1 were updated with numbers and are presented in **Table 11**. The table includes the following:

- Systemwide Average (or total)
- Motorbus Routes
  - Service-wide Average
  - Performance Measure
  - Routes Performing Under the Measure
- Commuter Bus Routes
  - Service Average
  - Express Performance Measure
  - Express Routes Performing Under the Measure

Performance measures were identified at the route level using the following process:

Step 1. Route-level data collected
Step 2. Performance measures calculated for each individual route
Step 3. The mean and standard deviation calculated for local and express service groups
Step 4. The performance measure for each category set as one standard deviation from the mean

Trend Analysis

A 4-year trend analysis was completed for both Motorbus and Commuter Bus services using data for fiscal years 2015 through 2018. The 4-year timeframe includes 3 years of NTD-reported data, along with internal information provided by OmniRide for FY18[12]. **Table 9** presents trends across several service, efficiency, and financial

[12] NTD data for FY18 are not publicly available as of the writing of this document.

categories, while **Figure 15** through **Figure 23** chart year-over-year trends for each category. Overall, the operating and financial statistics show a negative trend, with costs rising and less service being put out on the street.

For Motorbus bus, the decrease in revenue hours (-16 percent) and revenue miles (-19 percent) has outpaced the decrease in operating cost (-5 percent) over the full four years. Much of this trend can be attributed to the way the First Transit contract is structured. The more service operated, the lower the average cost per revenue hour charged by First Transit. The reverse is also true. As OmniRide cuts service, the cost per hour goes up in the contract. Thus, OmniRide only received a 5% savings in cutting 16% service hours over the four years. Passenger trips decreased 33% over the four years of analysis. Measures of productivity, passengers per revenue hour and passengers per revenue mile, have decreased by 20 and 17 percent, respectively.

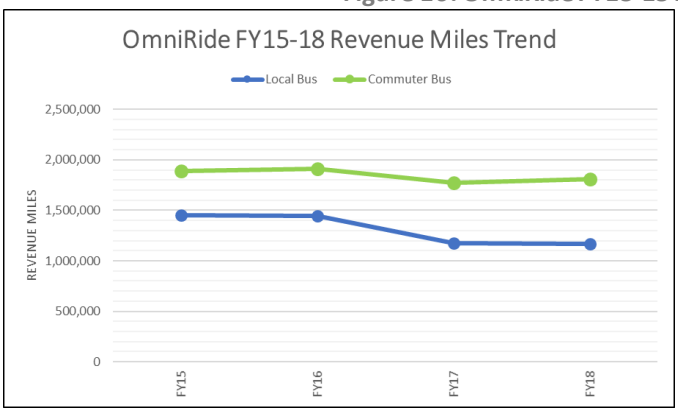
Trends for Commuter Bus service are in better shape than local but also have negative trendlines. Operating cost has remained virtually unchanged, but revenue hours (-11%) and revenue miles (-4%) are both down over the same time period. Over the four years of analysis, Commuter Bus ridership has declined 13%. Measures of productivity, passengers per revenue hour and passengers per revenue mile, have decreased by 2 and 9 percent, respectively.

The structure of the First Transit contract is likely a factor in this trend. Because Motorbus and Commuter Bus service are both paid out of the same contract, it is possible that cuts to one service are impacting the bottom line of the other. This could explain why operating cost is down 5% for Motorbus but unchanged for Commuter Bus service.

Table 9: Four-Year Trends for Motorbus and Commuter Bus

	Motorbus			Commuter Bus		
	FY15	FY18	Change (%)	FY15	FY18	Change (%)
Revenue Hours	92,580	77,665	-16%	76,939	68,533	-11%
Revenue Miles	1,448,905	1,169,842	-19%	1,890,230	1,809,470	-4%
Passengers	1,417,246	946,516	-33%	1,659,163	1,451,086	-13%
Operating Costs	$15,205,086	$14,387,469	-5%	$15,710,321	$15,736,621	0%
Cost per Rev Hour	$164.24	$185.25	13%	$204.19	$229.62	12%
Cost per Rev Mile	$10.49	$12.30	17%	$8.31	$8.70	5%
Cost per Passenger Trip	$10.73	$15.20	42%	$9.47	$10.84	15%
Passengers per Rev Hour	15.3	12.2	-20%	21.6	21.2	-2%
Passengers per Rev Mile	1.0	0.8	-17%	0.9	0.8	-9%

Figure 15: OmniRide FY15-18 Revenue Miles Trend
Figure 16: OmniRide FY15-18 Revenue Hours Trend



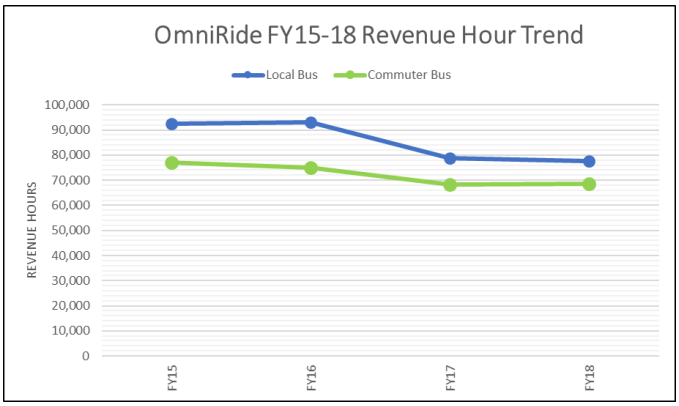
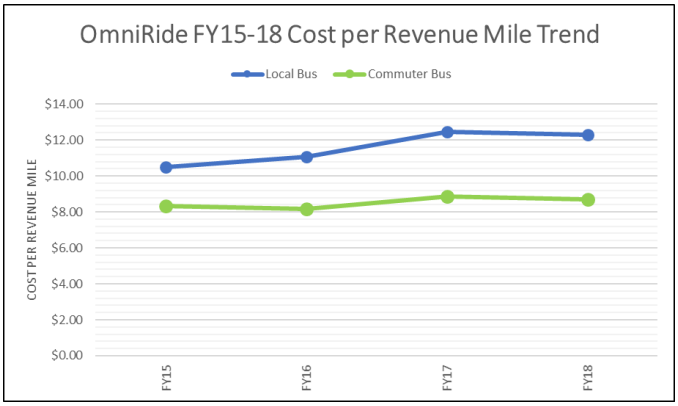


Figure 17: OmniRide FY15-18 Cost per Revenue Mile Trend
Figure 18: OmniRide FY15-18 Cost per Revenue Hour Trend



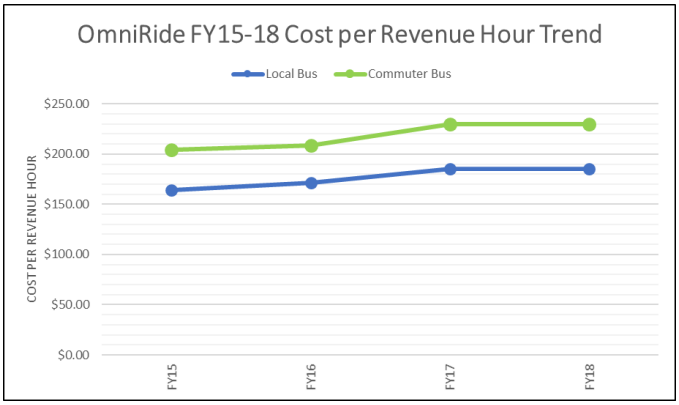


Figure 19: OmniRide FY15-18 Operating Costs Trend

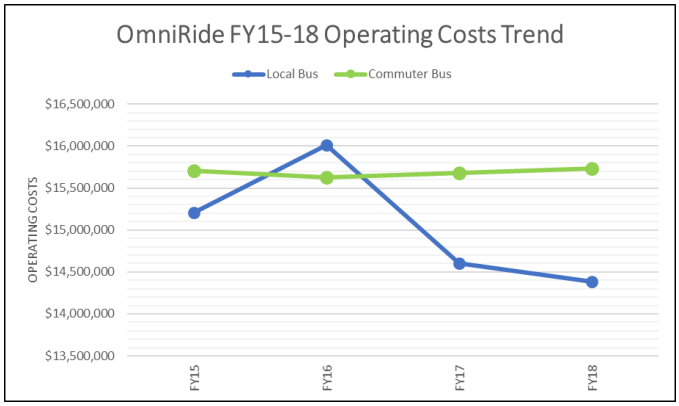
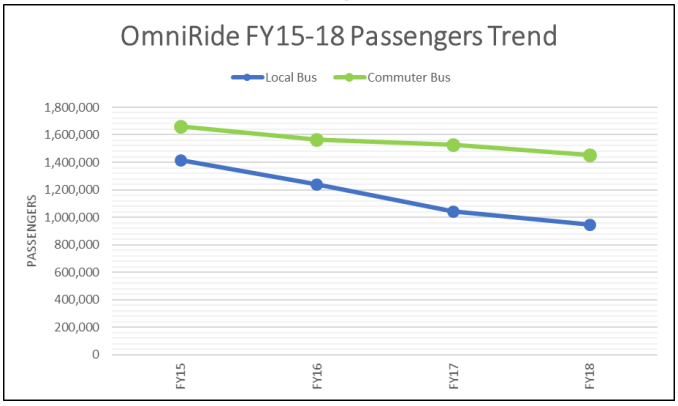


Figure 20: OmniRide FY15-18 Passengers Trend
Figure 21: OmniRide FY15-18 Cost per Passenger Trend



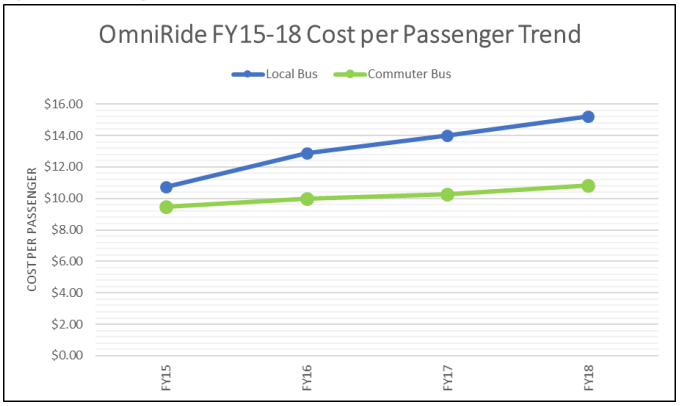
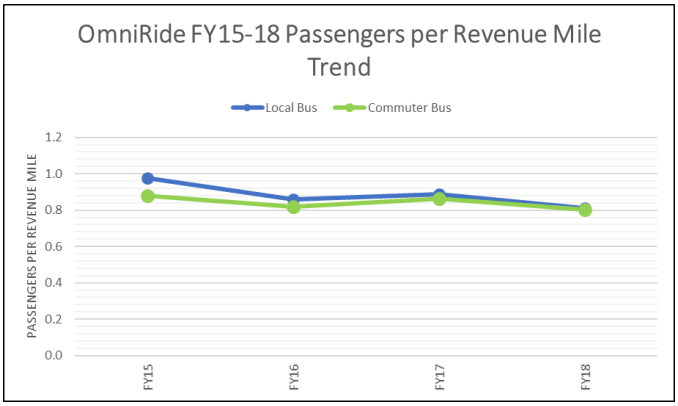
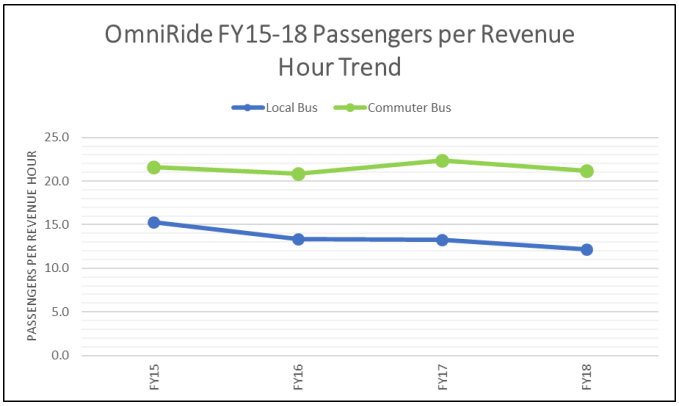


Figure 22: OmniRide FY15-18 Passengers per Revenue Mile Trend
Figure 23: OmniRide FY15-18 Passengers per Revenue Hour Trend





Note that many regional operators in Greater Washington are experiencing trends similar to PRTC, as shown in **Table 10**. While service is being added across the region, passenger trip trends are mostly negative (except for Arlington), and productivities are down across all operators.

Table 10: Six Year Trends for Regional Operators

Operator	Change, FY2010-16					
	Revenue Hours	Revenue Miles	Passenger Trips	Trips per Capita	Trips per rev mi	Trips per rev hr
Fairfax Connector	36%	19%	-7%	-13%	-22%	-32%
PRTC	8%	13%	-12%	-20%	-22%	-18%
Prince George County Transit	18%	23%	-8%	-14%	-25%	-22%
Ride On Montgomery County Transit	5%	7%	-12%	-7%	-12%	-10%
Arlington Transit	94%	104%	56%	49%	-23%	-19%

Additional detail on transit trends for PRTC and Greater Washington is provided in the PRTC Strategic Plan Phase II, specifically in the Condition of Existing Services and Future Trends Summary published in August 2017.

Opportunities for Improvement

Performance measures were evaluated at the route level for both local and Commuter routes, as shown in **Table 12**.

Local Routes

Two local routes stand out for low performance, Manassas and Manassas Park. It is unclear due to aggregation whether Manassas South or Manassas North are dragging down performance; it could be both. These routes were modified in late 2019 as part of OmniRide's western restructuring initiative.

Commuter Routes

Three express routes stand out for having multiple measures below the identified performance standard:

- Lake Ridge-Mark Center (L-300)
- Dale City-Mark Center (D-400)
- Tysons Corner (T)

Each of these routes are subsidized by Virginia funding above normal appropriations because each has been identified as having a strategic purpose. It is possible a market will develop in the coming years as additional development occurs in each job center. If lagging performance continues, these routes may be revised or eliminated, in coordination with DRPT and other stakeholders.

Another area for improvement is overcrowding incidents. Two routes, Dale City-Washington (D-100) and Gainesville-Washington (611), stand out for exceeding the performance measure. The D-100 was overcrowded (defined as having more than 57 passenger on-board the vehicle) approximately 6 percent of its FY18 trips, while the 611 was over 57 passengers on a trip 10 percent of its FY18 trips. While some of this crowding could be due to weather or other unusual circumstances, the data indicate that these routes would be best to add service to help alleviate the issue.

Table 11: Identified Performance Measures

		Systemwide	Motorbus Analysis			Commuter Bus Analysis		
			Average/ Total	Target Performance Measure	Routes Exceeding Target	Average/ Total	Target Performance Measure	Routes Exceeding Target
Ridership	Passengers per revenue hour	16.4	12.2	7.8	2	21.2	12.1	3
	Passengers per revenue mile	0.8	0.8	0.5	1	0.8	0.4	3
	Passengers per bus trip	21	16	9	2	24	14	3
	Total ridership	2,397,602	946,516	n/a	n/a	1,451,086	n/a	n/a
Cost Efficiency	Cost per revenue hour	$206.05	$185.25	$185.25	0	$229.62	$229.62	0
	Cost per revenue mile	$10.11	$12.30	$17.29	3	$8.70	$9.99	2
	Farebox recovery	36%	9%	2%	0	60%	34%	3
	Subsidy per passenger trip	$8.07	$13.81	$22.12	2	$4.32	$16.45	2
Safety	Preventable accidents per 100k revenue miles	0.76	n/a	n/a	n/a	n/a	n/a	n/a
	Service interruptions per 100k revenue miles	23	n/a	n/a	n/a	n/a	n/a	n/a
	Preventable injuries per 100k revenue miles	0.4	n/a	n/a	n/a	n/a	n/a	n/a
	Total Number of Security Events (Bus, Facility, and Cyber)	25	n/a	n/a	n/a	n/a	n/a	n/a
Service Quality	Overcrowding incidents per trip	n/a	n/a	n/a	n/a	2%	5%	2
	Valid customer complaints per 100k revenue miles	50.5	21.0	n/a	n/a	69.6	n/a	n/a
	Percentage of stops with transit amenities (i.e. shelters, benches)	11.7	20.8	25	n/a	10.7	25	n/a
System Coverage and Availability	Employment within 3/4 mile of route	n/a	112,800	n/a	n/a	n/a	n/a	n/a
	Population within 3/4 mile of route	n/a	295,300	n/a	n/a	n/a	n/a	n/a
	Percentage of high-risk tracts served within 3/4 mile of route	n/a	97%	n/a	n/a	n/a	n/a	n/a
	Percent of Northern Virginia and DC jobs within 1/2 mile of a destination stop	n/a	n/a	n/a	n/a	34%	n/a	n/a
	Percent of identified activity centers within 1/2 mile of a destination stop	n/a	n/a	n/a	n/a	23%	n/a	n/a

Table 12: Route Level Performance Measure Analysis

	Passengers	Revenue hours	Revenue miles	Bus trips	Overcrowded trips	Operating cost	Farebox	Boardings per rev hr	Boardings per rev mi	Boardings per trip	Net cost per passenger	Net cost per bus trip	Farebox recovery	Cost per rev hr	Cost per rev mi	Subsidy per pass trip	Percent overcrowded
Commuter Bus																	
Lake Ridge-Washington (L-100)	167,843	7,168	162,642	5,802	112	$1,645,960	$1,134,828	23.4	1.0	29	$3.05	$88.10	69%	$229.62	$10.12	$3.05	2%
Lake Ridge-Pentagon/ Crystal City (L-200)	84,297	3,605	93,895	3,459	45	$827,883	$532,063	23.4	0.9	24	$3.51	$85.52	64%	$229.62	$8.82	$3.51	1%
Lake Ridge-Mark Center (L-300)	9,646	1,597	35,068	1,764	2	$366,650	$62,509	6.0	0.3	5	$31.53	$172.42	17%	$229.62	$10.46	$31.53	0%
Dale City-Washington (D-100)	326,105	13,422	326,148	9,752	569	$3,081,983	$2,176,276	24.3	1.0	33	$2.78	$92.87	71%	$229.62	$9.45	$2.78	6%
Dale City-Pentagon-Rosslyn/Ballston (D-200)	106,896	5,322	136,679	4,461	45	$1,222,058	$702,949	20.1	0.8	24	$4.86	$116.37	58%	$229.62	$8.94	$4.86	1%
Dale City-Washington Navy Yard (D-300)	110,082	6,088	140,643	3,937	92	$1,397,885	$698,772	18.1	0.8	28	$6.35	$177.58	50%	$229.62	$9.94	$6.35	2%
Dale City-Mark Center (D-400)	14,836	1,449	45,174	1,764	1	$332,694	$101,229	10.2	0.3	8	$15.60	$131.22	30%	$229.62	$7.36	$15.60	0%
Gainesville-Washington (611)	124,212	4,444	111,645	2,995	295	$1,020,337	$783,241	28.0	1.1	41	$1.91	$79.16	77%	$229.62	$9.14	$1.91	10%
Gainesville-Pentagon (612)	61,436	2,151	81,071	2,123	67	$493,979	$382,958	28.6	0.8	29	$1.81	$52.29	78%	$229.62	$6.09	$1.81	3%
Montclair-Washington (MC-100)	162,314	6,902	194,500	4,748	187	$1,584,761	$1,086,937	23.5	0.8	34	$3.07	$104.85	69%	$229.62	$8.15	$3.07	4%
Montclair-Pentagon (MC-200)	102,056	3,695	137,545	3,876	107	$848,558	$669,161	27.6	0.7	26	$1.76	$46.28	79%	$229.62	$6.17	$1.76	3%
South Route 1 (RS)	51,248	2,980	76,549	2,078	8	$684,254	$341,513	17.2	0.7	25	$6.69	$164.94	50%	$229.62	$8.94	$6.69	0%
Manassas-Washington (601)	54,799	3,929	98,341	2,745	11	$902,083	$340,765	13.9	0.6	20	$10.24	$204.49	38%	$229.62	$9.17	$10.24	0%
Manassas-Pentagon (602)	56,711	3,722	119,669	3,598	8	$854,565	$349,961	15.2	0.5	16	$8.90	$140.25	41%	$229.62	$7.14	$8.90	0%
Tysons Corner (T)	18,605	2,060	49,899	1,752	4	$472,969	$109,334	9.0	0.4	11	$19.54	$207.55	23%	$229.62	$9.48	$19.54	0%
Motorbus																	
Local																	
Woodbridge/Lake Ridge	224,953	19,932	209,850	13,972	N/A	$3,692,422	$208,011	11	1.1	16	$15.49	$249.39	6%	$185.25	$17.60	$15.49	N/A
Dale City	122,970	9,899	156,468	6,171	N/A	$1,833,862	$100,076	12	0.8	20	$14.10	$280.96	5%	$185.25	$11.72	$14.10	N/A
Dumfries	159,951	9,990	128,690	6,171	N/A	$1,850,720	$138,519	16	1.2	26	$10.70	$277.46	7%	$185.25	$14.38	$10.70	N/A
Route 1	69,320	7,131	106,087	4,033	N/A	$1,320,970	$76,567	10	0.7	17	$17.95	$308.56	6%	$185.25	$12.45	$17.95	N/A
Manassas (65/67)	51,461	7,450	70,777	6,096	N/A	$1,380,079	$58,573	7	0.7	8	$25.68	$216.78	4%	$185.25	$19.50	$25.68	N/A
Manassas Park (68)	25,804	3,851	39,213	3,048	N/A	$713,331	$31,204	7	0.7	8	$26.43	$223.79	4%	$185.25	$18.19	$26.43	N/A
East-West Express	70,732	6,167	127,065	5,588	N/A	$1,142,459	$78,393	11	0.6	13	$15.04	$190.42	7%	$185.25	$8.99	$15.04	N/A
Metro Express																	
Prince William	152,476	7,497	173,935	6,425	N/A	$1,388,806	$415,428	20	0.9	24	$6.38	$151.50	30%	$185.25	$7.98	$6.38	N/A
Manassas (60)	42,922	4,224	109,628	4,064	N/A	$782,500	$127,837	10	0.4	11	$15.25	$161.09	16%	$185.25	$7.14	$15.25	N/A
Linton Hall (61)	25,927	1,524	48,128	2,032	N/A	$282,321	$77,109	17	0.5	13	$7.91	$100.99	27%	$185.25	$5.87	$7.91	N/A

Notes:

Data are for FY18
Some routes (e.g., Manassas North and Manassas South) are combined in this analysis due to OmniRide accounting practices
Overcrowding is defined as each individual trip with more than 57 passengers on-board, which is the total number of seats available on an MCI Coach operated by OmniRide for Commuter service.
Overcrowding is not currently defined for local or Metro Express trips

Operating and Network Efficiency Evaluation

This section presents an efficiency evaluation of OmniRide's current network, with two sections of analysis. The first part is a summary of characteristics for individual routes, broken up into express and local services. This includes information on frequency, span, daily ridership, travel speeds, and on-time performance, along with an evaluation of what works and what may need improvement within the network. The second half of this section evaluates opportunities for improvement based on the efficiency of the existing network.

Commuter Bus Network Efficiency Evaluation

The efficiency of the OmniRide Commuter Bus network is explored in this section. In general, the express services are well used and OmniRide does a good job of reviewing data and updating the services to match customer demand.

Service Characteristics

Service characteristics of each express route are presented in **Table 13**. The table shows one-way trips, span, and daily ridership for each route. One-way trips are broken into Monday through Thursday and Friday entries. OmniRide tends to operate fewer trips on Fridays due to lower demand associated with Federal workers and flexible work arrangements. This represents data as of FY 2018.

In general, the daily ridership tends to match the service levels provided by each route. This is because OmniRide monitors ridership on each express route and adds service when needed. However, there are two routes that show a disparity between the ridership and service levels:

Gainesville-Washington (611): The 611 route ranks fourth in daily ridership but tenth in number of daily one-way trips. While this results in a high average riders per trip average, it indicates OmniRide could consider additional service from Gainesville in the future. One note is that new service from Gainesville is proposed as part of the Transform 66 Outside the Beltway project.

Manassas-Pentagon (602): The 602 route ranks 10th in ridership but seventh in the number of daily one-way trips. This results in the 602 having the 12th worst riders per trip average, with only the three DPRT-supported routes (Tysons Corner, Dale City-Mark Center, and Lake Ridge-Mark Center) performing worse. It is possible that a small reduction of service could be used elsewhere in the route network.

On-time Performance

OmniRide is currently developing methodology and standards to measure on-time performance. The first step in this process is working with their existing datasets to develop an initial baseline for on-time performance after OmniRide's December 2019 service changes have been implemented. On-time performance evaluation will be incorporated into subsequent updates of the TSP.

Commuter Network Design

A map of the OmniRide Commuter Bus network is available **here**. Because the network generally offers point-to-point service between park and ride lots and activity centers, there are very few transfers between services. One notable exception is the design of return services in the midday and afternoon periods. OmniRide coordinates some routes to share return services. For example, the Dale City-Washington (D-100) schedule also includes a Lake Ridge-Washington (L-100) trip leaving downtown Washington at 6:42pm, with service to the Pentagon. The schedule also includes a Dale City-Washington Navy Yard (D-300) trip leaving the Pentagon and returning to the Dale City Commuter Lot at 8:04pm. This coordination of service stretches OmniRide's limited resources to provide more service to more riders as they navigate the network.

Table 13: Express Route Service Levels

Express	Weekday		
	One-way Trips	Span	Avg. Daily Riders*
Lake Ridge-Washington (L-100)	25 M-Th 17 Friday	5:29a - 8:20p	677
Lake Ridge-Pentagon/Crystal City (L-200)	15 M-Th 11 Friday	5:35a - 8:43p	340
Lake Ridge-Mark Center (L-300)	8 M-Th 5 Friday	5:05a - 6:27p	39
Dale City-Washington (D-100)	41 M-Th 33 Friday	4:25a - 7:54p	1,315
Dale City-Pentagon-Rosslyn/Ballston (D-200)	19 M-Th 15 Friday	4:30a - 8:30p	431
Dale City-Washington Navy Yard (D-300)	16 M-Th 14 Friday	4:15a - 9:03p	444
Dale City-Mark Center (D-400)	7 M-Th 6 Friday	4:45a - 6:22p	60
Gainesville-Washington (611)	12 M-Th 11 Friday	5:13a - 6:56p	501
Gainesville-Pentagon (612)	9 M-Th 9 Friday	4:56a - 9:18p	248
Haymarket-Rosslyn/Ballston (622)	8 M-Th 8 Friday	5:33a - 7:37p	**
Montclair-Washington (MC-100)	20 M-Th 17 Friday	4:29a - 8:53p	654
Montclair-Pentagon (MC-200)	16 M-Th 12 Friday	4:40a - 8:01p	412
South Route 1 (RS)	9 M-Th 7 Friday	5:12a - 7:47p	207
Manassas-Washington (601)	12 M-Th 9 Friday	4:53a - 7:37p	221
Manassas-Pentagon (602)	15 M-Th 12 Friday	4:43a - 9:18p	229
Tysons Corner (T)	8 M-Th 7 Friday	6:20a - 6:45p	75

*Data are for FY18.

**Ridership data not available for Haymarket route.
Service only offered on weekday peaks.

Motorbus Network Efficiency Evaluation

The efficiency of the OmniRide Motorbus network is explored in this section. In general, the Motorbus network is not as well used as the Commuter Bus network. However, much of this is related to land use and the coverage-style nature of the local service in Prince William County. Because of the low-density development pattern and collector/arterial design of the roadway network, most residents who have access to a vehicle in the county choose to drive to conduct their daily lives.

Service Characteristics

Service characteristics for the Motorbus network are presented in **Table 14**. A select number of routes in eastern Prince William County (along the I-95 corridor) also operate on Saturdays. The table shows the average frequency between trips instead of the number of one-way trips. As the table shows, most routes tend to operate every 30 to 40 minutes on weekdays, with longer intervals on Saturdays.

Routes were evaluated on both headway and daily ridership to understand how routes rank within the system. In general, the ridership on the local network matches with the level of service provided, an indication that OmniRide planners keep tabs on the data and adjust routes as needed.

The one exception to this is the Manassas route (which is an aggregation of the Manassas North and Manassas South routes). This route ranks second in the total number of daily trips, but seventh in overall daily ridership. The indication is that the Manassas routes are not performing well relative to other routes in the network and could be adjusted to better connect to destinations that matter in this area. Planned modifications to the western route structure are discussed in Chapter 3.

Table 14: Motorbus Service Levels

Local	Weekday			Saturday		
	Average Headway	Span	Daily Ridership	Average Headway	Span	Daily Ridership
Woodbridge	43 min	5:03a - 10:49p	824	80 min	6:46a - 10:45p	396
Dale City	47 min	5:27a - 10:53p	449	87 min	6:47a - 10:43p	225
Dumfries	47 min	5:16a - 10:37p	591	87 min	6:50a - 10:34p	257
Route 1	73 min	5:25a - 10:21p	255	99 min	7:10a - 10:00p	117
Manassas	37 min	5:56a - 8:38p	208	-	-	-
Manassas Park	75 min	5:28a - 8:38p	104	-	-	-
Cross County	65 min	6:15a - 8:03p	285	-	-	-
Metro Express						
Prince William	48 min	5:00a - 11:18p	561	90 min	7:35a - 11:05p	257
Manassas	62 min	4:10a - 8:38p	173	-	-	-
Linton Hall	110 min	5:03a - 7:42p	105	-	-	-

*Data are for FY18.

On-time Performance

As discussed in Motorbus Network Efficiency Evaluation above, OmniRide is currently developing on-time performance methodology and standards. On-time performance evaluation will be incorporated into subsequent updates of the TSP.

Motorbus Network Design

The OmniRide Motorbus network includes two service types; OmniRide Local routes operating within the county and OmniRide Metro Express routes that connect to Metrorail stations in adjacent Fairfax County. The Local network has two distinct service areas—the western area is focused on communities along I-66, including Manassas and Manassas Park, while the eastern area is focused on communities along I-95.

Connecting the two service areas is the East-West Express, which facilitates east-west travel within the county. The East-West Express has timed transfers from other routes at two transit centers, one in Woodbridge and one in Manassas. This network design allows OmniRide to operate as efficiently as possible with the limited resources provided to the Motorbus network.

Opportunities for Improvement

There appear to be several opportunities for improvement based on the analysis in this section:

- Gainesville-Washington (611): potential to add trips due to the fact that ridership is higher than the provided service levels
- Manassas-Pentagon (602): potential to reduce trips due to underutilization of this service relative to service levels
- Manassas (65/67): revise service to provide better connections to destinations in western service area

Opportunities to Collaborate with Other Transit Providers

This section provides detail on the transit service providers that operate in or near Prince William County. The first section identifies the providers, while the second section provides detail on potential collaboration.

Regional Partners

A total of eight transit operators provide service adjacent to or in Prince William County:

- **WMATA:** The Washington Metropolitan Area Transit Authority (also known as Metro) operates bus and rail services in the District of Columbia, Virginia, and Maryland. No WMATA service enters Prince William County. The closest rail station is the Franconia-Springfield Station at the end of the Blue Line. Only a couple of Metrobus lines operate near Prince William County. The 11Y operates in Mount Vernon and 18H and 18P each operate in Burke.

- **Fairfax Connector:** Fairfax Connector is the local and express bus network operating in Fairfax County, Virginia. Similar to OmniRide, bus service is designed to serve distinct directions and clusters of suburbs. In the southern part of the county, the route network serves Burke, Lorton, Springfield, and Mount Vernon, along with express bus service in the I-95 corridor. In the western part of the county, routes serve Centreville, Chantilly, along with express bus service in the I-66 corridor. A third focus area is the McLean-Tysons-Reston-Herndon corridor along SR 267.

- **VRE:** Virginia Railway Express is the commuter rail provider operating rail service to Alexandria, Crystal City, L'Enfant Plaza, Washington Union Station. VRE operates two lines: the Fredericksburg Line to the south and the Manassas Line to the west. Each line provides service to Prince William County and each provides 16 trips per day (eight in each direction).

- **CUE:** City-University Energysaver is the local bus service for Fairfax City, Virginia. CUE operates two routes and provides connections to George Mason University, the Vienna/Fairfax-GMU Metrorail Station, and circulation throughout the city.

- **DASH:** DASH is the transit service for Alexandria, Virginia. DASH serves both neighborhoods and main thoroughfares. It connects major destinations in the city, including Old Town, four Metrorail stations (Van Dorn, Eisenhower, King Street, and Braddock Road), Northern Virginia Community College, and the Mark Center.

- **ART:** Arlington Transit is the transit service for Arlington, Virginia. Similar to DASH, ART serves both neighborhoods and main thoroughfares. It connects major destinations in the county, including Crystal City, the Pentagon, five Metrorail stations (East Falls Church, Rosslyn, Pentagon, Pentagon City, and Crystal City), and the densely developed Ballston and Virginia Square neighborhoods. ART also provides an important connection at Shirlington Station.

- **Loudoun County Transit:** Loudoun County operates both express and local transit service. Express service connects the county to job centers in Northern Virginia and the District (including Rosslyn, Crystal City, the Pentagon, and downtown Washington). The local bus service tends to be clustered in the more developed

eastern part of the county (which shares a border with Fairfax County), but service is provided west to Leesburg and Purcellville.

- **FRED:** Fredericksburg Transit (aka FRED) is the transit service for Fredericksburg and surrounding cities along I-95 south of Prince William County. FRED serves four distinct markets: the town of Fredericksburg itself, Stafford, Spotsylvania County, and VRE feeder service. The VRE service connects at Quantico Station in Prince William County. All FRED service is deviated fixed route, with a ¾ mile buffer around each route in operation.

Current Collaboration

The transit and TDM operators of Northern Virginia and DC coordinate and collaborate often on regional transit planning initiatives. The following describes some of the major items.

- **I-66 and I-395 Commuter Choice Program —** OmniRide collaborates with the Northern Virginia Transportation Commission (NVTC) to evaluate potential projects under consideration to receive toll revenue from Express Lanes on I-66 (Inside the Beltway) and I-395
- **Transform 66 Outside the Beltway —** OmniRide is working with DRPT and other transit providers in the I-66 corridor to identify transit improvements to receive funding from the proposed Express Lanes on I-66 Outside the Beltway
- **Regional Flexible Vanpooling —** OmniRide is organizing a contingent of the representatives from vanpooling providers and transportation professionals that support vanpooling to discuss the implementation of new vanpool technologies and cross-jurisdictional partnerships
- **Convening mobility councils of topics of regional importance —** Building on OmniRide's desire to be more than just a bus service provider, OmniRide has begun to host ongoing discussions and work sessions with key stakeholders on topics such as regional vanpooling initiatives, "slugging," connections between land use and transportation, and human services transportation.
- **Fare Payment —** OmniRide is investigating a mobile ticketing application, having worked with Alexandria's DASH service and VRE on their recent mobile ticketing pilot.
- **SmarTrip Regional Partners —** OmniRide is a member of the SmarTrip regional partner group that has created and maintains a regional electronic fare collection system. OmniRide has been active in the planning for updating the current fare collection system as well as planning for the next generation of fare collection in the region.

Opportunities for Improvement

After consideration of all eight providers adjacent to OmniRide, opportunities for additional coordination are summarized below. It should be noted that OmniRide has made many efforts over the years to coordinate with surrounding providers and some of these issues have been previously discussed or studied.

- **Commuter Bus Layover, Storage, and Staging:** MWCOG conducted a regional bus staging and parking study in March 2015. The study found that there was a specific need for short-term layover for commuter and motorcoach operators and improved curbside capacity for bus staging. As more routes are proposed into Washington, D.C., this continues to be a concern and potential point for further collaboration with regional providers and the District of Columbia.
- **FRED Transit:** There is potential for OmniRide to extend express service to both Stafford County and the independent city of Fredericksburg. FRED already provides some service in the county, including connections to VRE at Quantico. While VRE is the best choice for connecting to Crystal City, L'Enfant Plaza, and Washington Union Station, there are other activity centers in Northern Virginia that may be attractive to Stafford and Fredericksburg riders. Therefore, OmniRide could look consider express service that provides direct connections to the Pentagon, Mark Center, Rosslyn, and Tysons[13].

[13] OmniRide has applied for Commuter Choice funding in FY 2020 for new service from Stafford to DC

- **Route 28 between Prince William and Dulles:** The Route 28 corridor runs through three jurisdictions and serves multiple activity centers. Interest in bus service between Prince William and Dulles is long-standing and may best be accomplished through a regional approach.
- **Coordination between Manassas and Centreville Service:** In western Fairfax County, the communities of Centreville and Chantilly sit within 10 miles of Manassas and Manassas Park. Current service stays on each side of the county line, and the Fairfax Connector service is primarily set up to collect passengers in local neighborhoods and deliver them to the Vienna Metrorail station at the end of the Orange Line. Daily transportation needs rarely conform to political boundaries, and there may be some value of extending OmniRide service north into Centreville or extending Fairfax service south towards Manassas. There may be opportunities to connect to VRE or the new Balls Ford Park and Ride lot when it opens in 2022.

CHAPTER 3: PLANNED IMPROVEMENTS AND MODIFICATIONS

Introduction

Chapter 3 identifies and prioritizes service improvements and associated capital improvements for OmniRide's transit services. This chapter begins by discussing the operational considerations and constraints, ridership and operating cost methodology, and needs of the transit system. After the introductory section, this chapter is organized as follows:

- The **planned service improvement** projects section describes specific service changes, detailing impacts to operations, ridership, cost, and service efficiency. Each project description also includes how it supports the needs of the system.
- The **prioritization of planned service improvements** places each of the projects into short-term (1 to 3 years), mid-term (3 to 7 years), and long-term (7 to 10 years) timeframes, highlighting the associated capital and operations costs.
- The **service development** section summarizes the prioritized projects by operational requirements such as service hours and miles.
- The summary of strategic plan recommendations relates recommendations to projects in this chapter.
- The additional recommendations section addresses other studies and initiatives that should be considered in the strategic planning process.

This chapter intends to identify all expected service improvement projects for OmniRide over the next 10 years. All projects are financially constrained and are therefore reasonably attainable over the TSP timeframe based on expected funding and available grant programs. As with any planning effort however, the degree of uncertainty for implementation increases through time. Although all projects here have been examined and prioritized, the implementation of each project may change due to evolving circumstances and other forces outside the control of OmniRide. The service plan will be updated during the annual TSP update process.

Service improvements discussed in this chapter are grouped by service type, following the route naming conventions associated with the rebranding of OmniRide in June 2019. Service improvements are also divided into east and west sides of the county. Western service includes local service within the communities of Manassas, Manassas Park, Haymarket, and Gainesville and express service originating from these areas and traveling along the I-66 corridor. The eastern services include the communities of Dale City, Woodbridge, Lake Ridge, Quantico, Dumfries, Occoquan, and Montclair and travel on the I-95 corridor.

Improvements are identified based on based on:

- Existing route performance
- Trend and gaps analyses and community survey results presented in Chapter 2
- Existing local and regional plans for OmniRide service
- Workshop and meetings with OmniRide staff
- Input received during the public outreach process
- Stakeholder meetings

Several existing plans and studies provided the foundation for the service needs included in this chapter. These plans include phase I of the Strategic Plan and recent planning efforts such as the restructuring of local bus service, as well as regional planning efforts for express bus services in managed lanes in the I-95 and I-66 corridors.

Ridership and Operating Cost Methodologies

Ridership and operating cost methodologies were developed to help guide the prioritization of projects into short-, mid- and long-term time periods within the 10 years of this TSP. These methodologies were applied to each project presented in this chapter to estimate ridership and operating costs. These estimates were then used to prioritize the projects based on their cost, ridership, and productivity, and place them into short-, mid-, and long-term

timeframes. It should also be noted that to maintain consistency, projects that already applied for Commuter Choice funding maintained existing ridership figures rather than recalculate those estimates. Detailed ridership and operating costs methodologies can be found in **Appendix B**.

Operational Considerations and Constraints

Facility & Capacity Constraints

It is important to note that service expansions in the short-term are constrained by the capacities of existing facilities, namely OmniRide's maintenance facility and commuter lots. OmniRide's existing maintenance facility on the eastern side of the county at the OmniRide Transit Center has been at capacity for several years, meaning there is no room for additional buses to be stored. To alleviate this constraint, as well as reduce deadheading costs for routes operating on the western side of the county, OmniRide has been actively pursuing the development of a western maintenance facility. The intent is to store and maintain the buses used for services on the western side of the service area near where they begin revenue service. Construction of the western maintenance facility near the intersection of Balls Ford Road and Prince William Parkway is well underway and is anticipated to be substantially complete by mid-2020.

An additional constraint on OmniRide Express and Metro Express services is parking capacity at several commuter lots. Until additional parking for passengers is provided at lots that are currently full, OmniRide is at effective capacity on Express and Metro Express service from these lots. Lots without adequate parking space include the Horner Road, Telegraph Road, Route 234 (Montclair) and the Cushing Road lot along I-66. On the eastern side of the county, a new commuter parking facility is being planned in the Neabsco Mills district near the Opitz Boulevard interchange east of I-95. This facility will be developed as a combined transit hub and commuter parking garage, with some of the eastern OmniRide local and commuter routes potentially restructured to serve it. On the western side of the County, the Haymarket Park and Ride at US Route 15 opened in December 2018 and approximately 900 interim spaces opened at the University Boulevard lot in Gainesville in October 2019, which helped to lessen the severity of the constraint.

Funding Considerations

The recommendations in this chapter represent a significant increase in operations from previous years. This is consistent with expected increases in funding from new and expanded funding sources. The Transit/TDM study as part of the Transform 66 project outlined robust additional point-to-point commuter service on the I-66 corridor to be operated by OmniRide and Fairfax Connector. An annual transit payment from the private developer to the Commonwealth toward transit projects in the corridor is included in the project contract documents. OmniRide is anticipating that portions of that money will be allocated to OmniRide to pay for this additional service (capital and operating costs). On the I-66 corridor, another annual funding program through NVTC (Commuter Choice) offers the opportunity for OmniRide to apply for additional funding. The Commuter Choice program is competitive among other regional jurisdictions. On the I-95 corridor, the I-395 Express Lanes project will also generate a payment of approximately $15 million annually towards transit and TDM projects. The I-395 Commuter Choice program, administered through the Northern Virginia Transportation Commission (NVTC), will allocate funding for this service. Many of the I-95 projects outlined in this chapter would be candidates to compete for that funding.

Capital Cost Methodology

Capital costs for each project listed in this chapter represent the costs for additional vehicles needed to operate this service. Costs are based in FY 2020 dollars and use cost assumptions for vehicle type based on the type of service (such as local or commuter service). Costs in this chapter do not include replacement vehicles or spares. More detail about capital implementation is included in Chapter 4, the Implementation Plan.

Continued Population and Employment Growth

Before specific projects can be determined, needs must be identified. In general, both population (10 percent) and employment (12 percent) are expected to increase in greater Washington Metropolitan Area between 2020 and 2030[14]. Prince William County (including the independent cities of Manassas and Manassas Park) will exceed those growth rates, with an expected 12 percent population growth and a 21 percent employment growth. Additionally, as described in Chapter 2 in the Transit Demand and Underserved Area Evaluation, Prince William County has higher than average minority and foreign-born populations, measures that are associated with higher transit propensity. To accommodate growth and limit congestion, additional transit service will be needed both in Prince William County and to activity centers located in Northern Virginia and Washington, D.C. **Table 15** shows the projected employment and population growth in the region. The gaps analysis presented in Chapter 2 goes into greater detail regarding areas within the OmniRide service area where demographic change could result in an increase in transit ridership.

Table 15: Projected Population and Employment Change

	Population			Employment		
	2020	2030	Change	2020	2030	Change
Prince William County Manassas Manassas Park	**527,600**	**592,900**	**12%**	**196,400**	**237,600**	**21%**
Rest of Northern Virginia	2,455,800	2,771,700	13%	1,457,500	1,667,300	14%
Washington, D.C.	729,500	842,200	15%	846,300	937,900	11%
Maryland	3,717,700	3,973,600	7%	1,813,200	1,992,000	10%
Totals	**7,430,500**	**8,180,400**	**10%**	**4,313,400**	**4,834,800**	**12%**

[14] Based on MWCOG Regional Travel Model Forecast 9.1

Community Engagement Feedback

The results from the community survey (see Chapter 2 for more detailed summary) also support the need for more frequent service and adding service to more destinations. The graphs below show that survey respondents put the most investment in providing more frequent service (26 percent) and that the main barriers to taking transit include the lack of service being available and the trip taking too long. Other responses that were provided in the comments related to overcrowding of some routes and fares being too high.

Figure 24: Community Feedback on Investment Priorities

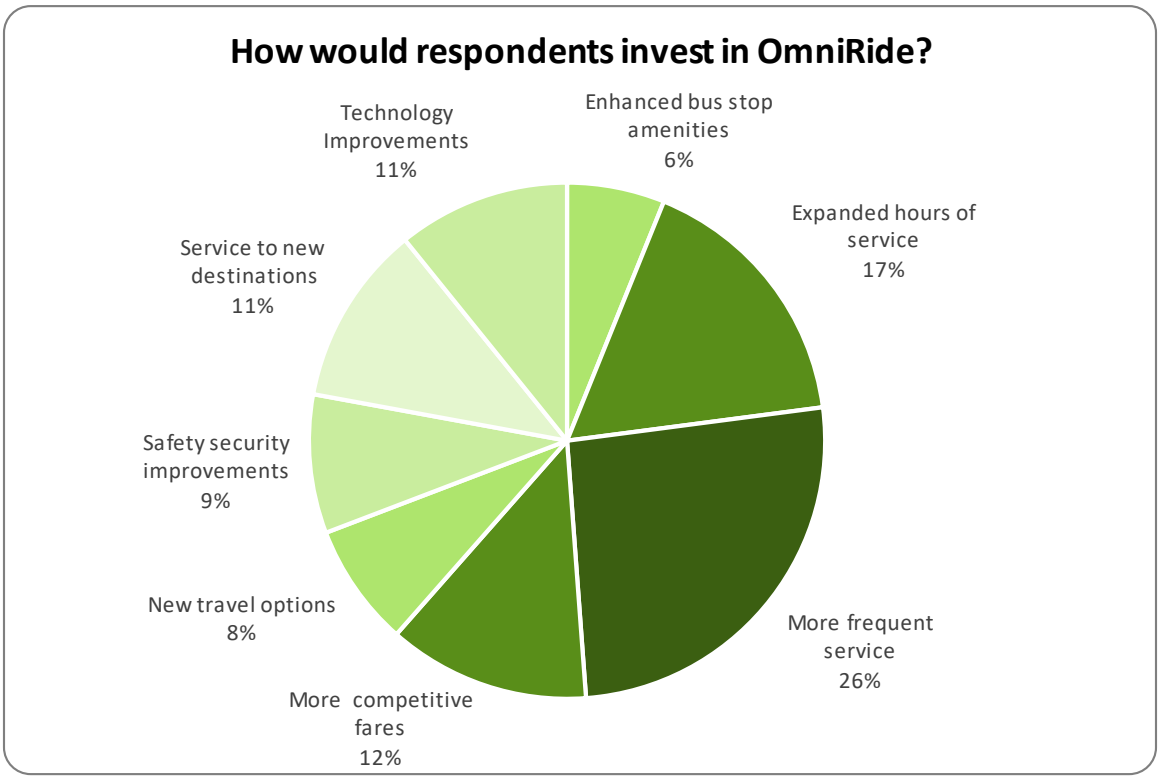
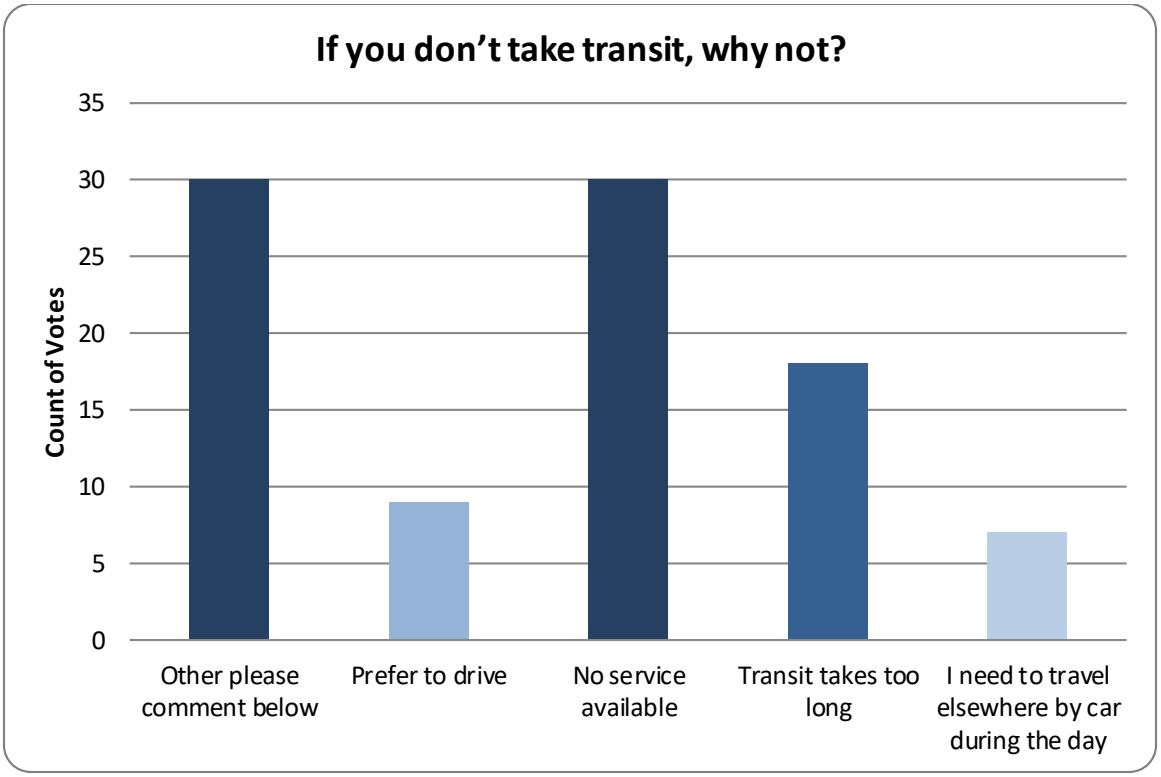


Figure 25: Community Reasoning for Not Taking Transit



OmniRide Local and East-West Express

As the gap analysis in Chapter 2 shows, much of Prince William County has density[15] that indicates it can support fixed route service with an hourly headway (i.e., every 60 minutes). Currently, local service is provided as deviated fixed route, meaning buses can deviate up to ¾ mile from the alignment to pick up or drop off passengers. Although this reduces costs by negating the need for paratransit service, it ultimately is a disservice to fixed route passengers by creating uncertainty in where the bus is located along the alignment. In the Manassas area specifically, the existing local routes (Manassas and Manassas Park OmniRide Local routes) are the two worst-performing routes according to the performance evaluation presented in Chapter 2 for passengers per revenue hour, passengers per trip, and net cost per passenger. Representatives from Manassas and Manassas Park have also been working recently with OmniRide staff to ensure that their jurisdictional subsidies for transit service are being used effectively for the latest existing and proposed land use patterns.

Based on these needs, one proposed project is to restructure OmniRide Local routes to provide fixed route service with underlying paratransit service in both the western and eastern areas of the county. The western areas are anticipated to be used as a pilot to test results before conducting a similar plan for the eastern areas. The goal of this project would be to increase the reliability of the service, reflect current and proposed land use changes, and expand service availability to more potential users. It also provides OmniRide with an opportunity to experiment with a different service model that could potentially be expanded to a broader area if successful. Other identified needs include route alignment changes, service to new areas, and improved frequencies.

OmniRide Metro Express

To complement a restructuring of local routes, as well as the introduction of new commuter lots, there is also an identified need to modify the three existing OmniRide Metro Express routes. Needed modifications include

[15] Expressed as (jobs+population)/acre

improved frequencies and route alignment changes to serve new transfer points and commuter lots, shorten routes, and provide more point-to-point service.

OmniRide Express

OmniRide Express ridership is driven by many factors. At the origin end, demand is a function of parking availability. At the destination end traffic conditions, parking cost and availability, and employment density are all factors.

For this analysis, the study team primarily focused on employment density. The gaps analysis shows expected employment growth throughout Northern Virginia and downtown Washington, D.C. Service needs for I-66 and I-95 corridors are presented below.

I-66 Corridor Service Needs

The I-66 corridor is currently undergoing an enormous change with the construction of Express Lanes. Lanes are already open from I-495 to the Washington, D.C., border in peak period, peak direction. Construction to build new Express Lanes from I-495 west to Gainesville is scheduled for completion in Fall 2022 (FY 2023). Toll revenue is expected to contribute to both operational and capital costs for increased commuter bus service.

Findings from prior I-66 Transit/TDM plans were used as a basis for travel analysis for this corridor. Based on projected employment growth, unconstrained needs identified for travel in the I-66 corridor include new or expanded service to:

- Rosslyn/Ballston (expanded)
- Merrifield (new)
- Capitol Hill and Union Station (new)
- Tysons Corner (expanded)

As Fairfax County and Prince William County look to improve the Route 28 corridor, additional service may be warranted to the locations listed below, especially if high-occupancy vehicle (HOV) lanes are being considered:

- Herndon/Reston (new)
- Chantilly/Westfields (new)

I-95 Corridor Service Needs

In 2014, existing high-occupancy vehicle (HOV) lanes on I-95 were converted to express lanes from I-395 at Edsall Road in Fairfax County to Garrisonville Road in Stafford County. As a subsequent phase, the Commonwealth of Virginia is currently converting the I-395 high occupancy vehicle (HOV) lanes to express lanes and expanding the lanes from two to three lanes between Edsall Road and Eads Street, which opened in November 2019.

To identify potential transit and transportation demand management (TDM) services along the entire Express Lanes corridor to Stafford County, DRPT completed the I-95/I-395 Transit/TDM Study. Potential transit service and facility improvements in the I-95 corridor identified as needs as part of the study include:

- Frequency improvements to existing routes
- Extensions of existing routes to additional destinations
- New OmniRide Express routes
- New OmniRide Local routes (feeder service)
- Additional commuter parking in Prince William County
- Additional vehicle resources

Planned Service Improvements

This section presents specific route improvements based on the needs identified in the Needs Identification section and discussions with OmniRide staff. The planned service improvements are grouped into sections for OmniRide Local and East-West Express, OmniRide Metro Express, and OmniRide Express. Each project begins with a description of service changes followed by details on how the project fulfills needs of the transit system. Operating statistics, as well as estimates for ridership are included for each project. Projects are prioritized and shown by timeline in later sections of the chapter.

Each project in this section is financially constrained, meaning that funding for the project has already been secured or could reasonably be secured in the future. However, simply because a project is included in this section, does not guarantee its implementation. Financial conditions are likely to evolve over time, and projects may ultimately change or become eliminated.

Flexibility in Implementation

The service described in this plan represents the best estimates at the time of developing recommendations (October 2019) and is subject to change to funding availability, concurrent planning efforts, and changing demand. Updates to implementation and potential service destinations will be made during the annual updates to the TSP by OmniRide. Some specific factors that may result in changes to these recommendations are:

- Availability of funding through I-66 Commuter Choice and I-395 Commuter Choice Projects
- Recommendations of the revised Transit/TDM plan and availability of funding through the I-66 Outside the Beltway Transit Payment
- Monitoring performance on routes and changing travel patterns with the opening of the Express Lanes in 2023

OmniRide Local and East-West Express

Project 1. Revise Western Local Service

Project Description:

Western local service is proposed to revise the three existing local services. The services currently meet at Manassas Mall. The connection point will, however, be shifted to Old Town Manassas. The proposed changes for western local services would take the three existing local routes and convert them into three different routes that terminate in Old Town Manassas. The three proposed routes are:

- Old Town to Northern Virginia Community College (NVCC)
- Old Town to Manassas Park VRE via Liberia Avenue
- Old Town to Park Place via Manassas Drive

The three new western local routes are proposed to operate as true fixed route instead of deviated fixed route. OmniRide is expected to establish a paratransit zone serving trips within ¾ mile of the western fixed route alignments. For this project the paratransit service is projected to require two buses during peak periods and one bus during off-peak periods operating a total of 19.5 hours each weekday. **Table 16** presents the operating statistics for Project 1, while **Figure 26** presents the revised route alignments.

In addition, the East-West Express will be modified to terminate in Old Town Manassas (see Project 5 for further detail).

Needs Fulfillment:

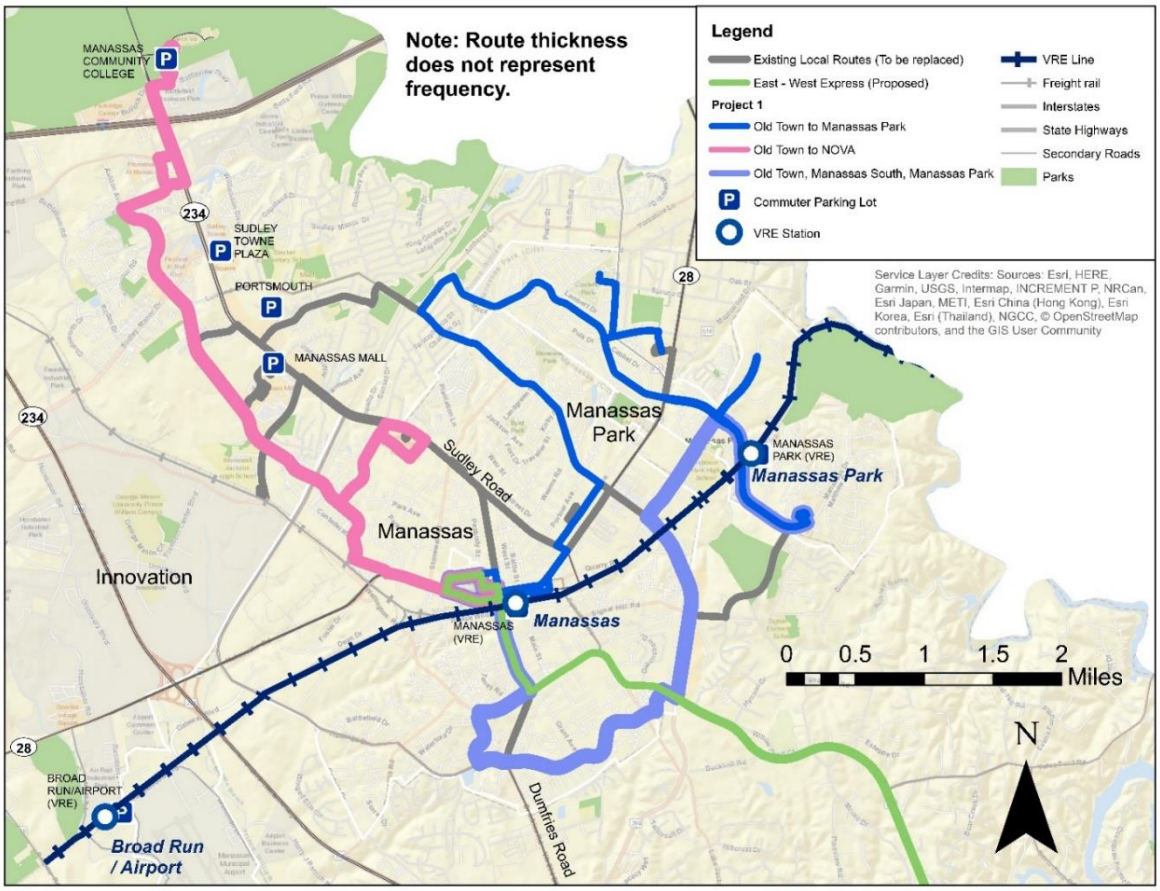
- The current connection point is at Manassas Mall. However, a review of ridership patterns reveals few riders are destined for the mall. Shifting the connection to Old Town Manassas would give riders a better connection to a location with greater ridership demand. The connection gives riders better access to government services as well as the Manassas VRE Station.

- Shifting from deviated fixed route to fixed route will improve on-time performance of the routes. This is expected to improve reliability and connectivity, establishing an expectation that the bus will stay on its alignment at all times.

Table 16: Project 1 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
Revised Western Local Routes	N/A	3,794	N/A	2	0 (Comparable to Existing)	0 (Comparable to Existing)	N/A	$567,000	N/A	$160,000

Figure 26: Project 1 Proposed Service



Project 2. New Local Service to Innovation Drive

Project Description:

Project 2 is a new local route that would operate between the Old Town Manassas hub and Innovation Drive. This area—already developed with large scale corporate campuses—is expected to continue to grow and could be ripe for a new local service in the future. **Table 17** presents the operating statistics for Project 2, while **Figure 27** shows the alignment of the proposed route.

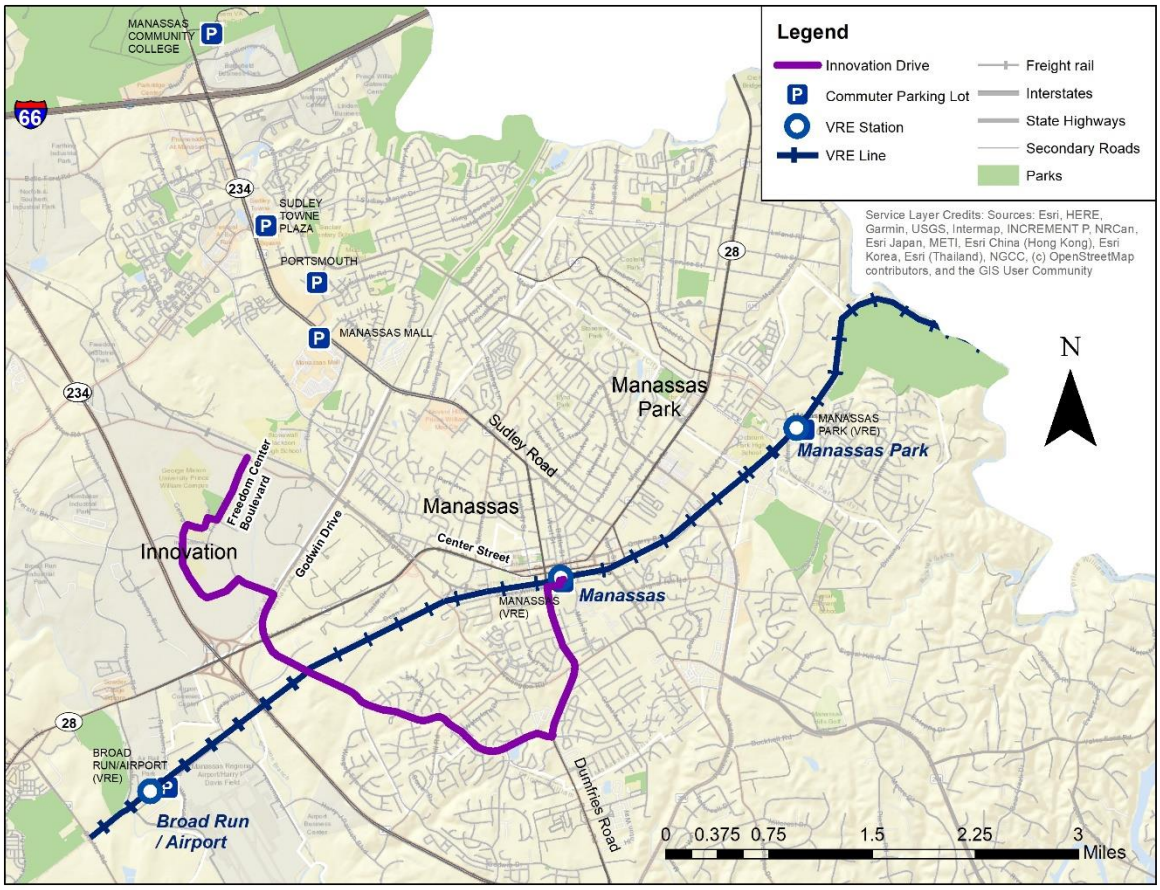
Needs Fulfillment:

- OmniRide would like to continue to grow and expand service where there is opportunity. The proposed Route 2 would connect the growing Innovation Technology Park, including the George Mason University campus already located there, with Manassas and connections to other OmniRide services at the Old Town Manassas connection point.

Table 17: Project 2 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
Old Town Manassas to Innovation Drive	15	4,047	45,747	1	27,000	36,000	6.7	$605,000	$22.41	$500,000

Figure 27: Project 2 Proposed Service



Project 3. Enhanced Local Bus Service on Route 1

Project Description:

OmniRide currently provides local service along Route 1. Beginning at the Quantico Amtrak Station, the route travels north on Route 1 (Jefferson Davis Highway) through Dumfries and up to Woodbridge, terminating at the Woodbridge VRE Station. The route currently operates six round trips in the AM and seven trips in the PM. This project would increase the number of trips by two round trips in the morning and two in the evening, bringing an additional 15,000 to 23,000 riders annually, as shown in **Table 18**. **Figure 28** shows the revised route alignments for eastern local routes, including service on Route 1.

Needs Fulfillment:

- This route has strong ridership and increasing the number of trips would provide more frequent travel options along the corridor and connections to VRE.

Table 18: Project 3 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
Enhanced Bus Service on Route 1 Local	8	2,040	28,846	1	15,000	23,000	7.4	$305,000	$20.33	$500,000

Project 4. Revise Eastern Local Routes

Project Description:

The proposed change for eastern local services is to take the four existing local routes and convert them into seven routes that serve more localized areas. The seven proposed routes are:

1. **Route 234:** operating between Dumfries Walmart and Fortuna
2. **Dale City:** operating on Dale Blvd between Hoadly Road and the OmniRide transit center with potential extension to the new Neabsco Mills transit hub
3. **Lake Ridge:** operating between Woodbridge VRE and Hoadly Road at Prince William Parkway
4. **Lake Ridge to Dumfries:** operating between Tacketts Mill to Dumfries Walmart via Potomac Mills
5. **North Route 1:** operating on Route 1 between Woodbridge VRE and Dumfries Walmart with potential extension to Neabsco Mills transit hub
6. **South Route 1:** operating on Route 1 between Dumfries Walmart and Quantico
7. **Woodbridge:** operating between Woodbridge VRE and Chinn Center via Potomac Mills

All of the existing route alignments would be covered by the new routes, along with new service on Minnieville Road and Route 234. However, this service plan could change depending on OmniRide's experience with western service changes. **Table 19** presents the operating statistics for Project 4, while Figure 28 shows the proposed network. This is a conceptual network layout that represents the most current assumptions. Further refinement will be required to confirm exact alignments and route connections.

As with western services, the revised eastern network would discontinue the deviated fixed route policy and instead would operate strictly as fixed route. Underlying paratransit will be operated within ¾ mile of the revised eastern local service network. It is assumed at this point that operational changes will be cost-neutral but capital costs will be required for paratransit purchases. This assumption may change depending on the performance of the western service pilot.

Needs Fulfillment:

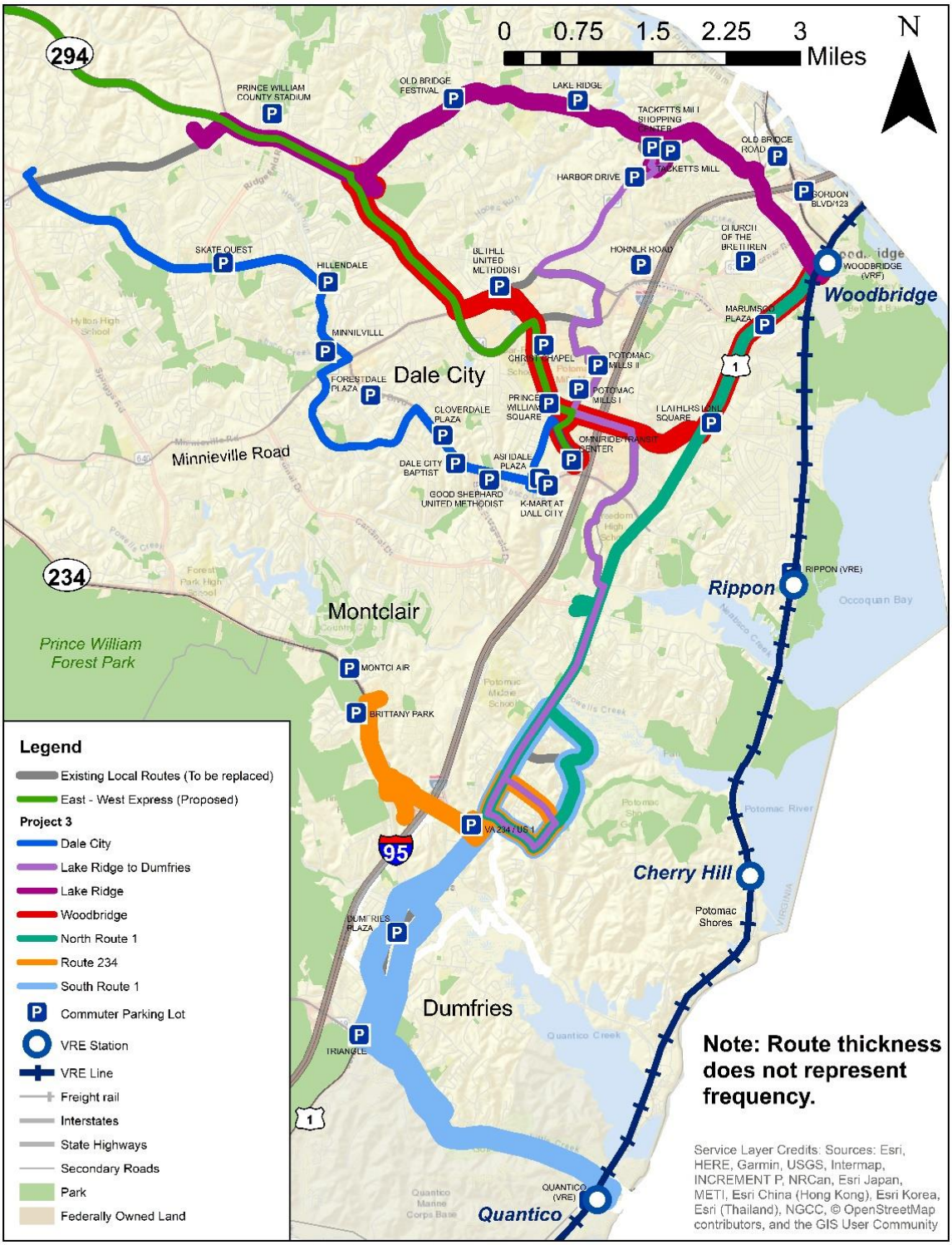
- The revised network would allow OmniRide to better tailor local service to demand. By splitting up routes, OmniRide will be able to increase (or decrease) service frequency as demand warrants on smaller segments. The existing local network was unable to accomplish small scale service improvements because the routes were much longer, which meant more dollars to increase frequency.

- As with the western restructure, operating fixed routes and underlying paratransit instead of deviated fixed routes will improve the on-time performance and reliability of the service.

Table 19: Project 4 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
Revised Eastern Local Routes	N/A	5,169	N/A	2	52,000	65,000	10.1	$773,000	$14.87	$160,000

Figure 28: Project 4 Proposed Service



Project 5. Revise East-West Express (formerly Cross County Connector)

Project Description:

Changes to local service will mean that the East-West Express service will also change in order to continue to connect local riders on both sides of Prince William County. In the west, the East-West Express will be shortened to connect at the Old Town Hub. In the east, the route will continue to terminate at the OmniRide Transit Center but could change if the proposed Neabsco Mills district commuter parking facility also includes a new transit hub.

Table 20 presents the operating statistics for Project 5, while

Figure 29 shows the revised route alignment. This project is broken up into two phases. The first phase would be the modified alignment and would be implemented at the same time as the restructuring of the eastern and western local routes. The second phase would change the terminus of the route from the existing transit center to the new Neabsco Mills transit hub.

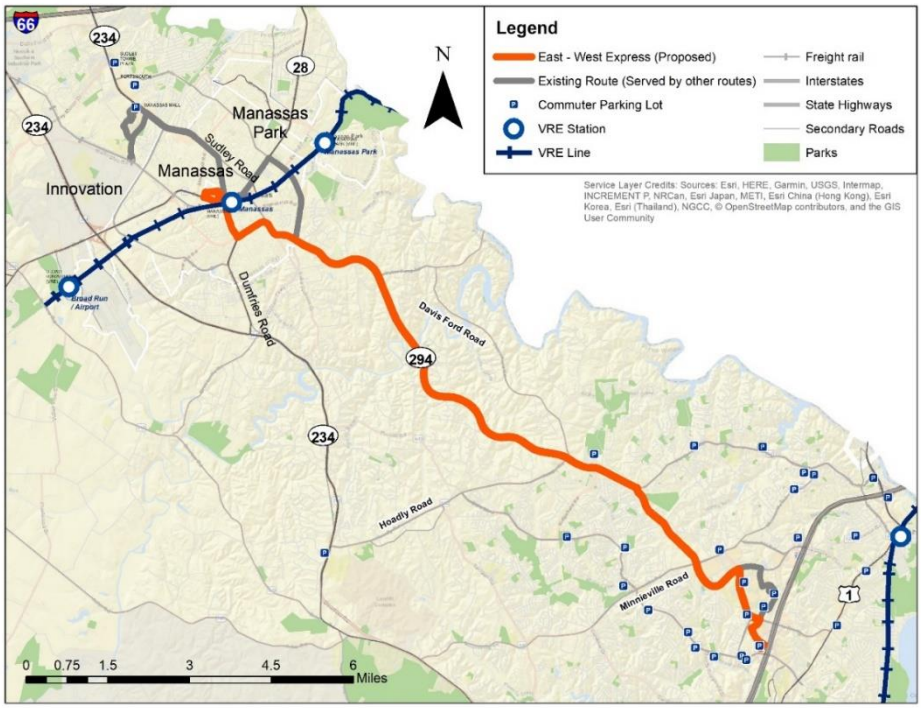
Needs Fulfillment:

- The shortening of the alignment will enable the East-West Express to maintain better on-time performance, and therefore increase the reliability of the service.

Table 20: Project 5 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost
					Low	High				
5A. Revised East-West Express (Modified Alignment)	0	0	-20,099	0	N/A	N/A	N/A	$0	N/A	$0
5B. Revised East-West Express (Modify Terminus to Neabsco Mills)	0	0	-20,382	0	N/A	N/A	N/A	$0	N/A	$0

Figure 29: Project 5 Proposed Service



OmniRide Metro Express

Projects in this section refer to commuter bus service that originates in Prince William County and serves Metrorail stations in Northern Virginia. Each project is described in this section and the origins and destinations are shown in either **Figure 30** (I-66 corridor service) or **Figure 31** (I-95 corridor service).

Project 6. Revise Linton Hall Metro Express

Project Description:

The first phase of this project was implemented in FY 2019 and improved the Linton Hall Metro Express service. One trip was added in each direction, making four total trips in each direction. This route currently begins its trips at the Limestone commuter lot and makes another stop in the county at the Cushing Road commuter lot before getting on I-66 and traveling to the Tysons Corner Metro Station. The second phase will further increase frequency by eight trips in each direction (16 one-way trips), for 12 total trips in each direction (24 one-way trips). **Table 21** presents the operating statistics for Project 6, while **Figure 30** shows the areas served by routes originating along the I-66 corridor, including the Linton Hall Metro Express.

Future consideration will be given to shifting the intermediate stop from the Cushing Road commuter lot to the University Boulevard commuter lot once it is completed. Additionally, future consideration will be given to circulation in the Tysons area, rather than ending at Tysons Corner Metro Station. The time necessary for circulation will be offset by express lane travel time savings.

Proposed routes include:

- 6A. Linton Hall Metro Express (add one trip in each direction)
- 6B. Linton Hall Metro Express (add eight trips in each direction)

Needs Fulfillment:

- The additional trips are helping OmniRide keep pace with the increasing demand for commuter services in the area.

Table 21: Project 6 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
6A. Linton Hall Metro Express (Increase Frequency)	2	566	17,238	2	7,000	9,000	12.4	$85,000	$12.14	$1,000,000
6B. Linton Hall Metro Express (Further Increase Frequency)	16	3,305	115,668	6	49,000	65,000	14.8	$494,000	$10.08	$3,000,000

Project 7. Revise Manassas Metro Express

Project Description:

Project 7 includes **three** phased improvements to the Manassas Metro Express—7A, 7B, and 7C. In Project 7A, the Manassas Metro Express will begin to operate from the Manassas Old Town hub concurrent with the western local service change. In Project 7B the Manassas Metro Express will expand service to the new Balls Ford commuter lot. The additional time required to serve the new Balls Ford commuter lot will be offset by the express lanes on I-66, leading to cost-neutrality. Depending on the reduction in cycle time of this service with the use of the express lanes, additional circulation in Tysons may be considered. In Project 7C, the Manassas Metro Express will increase service to 32 one-way trips (doubling the current number of 16 one-way trips). The additional trips are assumed to operate in the middle of the day, restoring all day service on this route.

Table 22 presents the operating statistics for Project 7, while Figure 30 shows the areas served by routes originating along the I-66 corridor, including the Manassas Metro Express.

Needs Fulfillment:

- This project will take advantage of the anticipated reduction in travel times on I-66, enabling the route to serve more commuter lots without additional resources.
- Increasing the service on this route by 100% will keep up with the increasing demand for service along the I-66 corridor.

Table 22: Project 7 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
7A. Manassas Metro Express (Old Town Manassas Terminus)	0	0	-11,003	0	N/A	N/A	N/A	$0	N/A	$0
7B. Manassas Metro Express (Additional Service to Balls Ford)	0	0	2,445	0	N/A	N/A	N/A	$0	N/A	$0
7C. Manassas Metro Express (Increase trips)	16	4,226	4,746	0	56,000	70,000	13.3	$632,000	$11.29	$0

Project 8. Revise Prince William Metro Express

Project Description:

Project 8 would occur in two phases. In the first phase, Project 8 would increase the frequency of the Prince William Metro Express. The headway changes from the existing 35-40 minutes to 20-25 minutes by increasing the number of vehicles in service from two to three. In the second phase, Project 8 would modify the terminus of the route to the new transit hub at Neabsco Mills, when it is built. The second phase is considered to be cost neutral or may even have some minor cost savings because it would likely reduce the revenue miles needed. **Table 23** presents the operating statistics for Project 8, while Figure 31 shows the areas served by routes originating along the I-95 corridor, including the Prince William Metro Express.

Needs Fulfillment:

- Increasing the number of trips on the Prince William Metro Express would help OmniRide keep up with the demand for service.

Table 23: Project 8 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
8A. Prince William Metro Express (Increase Frequency)	8	2,040	61,810	1	16,000	24,000	7.8	$305,000	$19.06	$500,000
8B. Prince William Metro Express (Modify terminus to Neabsco Mills)	0	0	-2,687	0	N/A	N/A	N/A	0	N/A	$0

OmniRide Express

Projects 9 through 16 for OmniRide Express service changes are presented below. Each project is organized by proposed commuter lot. These projects are primarily about serving new/emerging employment markets in Northern Virginia and the District. Each project is described in this section and the origins and destinations are shown in either **Figure 30** (I-66 corridor service) or **Figure 31** (I-95 corridor service).

Project 9. Add Balls Ford Road/Revise Portsmouth Commuter Services

Project Description:

In Project 9, OmniRide would do two things concurrently to revise commuter services in Manassas.

1. When the Balls Ford Road commuter lot opens, new services would operate to downtown Washington, D.C., and the Pentagon.
2. Eliminate the service for the 601 (formerly M-100) and 602 (formerly M-200) operating from the Portsmouth Commuter Lot.

Table 24 provides operating statistics and ridership estimates, while **Figure 30** shows the areas served by the impacted routes originating along the I-66 corridor.

Proposed routes include:

- 9A. Balls Ford Commuter Lot to Downtown DC (611, 601, 602)
- 9B. Balls Ford Commuter Lot to Pentagon (611, 601, 602)

Needs Fulfillment:

- The Balls Ford Commuter Lot will increase the supply of commuter parking in the I-66 corridor and help alleviate some of the overcrowding in nearby lots.

Table 24: Project 9 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
9A. Revised Manassas-Balls Ford to DC	4	655	47,484	-1	22,000	30,000	14.5	$227,000	$10.32	$0
9B. Revised Manassas-Balls Ford to Pentagon	0	864	24,168	1						

Project 10. New Bus Service from Haymarket to Rosslyn

Project Description:

This project was implemented in FY 2019 and provides new commuter services between the recently opened Haymarket commuter Lot and Rosslyn/Ballston. **Table 25** provides operating and ridership estimates, while **Figure 30** shows the areas served by routes originating along the I-66 corridor, including this proposed service.

Needs Fulfillment:

- The Haymarket commuter lot would extend the reach of OmniRide services westward, increasing the reach of the services to more commuters.

Table 25: Project 10 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
New Bus Service from Haymarket to Rosslyn	8	2,558	71,400	1	13,000	20,000	5.1	$382,000	$29.38	$622,000

Project 11. Enhanced Bus Service from Gainesville

Project Description:

In Project 11, OmniRide would operate existing Gainesville and new commuter services to various regional activity centers. Existing Gainesville-Pentagon service will relocate from the Cushing Park and Ride lot to the new spaces that open at the University Boulevard lot. Existing service to Washington, D.C., is expected to remain from Cushing although the potential to shift to University may be evaluated. **Table 26** shows the operational impact of each change along with associated ridership estimates, while Figure 30 shows the areas served by the impacted routes originating along the I-66 corridor.

Proposed routes include:

- 11A. Enhance Bus Service from Gainesville (Cushing) to DC (611)
- 11B. Enhance Bus Service from Gainesville (University to Pentagon/L'Enfant/Navy Yard)

Needs Fulfillment:

- Shifting the existing Gainesville-Pentagon services to University Boulevard will ease pressure off the Cushing Road commuter lot and provide direct access to the Express Lanes.

Table 26: Project 11 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
11A. Enhanced Bus Service from Gainesville (Cushing) to DC (611)	4	1,301	35,700	2	4,000	6,000	3.1	$194,000	$48.50	$1,244,000
11B. Enhanced Bus Service from Gainesville (University) to Pentagon (612)	8	765	6,324	3	4,000	6,000	5.2	$114,000	$28.50	$1,866,000

Project 12. Neabsco Mills District Transit Hub Services

Project Description:

In Project 12, OmniRide would operate new commuter services between the proposed Neabsco Mills district commuter parking facility and Saint Elizabeth's (Homeland Security Headquarters (HQ)) (Southeast DC) and Eisenhower Avenue (Alexandria). This may be implemented as an extension of services to Navy Yard. **Table 27** shows the proposed changes including operational requirements and impacts to ridership. **Figure 31** shows the areas served by the impacted routes originating along the I-95 corridor.

Proposed routes include:

- 12A. Neabsco Mills District Commuter Parking Facility to Southeast DC
- 12B. Neabsco Mills District Commuter Parking Facility to Eisenhower Avenue

Needs Fulfillment:

- The need for a new transit station is fulfilled with the construction of the Neabsco Mills district commuter parking facility. The new service in Project 12 would take advantage of the opportunities the new transit hub would provide.
- New destinations not currently served by OmniRide would be served by these services

Table 27: Project 12 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
12A. Neabsco Mills District to Southeast DC	8	1,591	55,692	3	19,000	26,000	11.9	$238,000	$12.53	$1,866,000
12B. Neabsco Mills District to Eisenhower Ave	8	1,224	42,840	3	16,000	22,000	13.1	$183,000	$11.44	$1,866,000

Project 13. New Service to Near East (DC)

Project Description:

In Project 13, OmniRide would add new express service destined for the Capitol Hill and Union Station areas east of downtown Washington, D.C. (referred to as Near East). Four new routes would be operated—one each from Dale City, Gainesville University Boulevard, and Lake Ridge. Each route would operate eight total trips a day (4 AM inbound and 4 PM outbound). **Table 28** provides operating and ridership estimates, while Figure 30 and Figure 31 show the areas served by the impacted routes originating along the I-66 and I-95 corridors, respectively.

Routes impacted include:

- 13A. Dale City-Near East
- 13B. University Blvd Commuter Lot-Near East
- 13C. Lake Ridge-Near East

Needs Fulfillment:

- This service would provide access to the growing employment area east of the traditional downtown core
- This project has a very strong potential to address some or all of the I-395 Commuter Choice Improvement Goals
- This project closely aligns to regional priorities recommended by a working group of jurisdictional representatives

Table 28: Project 13 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
13A. Dale City to Near East	8	1,935	67,728	3	28,000	38,000	14.5	$289,000	$10.32	$1,866,000
13B. Gainesville to Near East	8	2,129	74,501	3	31,000	42,000	14.6	$318,000	$10.26	$1,866,000
13C. Lake Ridge to Near East	8	1,550	54,264	3	23,000	30,000	14.8	$232,000	$10.09	$1,866,000

Project 14. Enhanced Bus Service from Dale City to Rosslyn/Ballston

Project Description:

Project 14 would increase service from Dale City and Horner Road Commuter lots to Rosslyn/Ballston by adding two AM and two PM trips to the route. **Table 29** provides operating and ridership estimates, while Figure 31 shows the areas served by routes originating along the I-66 corridor, including this service.

Needs Fulfillment:

- This project has strong potential to address some of the I-395/95 Commuter Choice Improvement Goals

Table 29: Project 14 Change From Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
Enhanced Bus Service from Dale City to Rosslyn/Ballston (D-200)	4	1,267	31,538	2	7,000	11,000	5.5	$190,000	$27.14	$1,244,000

Project 15. New Bus Service from Staffordboro to Washington, D.C.

Project Description:

This project would create service from Staffordboro Commuter Lot to major employment areas in downtown Washington, D.C., including Metro Center, Archives, Smithsonian, and L'Enfant Plaza. **Table 30** provides operating and ridership estimates, while **Figure 31** shows the areas served by routes originating along the I-95 corridor, including this service.

Needs Fulfillment:

- This project has strong potential to address some of the I-395/95 Commuter Choice Improvement Goals
- This project expands service to Stafford County which does not currently have publicly-funded commuter bus service into Washington, D.C.

Table 30: Project 15 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
New Bus Service Staffordboro Commuter Lot to Downtown D.C.	8	3,060	83,538	4	31,000	47,000	10.1	$458,000	$14.77	$2,488,000

Project 16. New Bus Service from Staffordboro to Pentagon

Project Description:

This project would add service from the Staffordboro commuter lot to the Pentagon via I-395 Express Lanes. **Table 31** provides operating and ridership estimates, while **Figure 31** shows the areas served by routes originating along the I-95 corridor, including this service.

Needs Fulfillment:

- This project expands service to Stafford County which does not currently have publicly-funded commuter bus service into Washington, D.C.

Table 31: Project 16 Change from Existing in Operating Statistics

Project Description	One-Way Trips	Annual Revenue-Hours	Annual Revenue-Miles	Peak Vehicles	Estimated Riders		Daily Riders per Revenue-Hour	Annual O&M Cost	O&M Cost per Rider	Capital Cost (FY 20)
					Low	High				
New Bus Service Staffordboro Commuter Lot to Pentagon	8	2,040	75,582	4	24,000	37,000	11.8	$305,000	$12.71	$2,488,000

Figure 30: I-66 Corridor Metro Express and Express Service Areas

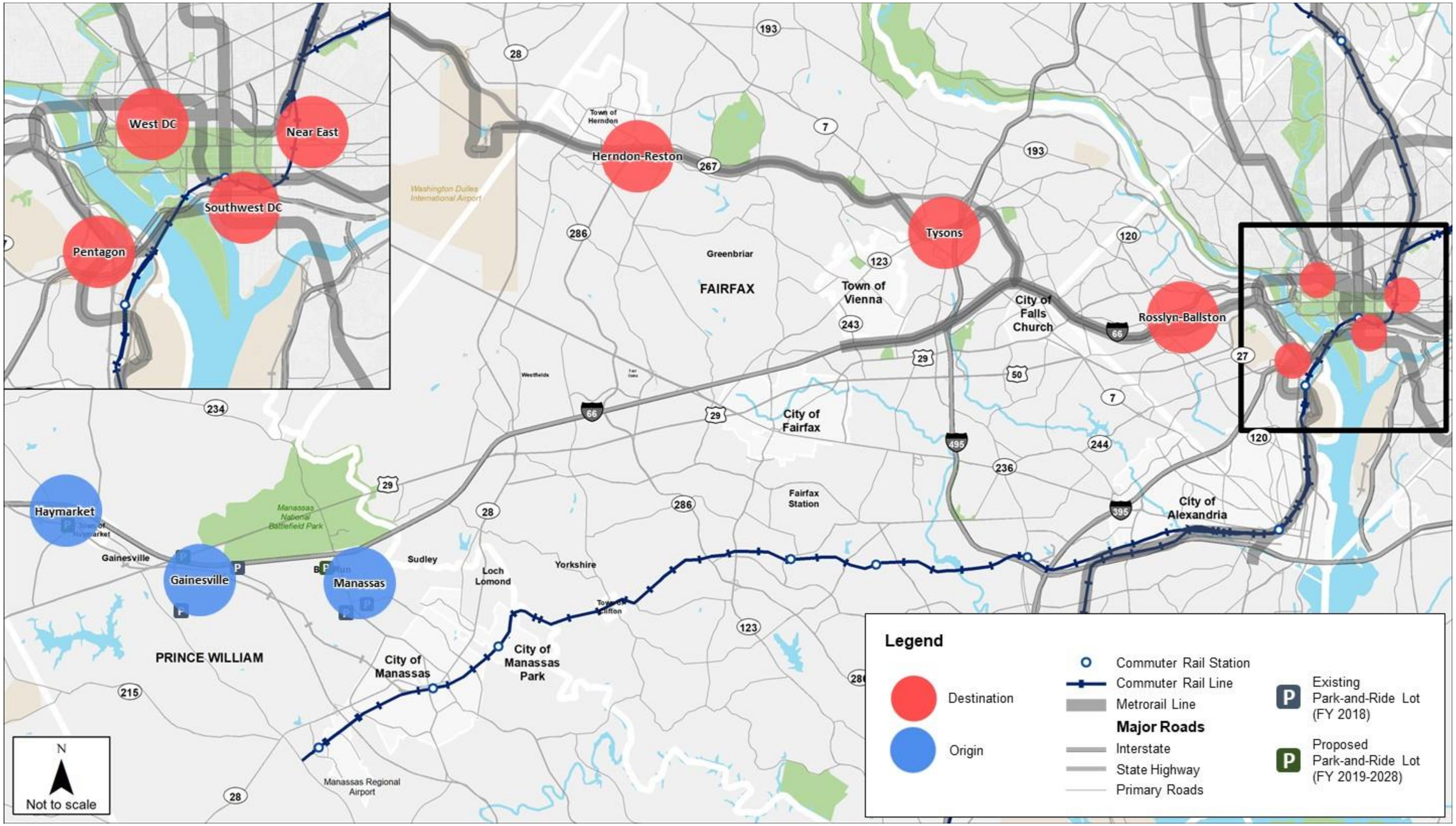
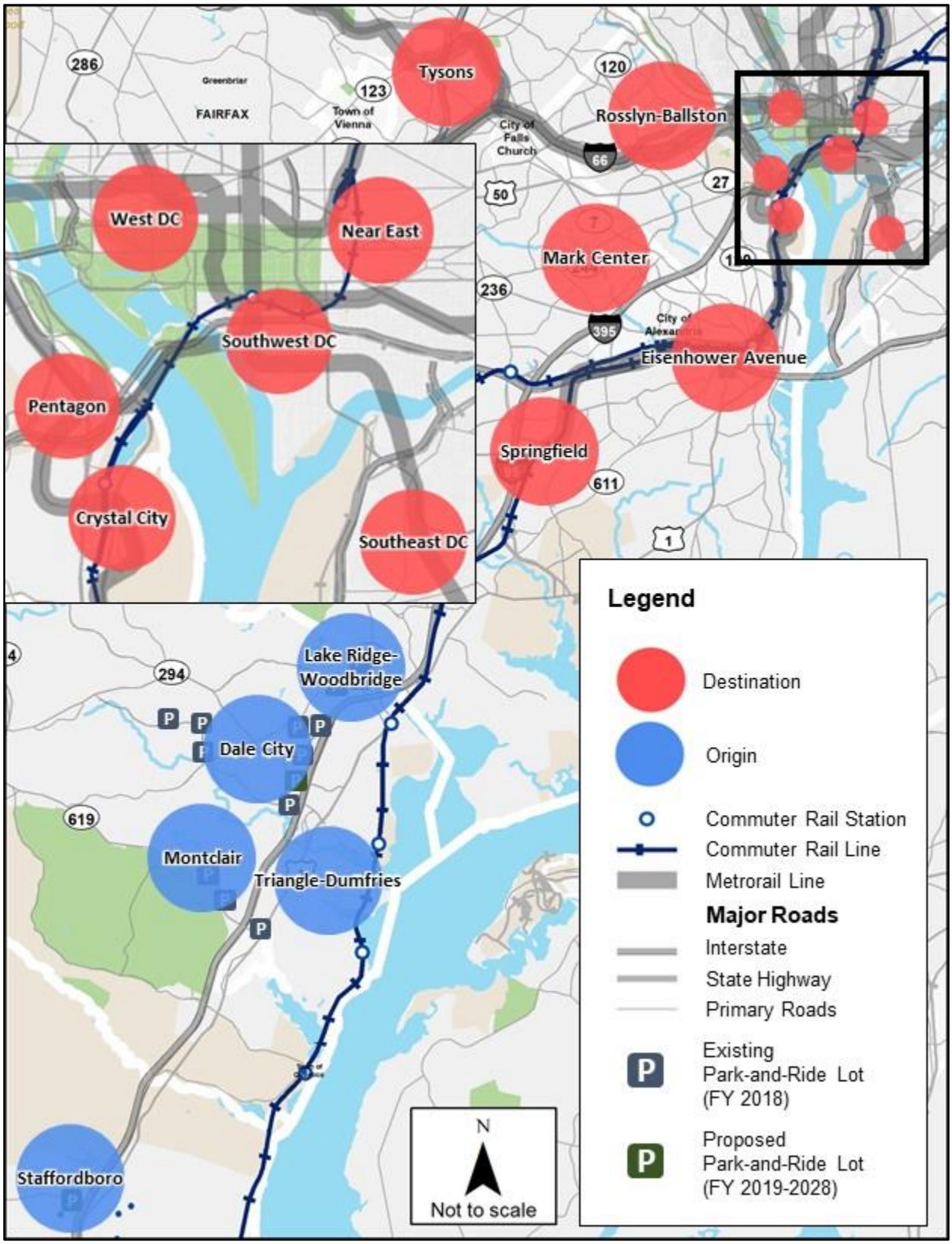


Figure 31: I-95 Corridor Metro Express and Express Service Areas



Prioritization of Planned Service Improvements

The proposed projects in the previous section were fit into a prioritized service plan based on several factors including cost, project readiness, and needs fulfillment. In placing the projects into the 10-year TSP timeframe, OmniRide has a prioritized plan to approach future funding needs.

Table 32 shows each of the projects placed into the 10-year timeframe with an implementation year, O&M cost, capital cost, and funding strategy. It is important to note; however, that these years represent the implementation plans at the time of this TSP and are subject to change as funding availability becomes clearer.

Projects were placed into three time periods that correlate to the 10 years of this TSP:

- Short (FY 2019-2022)
- Mid (FY 2023-2026)
- Long (FY 2027-2029)

A total of 28 projects are anticipated to be implemented over the course of the TSP. A variety of funding sources are assumed, such as I-66 Commuter Choice, I-395/95 Commuter Choice, local funding from Prince William County, City of Manassas, City of Manassas Park, and the Transform I-66 Transit Payment. While most of the projects require funding, several of the projects can be implemented with no additional costs. In fact, some projects may yield a small decrease in O&M costs because of a reduction in revenue miles. Because of the method in calculating O&M costs; however, these minor cost savings are not displayed in Table 32.

The most recent fiscal year plus the first 3 years of anticipated service improvements make up the short-term plan (FY 2019 – 2022). This timeframe includes 13 projects accumulating to $3.68 million additional O&M costs annually. The mid-term plan, (FY 2023 – 2026) includes 14 more projects, adding another $3.64 million to the annual O&M costs of the system. Lastly, the long-term component (FY 2027 – 2029) of this plan includes one project worth $0.47 million. Should OmniRide implement every project in the service improvements, the O&M cost will increase by a total of $7.78 million annually.

Table 32: Summary of Prioritized Service Improvements

Timeframe	Implementation Year	Project Number	Project Description	Incremental O&M Cost	Cumulative O&M Cost	Funding Strategy
Short	2019	6A	Linton Hall Metro Express	$85,000	$85,000	I-66 Commuter Choice
		10	New Bus Service from Haymarket to Rosslyn	$382,000	$467,000	I-66 Commuter Choice
	2020	3	Enhanced Bus Service on Route 1 Local	$305,000	$1,339,000	I-395/95 Commuter Choice
		5A	Revised East-West Express	$0	$1,339,000	N/A
		7A	Manassas Metro Express	$0	$1,339,000	N/A
		8A	Prince William Metro Express	$305,000	$1,644,000	I-395/95 Commuter Choice
		11A	Enhanced Bus Service from Gainesville (Cushing) to DC (611)	$194,000	$1,838,000	I-66 Commuter Choice
		11B	Enhanced Bus Service from Gainesville (Cushing) to Pentagon (612)	$114,000	$1,952,000	I-66 Commuter Choice
		14	Enhanced Bus Service from Dale City to Rosslyn/Ballston (D-200)	$190,000	$2,142,000	I-395/95 Commuter Choice
		15	New Bus Service Staffordboro Commuter Lot to Downtown D.C.	$458,000	$2,600,000	I-395/95 Commuter Choice
		16	New Bus Service Staffordboro Commuter Lot to Pentagon	$305,000	$2,905,000	I-395/95 Commuter Choice
		1	Revised Western Local Routes	$567,000	$1,034,000	PWC, City of Manassas, and City of Manassas Park
	2021	-	-	-	-	-
	2022	4	Revised Eastern Local Routes	$773,000	$3,678,000	PWC
Mid	2023	5B	Revised East-West Express	$0	$3,678,000	N/A
		7B	Manassas Metro Express	$0	$3,678,000	N/A
		8B	Prince William Metro Express	$0	$3,678,000	N/A
		9A	Revised Manassas-Balls Ford to DC	$227,000	$3,905,000	Transform I-66/TDM Plan
		9B	Revised Manassas-Balls Ford to Pentagon			
		6B	Linton Hall Metro Express	$494,000	$4,399,000	I-66 Commuter Choice
	2024	7C	Manassas Metro Express	$632,000	$5,031,000	Transform I-66/TDM Plan
		13A	Dale City to Near East	$289,000	$5,320,000	I-395/95 Commuter Choice
		13B	Gainesville to Near East	$318,000	$5,638,000	I-66 Commuter Choice
		12A	Neabsco Mills District to Homeland Security HQ	$238,000	$5,876,000	I-395/95 Commuter Choice
		12B	Neabsco Mills District to Eisenhower Ave	$183,000	$6,059,000	I-395/95 Commuter Choice
	2025	-	-	-	-	-
	2026	13C	Lake Ridge to Near East	$232,000	$6,291,000	I-395/95 Commuter Choice
Long	2027	-	-	-	-	-
	2028	2	Old Town Manassas to Innovation Drive	$605,000	$6,896,000	Local Funding
	2029	-	-	-	-	-

Service Development

To keep up with the increasing demand for transit service in the region, OmniRide intends to increase service significantly over the course of the 10-year TSP timeframe. This section provides a year-by-year summary of service changes and summarizes the impacts on revenue hours and miles, so OmniRide can anticipate the resulting service requirements. **Table 33** shows the anticipated implementation of projects, as well as the incremental change in revenue hours and revenue miles annually. Cumulative changes in revenue hours and miles are also shown to reveal the projected overall service additions. Although the projects are clearly organized in **Table 33** into specific years, the actual implementation of these projects should be expected to change as various external forces evolve and influence the funding landscape. The remainder of this section describes the services changes for each year in the TSP timeframe.

Table 33: Summary of Service Development

Timeframe	Implementation Year (FY)	Project Number	Project Description	Incremental Revenue-Hours	Incremental Revenue-Miles	Cumulative Revenue-Hours	Cumulative Revenue-Miles
Short	2019	6A	Linton Hall Metro Express	566	17,238	566	17,238
		10	New Bus Service from Haymarket to Rosslyn	2,558	71,400	3,124	88,638
	2020	3	Enhanced Bus Service on Route 1 Local	2,040	28,846	5,164	117,484
		5A	Revised East-West Express	0	-20,099	5,164	97,384
		7A	Manassas Metro Express	0	-11,003	5,164	86,382
		8A	Prince William Metro Express	2,040	61,810	7,204	148,192
		11A	Enhanced Bus Service from Gainesville (Cushing) to DC (611)	1,301	35,700	8,504	183,892
		11B	Enhanced Bus Service from Gainesville (Cushing) to Pentagon (612)	765	6,324	9,269	190,216
		14	Enhanced Bus Service from Dale City to Rosslyn/Ballston (D-200)	1,267	31,538	10,537	221,754
		15	New Bus Service Staffordboro Commuter Lot to Downtown D.C.	3,060	83538	13,597	305,292
		16	New Bus Service Staffordboro Commuter Lot to Pentagon	2,040	75582	15,637	380,874
		1	Revised Western Local Routes	3,794	N/A	19,431	380,874
	2021	-	-	-	-	19,431	380,874
	2022	4	Revised Eastern Local Routes	5,169	N/A	24,600	380,874
Mid	2023	5B	Revised East-West Express	0	-283	24,600	380,591
		7B	Manassas Metro Express	0	13,448	24,600	394,039
		8B	Prince William Metro Express	0	-2,687	24,600	391,351
		9A	Revised Manassas-Balls Ford to DC	655	47,484	25,255	438,835
		9B	Revised Manassas-Balls Ford to Pentagon	864	24,168	26,120	463,003
		6B	Linton Hall Metro Express	3,305	115,668	29,424	578,671
	2024	7C	Manassas Metro Express	4,226	15,749	33,651	594,420
		13A	Dale City to Near East	1,935	67,728	35,586	662,148
		13B	Gainesville to Near East	2,129	74,501	37,714	736,649
		12A	Neabsco Mills District to Homeland Security HQ	1,591	55,692	39,306	792,341
		12B	Neabsco Mills District to Eisenhower Ave	1,224	42,840	40,530	835,181
	2025	-	-	-	-	40,530	835,181
	2026	13C	Lake Ridge to Near East	1,550	54,264	42,080	889,445
Long	2027	-	-	-	-	42,080	889,445
	2028	2	Old Town Manassas to Innovation Drive	4,047	45,747	46,127	935,192
	2029	-	-	-	-	46,127	935,192

Short-Term Plan (FY 2019-2022)

In the short-term plan, OmniRide is expected to focus on improvements to existing services, including the restructuring of local services on both the east and west sides of Prince William County and extension of existing services into the east side of the downtown Washington, D.C., core. **Figure 32** and **Figure 33** show Metro Express and Express service along the I-66 and I-95 corridors, respectively, through FY 2018.

Figure 32: FY 2018 I-66 Service Schematic

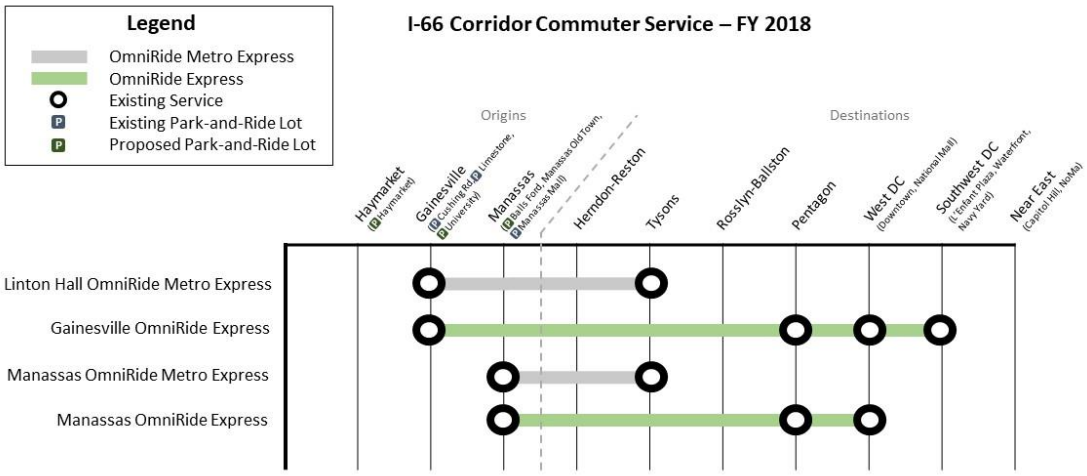
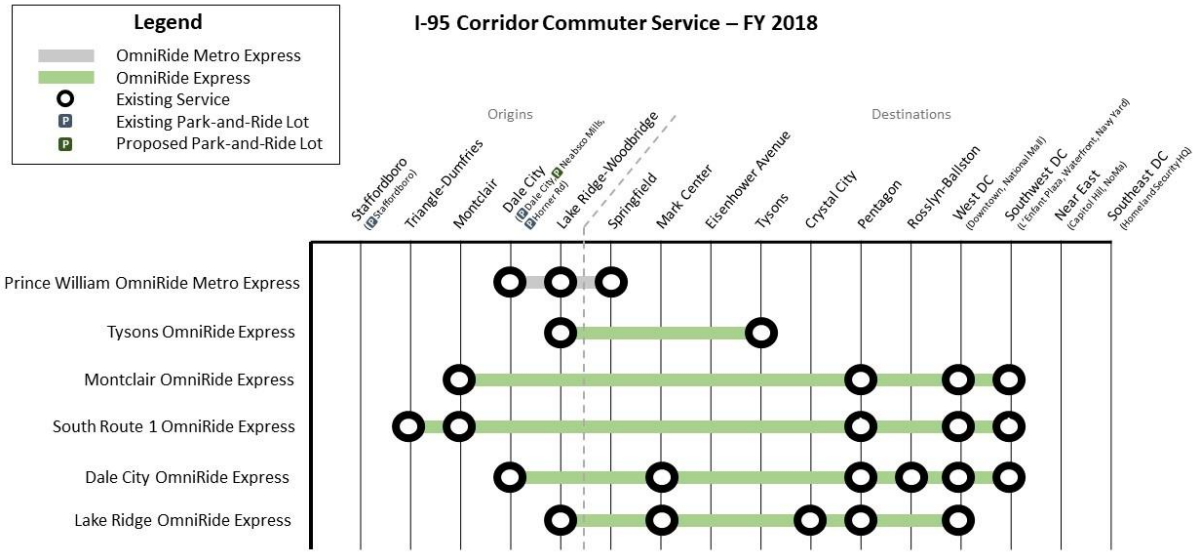


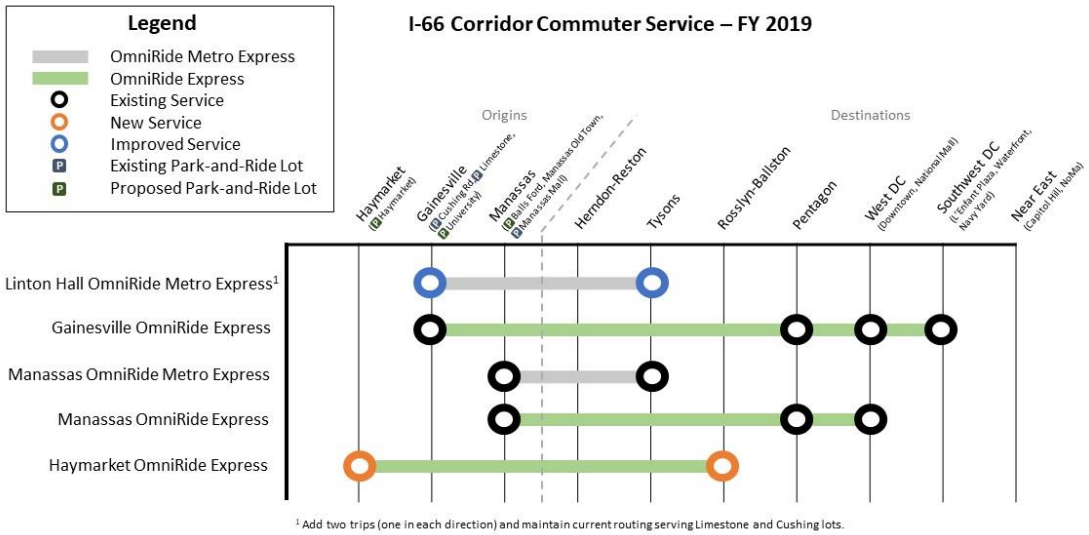
Figure 33: FY 2018 I-95 Corridor Service Schematic



FY 2019

In FY 2019, OmniRide implemented two projects. First, concurrent with the opening of the Haymarket Commuter Lot, OmniRide began operation of its new Haymarket-Rosslyn/Ballston express route. This route operates four trips a day in each direction (Project 10). Another FY 2019 change was the introduction of one additional trip in each direction for the Linton Hall Metro Express route (Project 6A). **Figure 34** shows Metro Express and Express service changes along the I-66 corridor through FY 2019.

Figure 34: FY 2019 I-66 Corridor Service Schematic



FY 2020

In FY 2020, OmniRide will restructure the western local services, including revised alignments and frequencies, a new hub in Old Town Manassas, and the introduction of paratransit service (Project 1). Additionally, the Route 1 local service's aligned will be revised, and the trip frequency will increase in both the mornings and the evenings (Project 3). The East-West Express's route will be shorted to connect at the Manassas Old Town Hub to the west and to terminate at the OmniRide Transit Center to the east (Project 5A).

FY 2020 will include improvements to the Manassas Metro Express route by shifting the route to terminate at the Manassas Old Town hub (Project 7A). The Prince William Metro Express route will be improved in conjunction with the revised local services, increasing frequency and changing the trip headways from the existing 35-40 minutes to 20-25 minutes (Project 8A). Service from Gainesville to the Pentagon will be enhanced by shifting from existing lots to the new University Boulevard lot to ease pressure off the Cushing Road commuter lot and to gain direct access to the future Express Lanes (Project 11A/11B). Shifting the services to the University Boulevard lot in FY 2020 will allow commuters to become used to the new location before the Express Lanes open.

FY 2020 will also see enhanced service from Dale City to Rosslyn/Ballston by increasing AM and PM trips (Project 14) as well as new service from Staffordboro to DC and the Pentagon (Project 15/16).

Figure 35 and **Figure 36** show Metro Express and Express service changes along the I-66 and I-95 corridors, respectively, through FY 2020.

Figure 35: FY 2020 I-66 Corridor Service Schematic

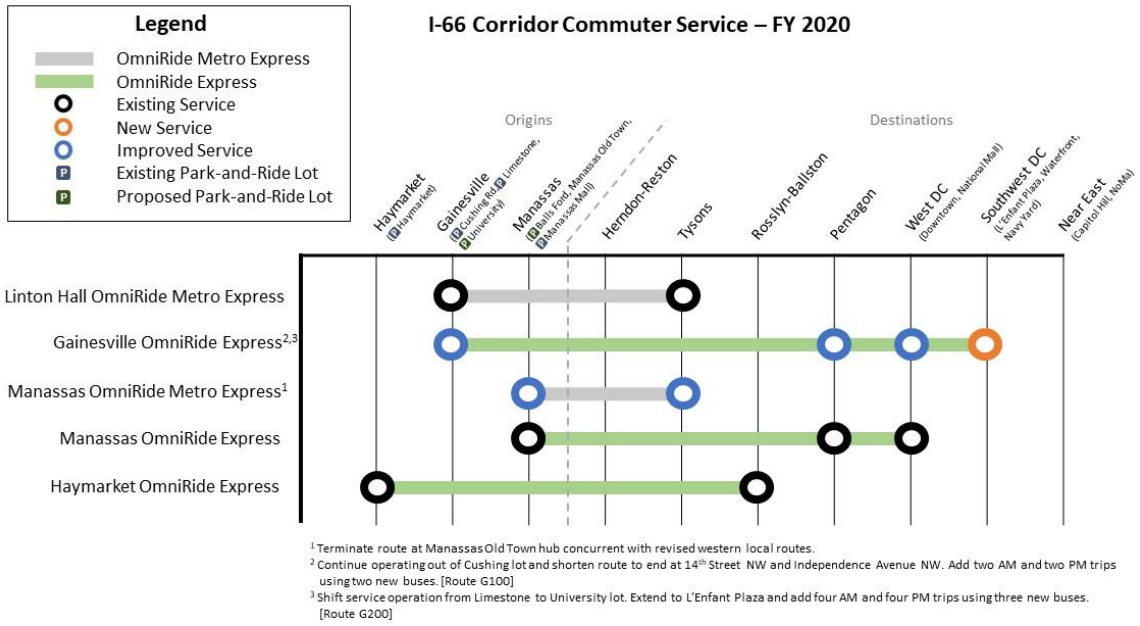
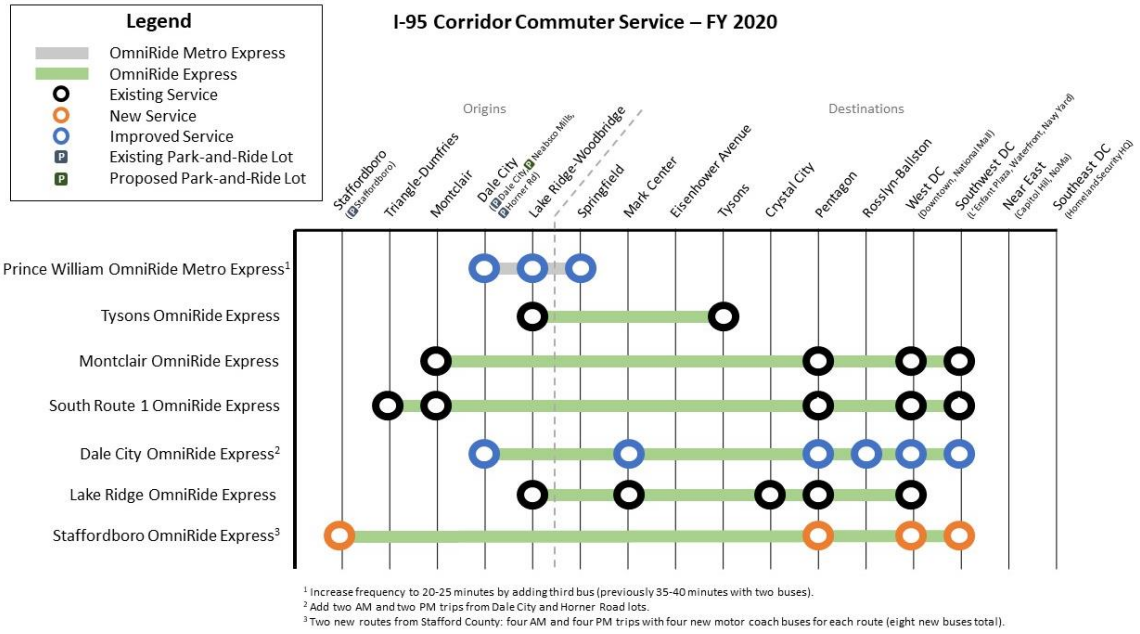


Figure 36: FY 2020 I-95 Corridor Service Schematic



FY 2021

Changes to local, Metro Express, or Express services are not planned during this fiscal year.

FY 2022

In FY 2022, OmniRide will restructure the eastern local services pending the success of the western changes, including revised alignments and frequencies for existing services, introduction of new service on both Route 234 and Minnieville Road, new connections to Route 1, and the introduction of paratransit service (Project 4). Metro Express and Express service changes along the I-66 and I-95 corridors are not planned during this fiscal year.

Mid-Term Plan (FY 2023-2026)

The mid-term plan focuses almost exclusively on the introduction of new services to correspond with the opening of I-66 managed lanes between Gainesville and I-495, which will include additional operating dollars for OmniRide to operate new service in the corridor. On the I-95 corridor the Neabsco Mills district commuter parking facility will open, along with the introduction of new and revised services.

FY 2023

The opening of the Balls Ford Commuter Lot will also impact service, with the Manassas Metro Express adding serving to this lot (Project 7B). Service from Manassas to Pentagon/DC will be restricted to operate from Balls Ford—601 (formerly M-100) and 602 (formerly M-200) routes in Manassas will reduce service as commuters shift to the Balls Ford Commuter Lot and services (Project 9A/9B). Frequency will further increase for the Linton Hall Metro Express service, operating from the new University Commuter Lot to Tysons (Project 6B). **Figure 37** and **Figure 38** show Metro Express and Express service changes along the I-66 and I-95 corridors, respectively, through FY 2023.

With the opening of the I-66 Express Lanes providing a more reliable trip and more Park and Ride spaces, OmniRide should look to increase frequency on high-performing routes using potential time savings from travel time as well as additional available funding from the Outside the Beltway Transit payment.

With the opening of the new transit hub at Neabsco Mills, several of the eastern local routes will be modified to serve Neabsco Mills, including the revised East-West Express (Project 5B). The Prince William Metro Express will also be modified to end at Neabsco Mills, which is expected to at least be cost-neutral with potential cost savings (Project 8B). The routes from Dale City going to Washington, Pentagon and Rosslyn/Ballston, and Navy Yard will be restructured to serve the Neabsco Mills transit hub.

Figure 37: FY 2023 I-66 Corridor Service Schematic

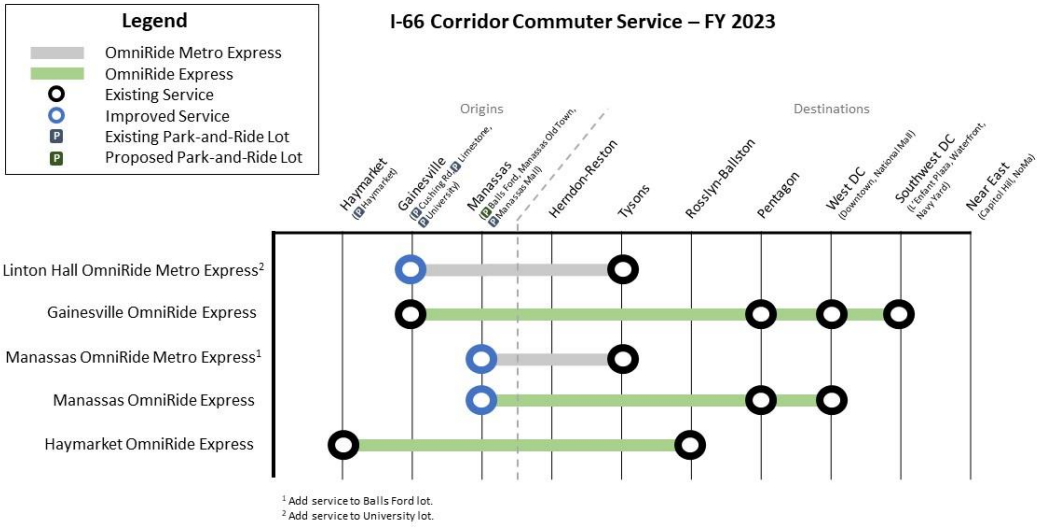
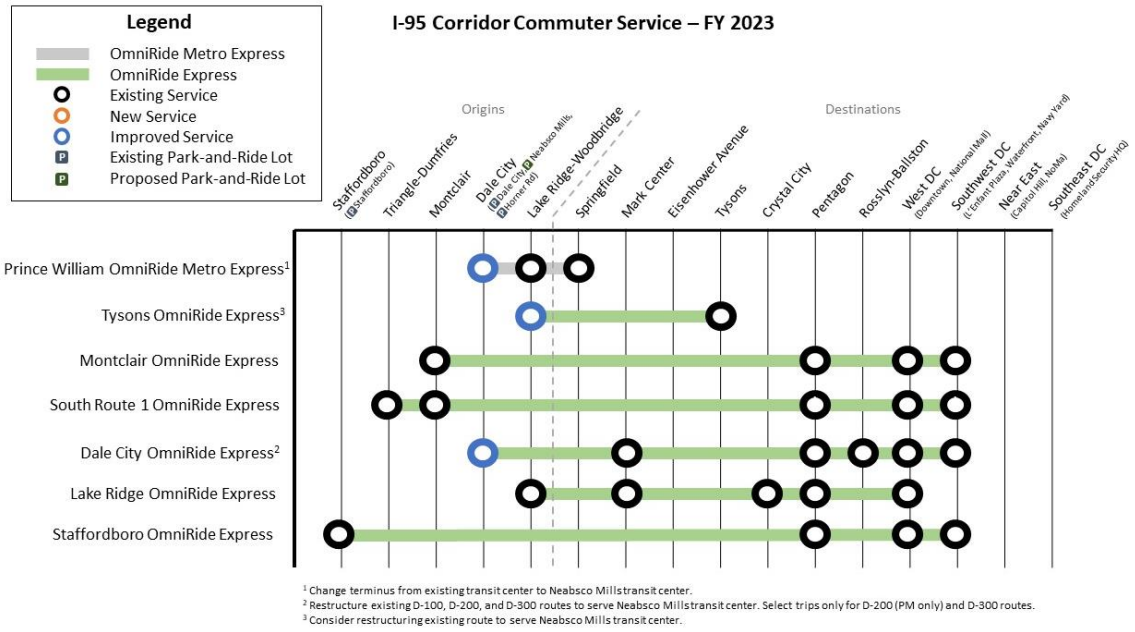


Figure 38: FY 2023 I-95 Corridor Service Schematic



FY 2024

In FY 2024, OmniRide will increase service on the Manassas Metro Express, doubling it to 32 one-way trips (Project 7C). New service will also be added from the University lot in Gainesville to areas in the Near East area of Washington, D.C., such as Capitol Hill or Union Station (Project 13B). Four trips a day in each direction would operate for this route.

Along the I-95 Corridor, service will also be implemented from Dale City to Near East (Project 13A), while new commuter services will be added from the Neabsco Mills hub to Southeast DC and Eisenhower Avenue (Project 12A/12B). **Figure 39** and **Figure 40** show Metro Express and Express service changes along the I-66 and I-95 corridors, respectively, through FY 2024. Changes to local routes are not planned during this fiscal year.

Figure 39: FY 2024 I-66 Corridor Service Schematic

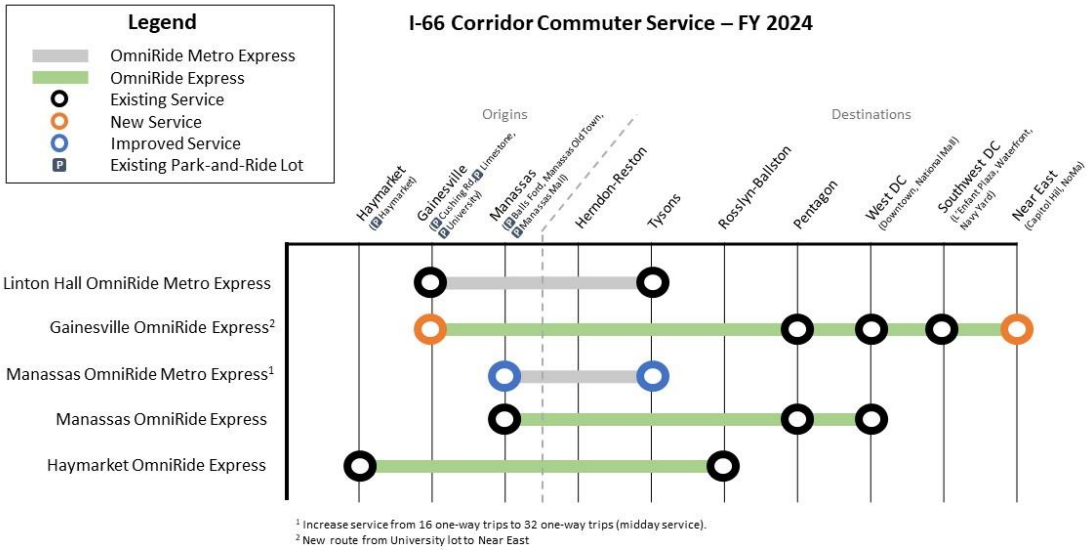
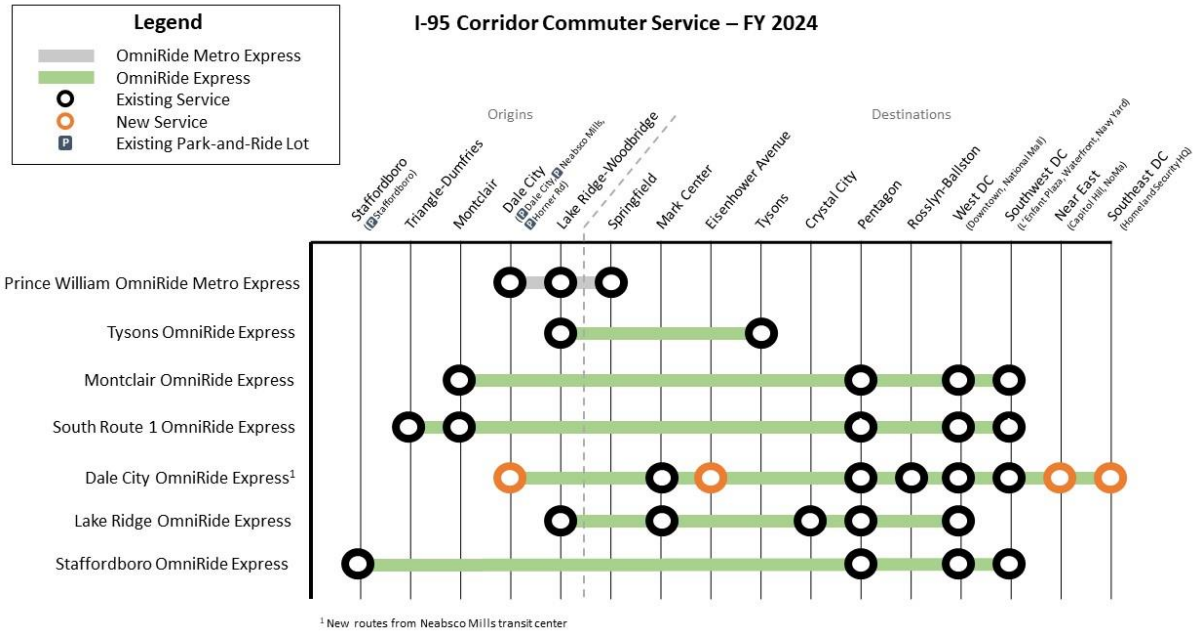


Figure 40: FY 2024 I-95 Corridor Service Schematic



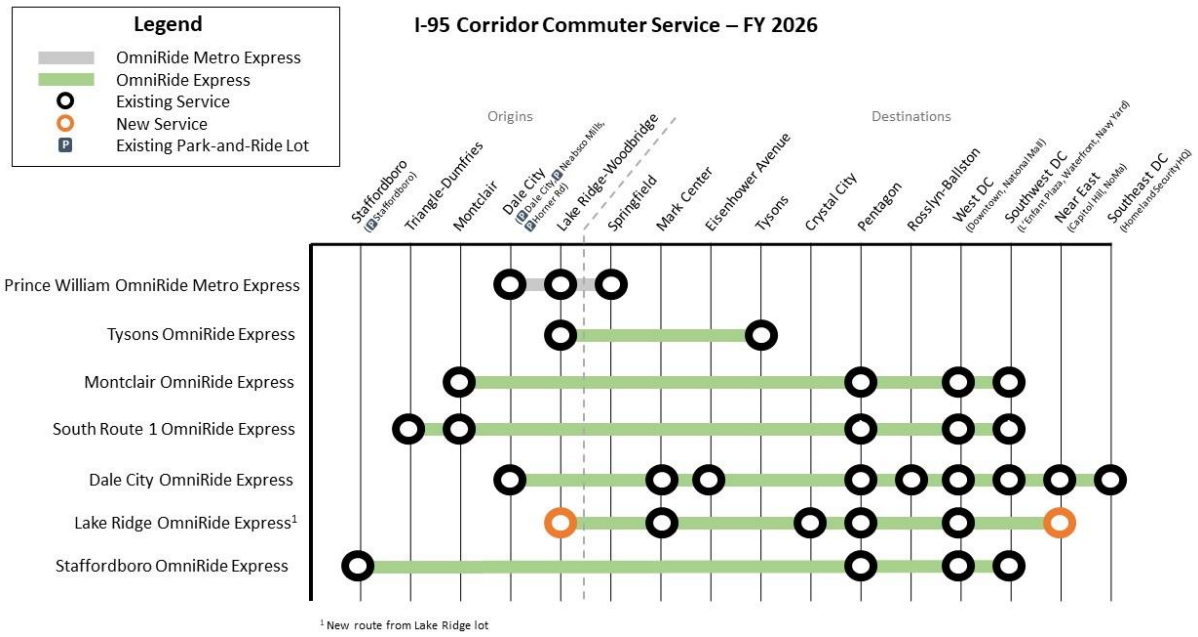
FY 2025

Changes to local, Metro Express, or Express services are not planned during this fiscal year.

FY 2026

One new route would begin operation in FY 2026, connecting Lake Ridge to the Near East area in Washington, D.C. (Project 13C). Changes to local routes and Metro Express or Express services along the I-66 corridor are not planned during this fiscal year.

Figure 41: FY 2026 I-95 Corridor Service Schematic



Long-Term Plan (FY 2027-2029)

FY 2027

Changes to local, Metro Express, or Express services are not planned during this fiscal year.

FY 2028

In FY 2028, OmniRide will begin operating a new local service from the Old Town Manassas hub to Innovation Drive (Project 2). Metro Express and Express service changes along the I-66 and I-95 corridors are not planned during this fiscal year.

FY 2029

Changes to local, Metro Express, or Express services are not planned during this fiscal year. **Figure 42** and **Figure 43** show Metro Express and Express service along the I-66 and I-95 corridors, respectively, through FY 2029.

Figure 42: FY 2029 I-66 Corridor Service Schematic

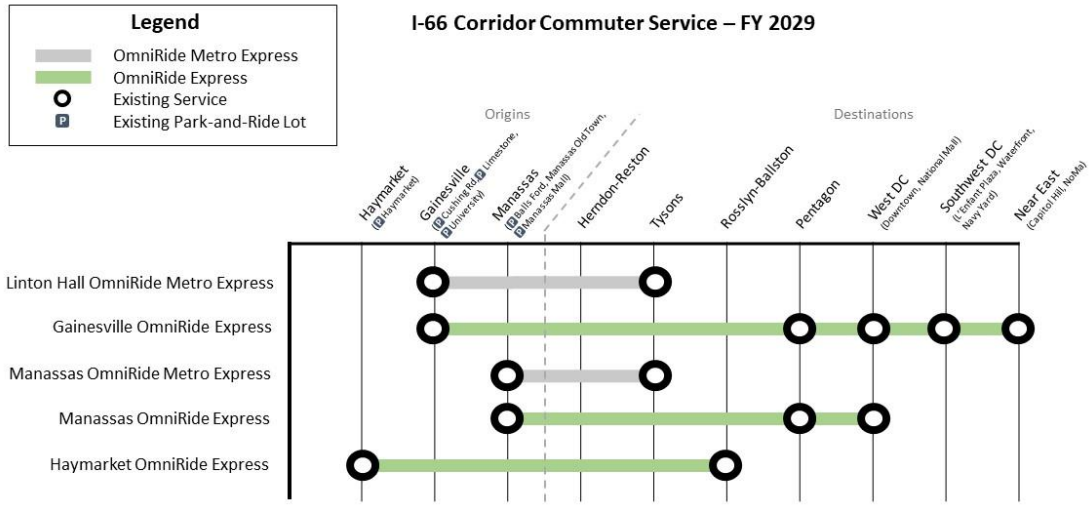
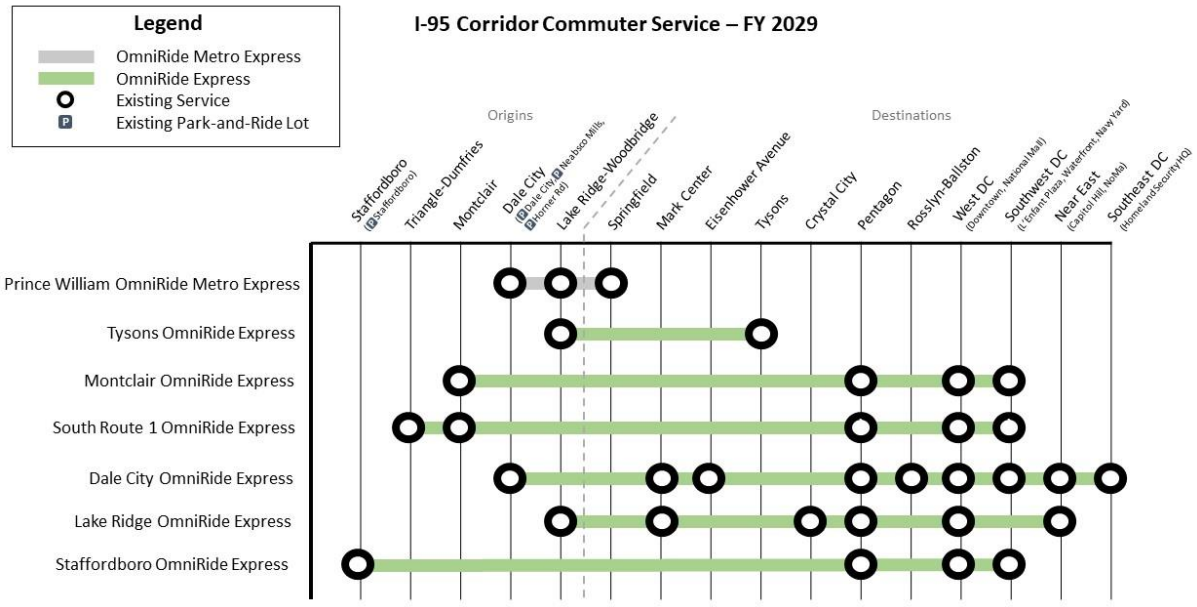


Figure 43: FY 2029 I-95 Corridor Service Schematic



Additional Recommendations

The following recommendations are potential considerations, studies, or initiatives that are recommended for OmniRide related to transit. Most would not require additional funding unless otherwise noted.

A. **Secure official commitment from the Commonwealth regarding I-66 Funding** — As mentioned above, there is funding that has been allocated for transit services in the I-66 corridor as part of the Transform 66 project and the plan proposing additional service. It would be beneficial for OmniRide to work with VDOT and DRPT to develop a Memorandum of Agreement or Memorandum of Understanding (MOA or MOU) to outline confirmation and further specifics and amounts of this payment. The current contractual document can be found on the project website[16].

B. **Explore service options to Herndon and Reston** — One of the draft recommendations of the I-66 Outside the Beltway plan was to implement service from Manassas to Reston via the Route 28 corridor. Further study is required for this market to understand the travel time savings with a modified Route 28 corridor, specific routing and stops within Herndon/Reston area, and analysis of parking availability and pricing at key destinations.

C. **Advance Implementation of Mobility on Demand Feasibility Study** — The Mobility on Demand Healthcare Access Feasibility Study, completed in 2018, outlined a proposed model for moving forward a reservation system to supplement the existing Wheels to Wellness Program. If OmniRide can receive additional operational funding for this program and start-up funding for the program, this initiative can be advanced. More detail is provided in the TDM Plan.

D. **Technical Studies and Assessments** — Potential initiatives or studies should be done to address needs identified in earlier chapters of the TSP. These would require technical assistance or other grants from DRPT, assuming the use of outside consultant support. Potential topic areas include:
    a. Automated Passenger Counter (APC) calibration and setup on additional buses
    b. Detailed ridership data analysis and trends report
    c. Midday layover/storage study (in partnership with other transit operators)
    d. Safety and Security Plan update
    e. Fare structure changes (work group already underway)
    f. Detailed routing analysis for Washington, D.C., routes
    g. Pilot program assessment for Western Service Restructuring
    h. Completion of Transit Asset Management (TAM) Plan
    i. Facility condition assessment for OmniRide Transit Center

E. **Create a Transit Advocate Forum** – Designed to be built from the stakeholder focus group, create and maintain a forum designed to encourage public input on targeted improvements and specific initiatives.

F. **Coordinate with Prince William County Small Area Plan Process** – As Prince William County conducts small area plans for various sections of the county, it is important that OmniRide be at the table for discussions to factor in local service connections and infrastructure considerations.

G. **Examine Alternative Service Scenarios** — OmniRide has expressed interest in exploring the feasibility of how introducing microtransit services or partnerships with Transportation Network Companies (TNCs) might allow for reallocation of resources currently devoted to fixed-route services.

H. **Examine Consolidation of Destinations by Park-and-Ride Lot** — OmniRide has expressed an interest in examining the costs and benefits of assigning destinations by Park and Ride lots to simplify service patterns. For example, in the I-66 corridors, perhaps all the Tysons service would run out of one lot (Cushing for example). A more detailed study of operational cost differences and potential changes in ridership would need to be conducted before moving forward with these changes. If OmniRide were to advance this study with consultant support, additional funding would likely be required.

[16] http://www.p3virginia.org/wp-content/uploads/2016/11/Transform-66-First-Amendment-to-CA-Redacted-for-Web-c.pdf

Summary of Strategic Plan Transit Recommendations

During phase I of the Strategic Plan process, OmniRide developed five strategic recommendations related to transit. **Table 34** below shows how the recommendations presented in this chapter help advance these recommendations.

Table 34: Comparison with Strategic Recommendations

Strategic Recommendation	Relation to Chapter 4 Recommendations
Implement improvements across all OmniRide's transit services to a level of quality that will attract more riders	• Restructured local routes in western county and eastern county to more efficiently service residents and jobs • Expanding commuter service serving more origins and more destinations
Increase and maintain services in high-capacity transit corridors by proactively seeking and leveraging capital and operating funding	• Expanding commuter service serving more origins and more destinations • Increasing frequent service along major corridors (such as Route 1) in Prince William County
Utilize data collection technology to build a business case for public-private partnerships	• Addressed in additional study recommendations
Develop and apply standards and performance measures to analyze efficiencies and identify opportunities for growth through a TSP	• This chapter represents the main substance of the TSP which outlines the proposed service improvements
Implement policies requiring activity centers and transit-supportive land uses to be connected by PRTC services and develop supportive procedures	• These recommendations that enhance service to/from major recommendations and the stakeholder focus group have set the stage for continuing conversations with local partners

CHAPTER 4: IMPLEMENTATION PLAN

This implementation plan details the capital improvements and associated timing needed to support the service enhancements of the TSP. Capital investments in rolling stock, facilities, passenger amenities, and technology will be needed as existing assets reach the end of their useful life cycle and new assets are implemented. Effective communication of service improvements will also be necessary through new branding and marketing. This TSP covers capital expenditures from FY 2019 through FY 2029 associated with existing service and proposed service in Chapter 3. OmniRide is also currently in the process of developing its Transit Assessment Management (TAM) Plan per state and federal requirements. This TAM Plan will guide the rolling stock and facility changes necessary for OmniRide to maintain a State of Good Repair (SGR). In general, this chapter shows the capital expenditures necessary to implement the proposed projects presented in Chapter 3. Chapter 5 will focus on funding and cashflow analysis.

Asset Management

Transit Asset Management (TAM) Plan

OmniRide, as of December 2019, had completed its TAM Plan per the Federal Transit Administration (FTA) requirements for a Tier II system based on the number of buses in peak fixed-route service in 2018. As of June 2019, the number of buses had exceeded the threshold for a Tier II system which requires a Tier 1 plan. OmniRide is currently in coordination with FTA regarding the process to update the TAM plan[17] to meeting the requirements for a Tier 1 system.

Vehicle Fleet Policies

An overview of OmniRide's existing fleet is contained in **Appendix A**. As of December 2019, OmniRide owns a total of 161 buses for fixed and deviated-fixed-route service, two vehicles for paratransit services, and four support vehicles. OmniRide's bus fleet is split between its express commuter services (OmniRide Express and OmniRide Metro Express) and its local routes (OmniRide Local) with 133 buses and 28 buses, respectively. **Table 35** provides details on OmniRide's fleet types existing and future vehicle types, useful lifespans, assumed costs, overhaul timeframes, and other relevant notes.

Table 35: Overview of Fleet Types and Policies

Fleet Type	Existing Primary Vehicle Type	Vehicle Type for Future Purchases	Assumed Useful Life	Assumed Cost (FY 2020)	Overhaul Timeframe
OmniRide Express	MCI 45-foot bus	MCI 45-foot bus	16	$622,000	8 years
OmniRide Metro Express	Gillig 40-foot bus	Gillig 35-40' bus	12	$500,000	N/A
OmniRide Local	Gillig 30-foot bus	Gillig 35-40' bus	12	$500,000	N/A
Paratransit/Demand Response	N/A	12-passenger van	5	$80,000	N/A
Non-Revenue/Support	Ford Explorer, Ford Escape (2), Chevy Colorado	SUV/pickup truck	12	$40,000	N/A

Additionally, some other overarching policies related to vehicles are followed by OmniRide. In general, vehicles are budgeted for and purchased one year prior to implementation. This was the assumption used to prepare the capital costs in this chapter. One exception to this rule is paratransit vehicles, which were budgeted for in the same year as they are expected to go into operation.

[17] https://www.transit.dot.gov/TAM/TAMPlans

OmniRide must maintain a 20 percent spare ratio for their overall fleet. For assumption purchases in this chapter, the number of vehicles of each type purchased in each year was multiplied by 1.2 and rounded up to account for spares.

OmniRide is also considering electric vehicles for some of their fleet within the timeframe of the TSP. The first target area would be the Western local service in the Manassas area. OmniRide should conduct a more detailed study of potential costs and benefits, as well as an analysis of infrastructure needs to accommodate the vehicles. As this discussion progresses, it will be updated in future TSP updates.

When a vehicle reaches the end of its useful life, the general policy of OmniRide is to dispose of the vehicle by selling it via public auction.

Maintenance and Operations Facilities Policies

Today, the existing OmniRide Transit Center serves as the only storage and maintenance facility. The Transit Center also provides space for the administrative functions of both PRTC and the operations and maintenance contractor. Generally speaking, routine facility maintenance is shared between the two parties and divided by physical area of responsibility (for example, routine maintenance in the vehicle repair shop is a contractor responsibility). The facility stores more than 160 buses and is above capacity for comfortably storing and maintaining the vehicles; OmniRide has used off-site space to store contingency vehicles. All routes currently must deadhead back to this storage facility. Upgrading or replacing systems in this facility are based on previously conducted facility assessments. OmniRide is aiming to conduct a new facility assessment in FY 2020 or FY 2021 and download that information into facility assessment maintenance plan software. There is also a need for longer-term non-critical repair and rehabilitation of the Transit Center.

A Western Maintenance Facility is currently under construction and expected to be completed mid-2020. This will accommodate, at minimum, the western local service and the I-66 commuter service routes. It will fit approximately 90 buses and will also serve as office space for some OmniRide and contractor staff.

OmniRide has also leased office space for some of its TDM and commuter services staff at a location close to the Transit Center. It is assumed that this space will no longer be needed once the Western Maintenance Facility is complete.

Passenger Facilities and Amenities Policies

Some of the relevant recommendations from Phase II of the Strategic Plan were to:

- Implement improvements across all of PRTC's transit services to a level of quality that will attract more riders
- Implement policies requiring activity centers and transit-supportive land uses to be connected by PRTC services and develop supportive procedures
- Proactively engage in the development and improvement of Park and Ride facilities

Passenger facilities for OmniRide service can generally be grouped into four categories. OmniRide involvement and ownership varies depending on the category as described below.

- **OmniRide Transit Facility —** OmniRide owns and maintains passenger amenities at this facility such as bus shelters, benches, and lighting.
- **Local bus stops along Prince William County public or private roads —** OmniRide owns and maintains the shelters and other amenities at bus stops in Prince William County. For stops along public roadways, OmniRide consults with VDOT and the jurisdiction on stop placement and design. For stops on private roadways, OmniRide works in cooperation with the landowner.
- **Park and Ride lots for commuter services —** Primarily VDOT or other owner of the Park and Ride facility owns and maintains amenities. OmniRide is responsible for updating the static maps and signage when service changes occur.
- **Bus stops at the destination end of commuter service –** OmniRide coordinates with the appropriate locality regarding stop location and signage.

Chapter 1 of the TSP included the following service design standards related to passenger amenities:

- **Commuter —** Park-and-ride facilities should have covered waiting areas, benches, and at minimum, static route signage.
- **Local —** New development or street reconstruction shall include stops with, at a minimum, a concrete passenger waiting area. Benches and covered waiting areas are encouraged for stops adjacent to existing or new development. Where feasible, far-side stops should be implemented in coordination with VDOT and local municipalities. Upgrades to existing stops should be prioritized based on high-ridership locations and community facilities.

Technology and ITS Policies

This section describes policies for updating technology and Intelligent Transportation Systems (ITS) such as Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) systems, automatic passenger counts (APCs), scheduling software, fare processing equipment, and data processing hardware or software. An inventory of the systems that OmniRide uses can be found in **Appendix A**.

Some of the relevant recommendations from Phase II of the Strategic Plan were to:

- Use data collection technology to build a business case for public-private partnerships
- Complete calibration of APC units
- Seek out new data sources and research best practices for data use
- Investigate new service models that allow for the development of easily scalable demand-based services
- Identify adaptations and resources that support the latest trends and technology in commuter through updating the TDM plan

OmniRide is currently analyzing APC data and methodology to achieve reasonable confidence in these results. Until this is achieved, OmniRide's policy is to use farebox numbers to report ridership. OmniRide is looking to upgrade its fare technology in the upcoming 3 to 5 years, which would require the installation of new technology on approximately 170 vehicles.

In coordination with partner agencies in the Northern Virginia region, OmniRide is pursuing a joint deployment of a regional mobile ticketing platform. An issue with the vendor has delayed the process, but the multijurisdictional group will continue to pursue mobile ticketing moving forward. Furthermore, OmniRide has applied for a DRPT demonstration grant of $100,000 to employ on-board camera systems on its commuter buses.

Capital Implementation Plan

This implementation plan will be used to meet OmniRide's capital needs to both maintain its State of Good Repair and to execute the planned service developments set forth in Chapter 3 of the TSP. Each implementation step is directly tied to a proposed service improvement or expansion as well as a potential funding source.

Rolling Stock

Over the years outlined in the TSP, it will be necessary to replace existing vehicles to maintain good conditions and present-day service levels. Moreover, expansion vehicle investments will be necessary to support mid-term and long-term goals. The following sections detail those capital needs to both maintain and expand OmniRide services. Costs in this chapter are shown in year of expenditure dollars using a 3 percent escalation rate unless otherwise noted.

Proposed Improvements and Expansion Vehicles

Table 36: Proposed Service Improvements and Expansions by Year

Implementation Year	Purchase Year	Project Number	Project Description	Peak Vehicles	Service Type	Funding Strategy
2019	2018	6A	Linton Hall Metro Express	2	Metro Express	I-66 Commuter Choice
		10	New Bus Service from Haymarket to Rosslyn	1	Express	I-66 Commuter Choice
2020	2019	3	Enhanced Bus Service on Route 1 Local	1	Local	I-395/95 Commuter Choice
		5A	Revised East-West Express	0	Local	N/A
		7A	Manassas Metro Express	0	Metro Express	N/A
		8A	Prince William Metro Express	1	Metro Express	I-395/95 Commuter Choice
		11A	Enhanced Bus Service from Gainesville (Cushing) to DC (611)	2	Express	I-66 Commuter Choice
		11B	Enhanced Bus Service from Gainesville (Cushing) to Pentagon (612)	3	Express	I-66 Commuter Choice
		14	Enhanced Bus Service from Dale City to Rosslyn/Ballston (D-200)	2	Express	I-395/95 Commuter Choice
		15	New Bus Service Staffordboro Commuter Lot to Downtown D.C.	4	Express	I-395/95 Commuter Choice
		16	New Bus Service Staffordboro Commuter Lot to Pentagon	4	Express	I-395/95 Commuter Choice
	2020	1	Revised Western Local Routes	2	Paratransit	PWC, City of Manassas, and City of Manassas Park
2022	2022	4	Revised Eastern Local Routes	2	Paratransit	PWC
2023		5B	Revised East-West Express	0	Local	N/A
		7B	Manassas Metro Express	0	Metro Express	N/A
		8B	Prince William Metro Express	1	Metro Express	N/A
		9A	Revised Manassas-Balls Ford to DC	-1	Express	Transform I-66/TDM Plan
		9B	Revised Manassas-Balls Ford to Pentagon	1	Express	Transform I-66/TDM Plan
		6B	Linton Hall Metro Express	6	Metro Express	I-66 Commuter Choice
2024	2023	7C	Manassas Metro Express	0	Metro Express	Transform I-66/TDM Plan
		13A	Dale City to Near East	3	Express	I-395/95 Commuter Choice
		13B	Gainesville to Near East	3	Express	I-66 Commuter Choice
		12A	Neabsco Mills District to Homeland Security HQ	3	Express	I-395/95 Commuter Choice
		12B	Neabsco Mills District to Eisenhower Ave	3	Express	I-395/95 Commuter Choice
2026	2025	13C	Lake Ridge to Near East	3	Express	I-395/95 Commuter Choice
2028	2027	2	Old Town Manassas to Innovation Drive	1	Local	Local Funding

Table 36 shows the planned service improvements and expansions outlined in Chapter 3, while **Table 37** summarizes the vehicle capital needs associated with those projects by the fiscal year of purchase. More than 25 vehicles will be purchased between FY 2022 and FY 2023, largely due to the planned improvements and expansions for several Express and Metro Express services. Note that Table 37 includes the spare bus calculations by year, whereas Table 36 shows the additional vehicles required to operate the service.

Table 37: Improvement and Expansion Vehicle Purchases by Year and Type

Expand		Purchase Year (FY)										
		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OmniRide Express Fleet	45-foot Buses	18	0	0	0	15	0	4	0	0	0	0
OmniRide Metro Express and Local Fleet	35-40-foot Buses	3	0	0	9	0	0	0	0	2	0	0
Paratransit Fleet	12-Passenger Vans	0	2	0	3	0	0	0	0	0	0	0
Total Vehicles (Peak + 20% Contingency)		21	2	0	12	15	0	4	0	2	0	0
Total Cost of Expansion ($1000s – Year of Expenditure (YOE))		$12,326	$160	$0	$5,029	$10,195	$0	$2,884	$0	$1,230	$0	$0

Replacement Vehicles

Table 38 summarizes the replacement vehicle capital needs due vehicles reaching their ends of useful life. These include both existing vehicles in OmniRide's inventory as well as vehicles that will be purchases as part of planned improvements and expansions outlined in Chapter 3.

Table 38: Replacement Vehicle Purchases by Year and Type

Replace		Replacement Year (FY)										
		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OmniRide Express Fleet	45-foot Buses	1	2	4	10	0	11	8	4	4	5	0
OmniRide Metro Express and Local Fleet	35-40-foot Buses	0	1	2	0	18	11	0	6	7	0	0
Paratransit Fleet	12-Passenger Vans	0	0	0	0	0	0	2	0	3	0	0
Total Vehicles		1	3	6	10	18	22	10	10	14	5	0
Total Cost of Replacement ($1000s - YOE)		$604	$1,744	$3,593	$6,599	$9,835	$13,891	$5,954	$6,553	$7,660	$3,940	$0

Vehicle Purchases

Table 39 summarizes the total vehicle capital needs over the years outlined in the TSP. These purchases include all vehicles outlined in both planned improvement and expansion vehicles outlined in Table 37 and replacement vehicles outlined in Table 38.

Table 39: Total Vehicle Purchases by Year and Type

Bus Purchases		Purchase Year (FY)										
		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OmniRide Express Fleet	45-foot Buses	19	2	4	10	15	11	12	4	4	5	0
OmniRide Metro Express and Local Fleet	35-40-foot Buses	3	1	2	9	18	11	0	6	9	0	0
Paratransit Fleet	12-Passenger Vans	0	3	0	3	0	0	2	0	3	0	0
Total Vehicles		22	6	6	22	33	22	15	10	16	5	0
Total Cost of Purchases ($1000s - YOE)		$12,930	$1,984	$3,593	$11,627	$20,030	$13,891	$8,838	$6,553	$8,890	$3,940	$0

Vehicle Overhauls

Table 40 summarizes the planned mid-life overhauls for OmniRide vehicles to maintain good condition to reach a vehicle's full useful life. The only vehicle type in the OmniRide inventory that requires an overhaul is the 45-foot bus used for its OmniRide Express fleet. This overhaul occurs 8 years into the vehicle's use (9 years after purchase) for a total useful life of 16 years. The assumed cost for a mid-life overhaul is $275,000.

Table 40: Vehicle Overhauls by Year

Bus Purchases		Purchase Year (FY)										
		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
OmniRide Express Fleet	45-foot Buses	4	5	0	1	0	12	17	13	9	18	0
Total Cost of Purchases ($1000s - YOE)		$1,068	$1,375	$0	$292	$0	$3,714	$5,420	$4,269	$3,044	$6,271	$0

[1] Planned vehicle overhauls for FY 2026 total to 37 vehicles based on vehicle lives. 12 overhauls each were removed from FY 2026 and added to FY 2024 and FY 2025 to more evenly distribute.

Additional Capital Needs

Passenger Facilities and Amenities

OmniRide currently owns and maintains bus stop shelters at its existing transit facility and has plans for passenger amenity improvements at two hub facilities in Prince William County, including the western hub in Old Town Manassas. **Table 41** details the purchases necessary over the years in the TSP to maintain and expand OmniRide passenger facilities and amenities.

Table 41: Passenger Facilities and Amenities Capital Needs

Purchases	Purchase Year (FY)										
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Western Hub (shelters and other passenger amenities)			$2,500,000								
Eastern Hub (shelters and other passenger amenities)					$2,500,000						
Bus Stop Shelters		$78,000		$100,000		$100,000		$100,000		$100,000	
Total Cost of Purchases	$0	$78,000	$2,500,000	$100,000	$2,500,000	$100,000	$0	$100,000	$0	$100,000	$0

Technology and ITS

OmniRide plans to upgrade its farebox system in every vehicle in its inventory over the course of several years and additionally to purchase data processing hardware and software. **Table 42** outlines the technology and ITS capital needs over the years outlined in the TSP.

Table 42: Technology and ITS Capital Needs

Purchases	Purchase Year (FY)										
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Farebox Upgrades			$453.4	$453.3	$453.3						
ADP Hardware	$838.8	$817.6	$20.5	$99.7	$86.9	$79.1	$251.7	$313.5	$313.5	$313.5	$313.5
ADP Software	$8.2	$48.5	$17	$16.5	$20.2	$19.7	$19.2	$21.3	$21.3	$21.3	$21.3
Total Cost of Purchases ($1000s)	$847	$600.6	$490.9	$569.5	$560.4	$98.8	$270.9	$334.8	$334.8	$334.8	$334.8

[1] ADP hardware and software costs for FY 2026-2029 were calculated based on budgeted capital needs for FY 2019 – 2025.

CHAPTER 5: FINANCIAL PLAN

The financial plan of the TSP projects the expected operating and capital costs over the next 10 years and assigns these costs to various anticipated funding sources. This chapter is divided into three sections on costs and funding sources: operating and maintenance costs and funding sources, capital costs and funding sources, and approach to achieving anticipated revenues. The values presented in each section are based on data provided by DRPT and OmniRide staff. Projections for future years are calculated using a combination of forecasts provided by OmniRide staff, the FY20 DRPT Six Year Improvement Program (SYIP), and standard escalation rates. As with any projection, it is important to note that the uncertainty increases through time and therefore values and figures are subject to change over time. All costs in this chapter have been inflated to year of expenditure dollars (YOE$), accounting for the minimum 3 percent annual factor specified in the DRPT TSP Guidelines. For a retrospective look into OmniRide's annual costs and funding sources, please refer to **Appendix B**.

Operating and Maintenance Costs and Funding Sources

The most current data available for the financial plan is for FY20, which is used here as a baseline for future years. From FY20 to FY29, the annual operating costs for the existing transit system are expected to increase from $33,288,000 to $43,433,000. This increase of $10,145,000 is due to inflation alone, based on a 3 percent annual rate. When taking into account service changes described in Chapter 3, the annual operating costs increase from $33,288,000 to $48,640,000 over the same time period, representing a total increase of $15,352,000 (46 percent). **Table 43** shows the total number of hours in the existing system, as well as when and how much service increases as a result of the service improvements detailed in Chapter 3.

Operating and maintenance costs and funding sources are summarized in **Table 44** and **Table 45**, showing costs and funding amounts with service changes implemented and without service changes implemented, respectively. Each table shows the breakdown of funding sources, each of which is described in greater detail below, along with any assumptions that were used in calculating the figures. Graphical representation of these trends can be seen in **Figure 44** and **Figure 45**.

Federal Funding

Federal funding is expected from FTA Section 5307 for all years in the TSP. Table 44 and Table 45 summarize the estimates for anticipated year-by-year federal funds provided by OmniRide. To keep up with inflation, federal funding estimates were inflated by 3 percent annually. Overall, federal funds for operating and maintenance are expected to decrease over time. This is in part because FTA's 2015 *State of Good Repair Grants Program: Final Circular* clarified that buses operating in HOT lanes are not eligible for FTA Section 5337 State of Good Repair High Intensity Motorbus funding. This decision was contrary to prior assumptions that OmniRide would be permitted to use these funds for bus service in HOT lanes. Therefore, in FY24, the year following when Express Lanes on I-66 outside the Beltway are implemented, OmniRide will lose more than $600,000 in FTA State of Good Repair High Intensity Motorbus funding. After FY24, federal funding is anticipated to remain constant, except for inflation. Federal funding is expected to be consistent between the scenario with service changes and the scenario without service changes.

State Funding

The FY20 operating and maintenance funding provided by the state comes directly from the SYIP. For FY21 – 29, funding estimates are inflated by 3 percent annually. Overall, state operating assistance is expected to increase from $5,336,000 to $6,963,000 over the course of 10 years, representing $1,626,000 in additional funding. State operating assistance was assumed to be consistent between the scenario with and without service changes.

It should be noted here that the actual state funding will depend on the performance of OmniRide compared to the performance of other transit systems in the Commonwealth. Previously, funding was calculated based on each

agency's operating cost relative to the total operating cost of all transit agencies that receive state funding assistance. In 2018; however, the Virginia General Assembly passed a statute requiring transit grant funding to be based on transit performance (Section 33.2-1526.1 of the Code of Virginia). Performance-based funding begins in FY20 as a transition year and becomes fully implemented in FY21, with a funding formula that accounts for agency size and a three-year performance trend. Sizing metrics are used to correlate funding allocations with the size of the agency with the following percentages:

- Operating Cost (60 percent in FY20 and 50 percent after)
- Ridership (20 percent in FY20 and 30 percent after)
- Revenue vehicle hours (10 percent)
- Revenue vehicle miles (10%)

A statewide comparison of all agencies receiving state assistance is then performed based on the following five performance metrics:

- Passengers per revenue vehicle hour
- Passengers per revenue vehicle miles
- Operating cost per revenue vehicle hour
- Operating cost per revenue vehicle mile
- Operating cost per passenger

It is because of the uncertainty of the comparative performance that the state funding for OmniRide is calculated based on an annual inflation rate. Future TSP efforts will benefit from the availability of historical performance-based funding.

Farebox Revenue

FY20 farebox revenue was obtained from the FY20 SYIP. For the scenario without service changes, this value was inflated by 3 percent annually. From FY20 to FY29, fares are expected to increase from $10,841,000 to $14,145,000, representing a total annual increase of $3,304,000. For the scenario with service changes, fare estimates through FY26 were provided by OmniRide that consider the additional ridership projected through the various additions in service. For FY27 – FY29, fares were inflated by 3% annually. Fare revenues therefore increase from $10,841,000 to $21,593,000 from FY20 – FY29, which is an overall increase of $10,752,000 annually. This large increase occurs because nearly all of the additional service that OmniRide plans to implement over the TSP timeframe will be Express or Metro Express service, which typically has relatively high farebox revenues.

Advertising Funds

The FY20 funding from advertising comes from the FY20 SYIP. There are no plans for increasing the amount of advertising, and therefore advertising only increases by an inflation factor of 3 percent annually. This translates to an increase of $18,000—going from $60,000 in FY20 to $78,000 in FY29. This remains accurate for both the service changes scenario as well as the no service changes scenario.

Local Funding

The local funding is anticipated to come from the regional motor fuels tax supplemented by general funds if necessary, calculated here as the remainder of funding necessary to balance the operating budget after all other funding sources are accounted for. For the scenario without any service changes, the local funding increases from $9,175,000 in FY20 to $14,584,000 in FY29, which represents a total increase of $5,409,000 over the 10-year timeframe. For the scenario with service changes implemented, the local general funds total $9,175,000 in FY20 and $9,252,000 in FY29, for an increase of only $77,000 over the same 10-year timeframe (including inflation). The large difference in increases in local funding requirements come primarily because the projected increase in fares from additional service in the scenario with service changes.

I-95 HOT Lanes Funding

Funding from the I-95 HOT Lanes is shown in both the scenario with service plans as well as the scenario without service plans at $868,000 annually. This is funding that has been allocated to OmniRide from the Commonwealth to support specific commuter services on I-95. This funding source is anticipated to increase at the rate of 3 percent annually to account for inflation in both scenarios, which comes to $1,132,000 annually by FY29.

I-66 Commuter Choice Funding

Commuter Choice grants are anticipated to account for a significant portion of the additional funding required to implement new services over the next ten years. In the scenario without service changes, there are no additional Commuter Choice funds assumed over the FY 20 base year of $799,000 annually, and therefore only increases via a 3 percent inflation factor annually. By FY29, the I-66 Commuter Choice funding would then account for about $1,043,000 annually. For the service changes scenario, I-66 Commuter Choice funds is expected to increase because of both inflation as well as new funding for additional services from Chapter 3. The increases in I-66 Commuter Choice Funding bring the total in FY29 to $1,535,000, an increase of $492,000 compared to the no changes scenario. Routes that are currently funded through I-66 Commuter Choice include:

- Gainesville to Pentagon Service (Funding began FY17 and increased in FY20)
- Linton Hall Metro Express (Funding began FY19)
- Gainesville to Washington (Funding began in FY20)
- Haymarket to Rosslyn (Funding began in FY20)

I-66 Commuter Choice funding is expected to continue to be applied to future increases in services along those routes as well as:

- Gainesville to Downtown East

I-395/95 Commuter Choice Funding

Like I-66 Commuter Choice, additional I-395/95 Commuter Choice funding is expected to become available with the many service additions discussed in Chapter 3. Funding for services in FY20 is included in both scenarios that do and do not account for future service changes. Future years in the no service changes scenario inflates the FY20 funding by 3 percent annually. The service changes scenario accounts for anticipated funding through additional services from Chapter 3. In FY20 I-395/95 Commuter Choice Funding source is expected to account for about $1,805,000 of the total operating budget in both scenarios. This includes:

- Dale City to Ballston (2 morning and 2 afternoon trips)
- Prince William Metro Express
- Route 1 Local
- Stafford to DC
- Stafford to Pentagon

This figure increases by $550,000 due to inflation alone by FY29, totaling $2,365,000 annually. When accounting for additional services and associated funding, funding increases to $3,224,000 by FY29. This represents an increase of $1,419,000. Additional routes assumed to take advantage of the I-395 Commuter Choice funding source include:

- Dale City to Downtown East
- Neabsco Mills to Homeland Security
- Neabsco Mills to Eisenhower Avenue (Alexandria)

Transform I-66/TDM Plan Funding

The Transform I-66 Transit/TDM Plan funding is expected to increase revenues by $1,450,000 in FY23 when the Manassas Metro Express from (described in Chapter 3) is implemented. Revenues are anticipated to increase to about $1,731,000 in FY29, as the cost to operate it increases due to inflation. Current assumptions anticipate that expansion to the following routes will receive funding through the Transform 66 program:

- Manassas to Tysons (Manassas Metro Express)
- Manassas to DC
- Manassas to Reston[18]

Figure 44: Summary of Operating and Maintenance Revenues by Source without Service Changes

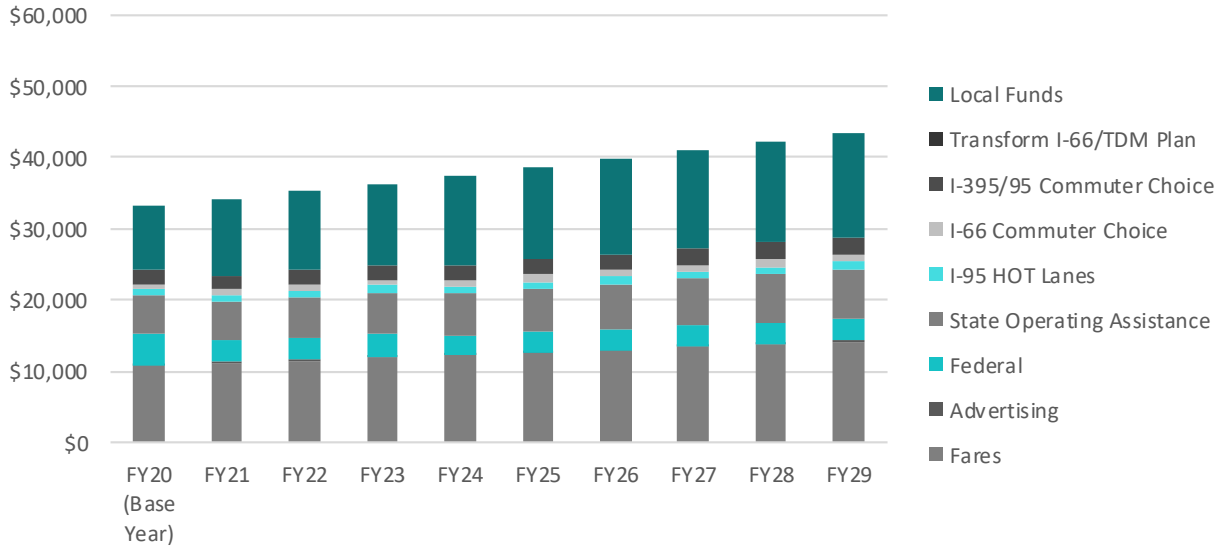
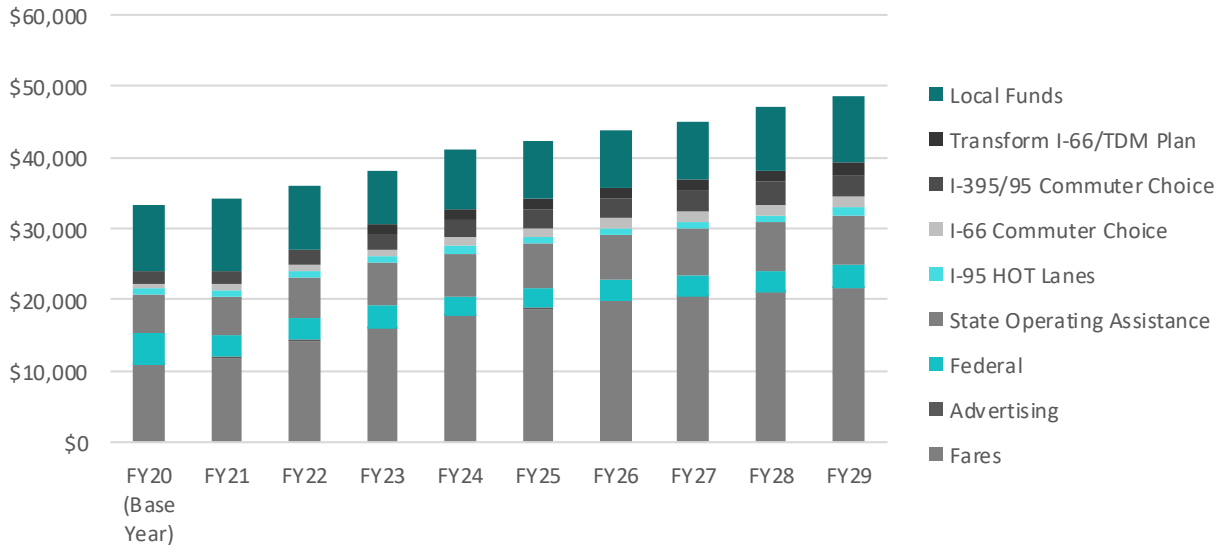


Figure 45: Summary of Operating and Maintenance Revenues by Source with Service Changes



[18] Manassas to Reston service is noted for further study in Chapter 3.

Table 43: Operating and Maintenance Revenues Service Additions Summary ($1000s)

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Existing System										
Revenue Hours	179,000	179,000	179,000	179,000	179,000	179,000	179,000	179,000	179,000	179,000
Operating Costs	$33,288	$34,286	$35,315	$36,374	$37,465	$38,589	$39,747	$40,939	$42,168	$43,433
Service Additions										
Revenue Hours	-	-	5,169	4,824	11,105	-	1,550	-	4,047	-
Operating Cost	-	-	$820	$788	$1,868	-	$277	-	$766	-
Cumulative Operating Cost	-	-	$820	$1,633	$3,550	$3,656	$4,043	$4,164	$5,056	$5,207
Totals										
Total Revenue Hours	179,000	179,000	184,169	188,993	200,099	200,099	201,649	201,649	205,696	205,696
Total Operating Cost	$33,288	$34,286	$36,135	$38,007	$41,015	$42,246	$43,790	$45,104	$47,223	$48,640

1. FY20 revenue hours are estimates provided by OmniRide.
2. FY20 operating cost from SYIP. FY21–29 operating costs assume 3% annual inflation rate
3. All costs are in year of expenditure dollars

Table 44: Operating and Maintenance Revenues without Service Changes ($1000s)

	FY20 (Base Year)	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Revenue Hours	179,000	179,000	179,000	179,000	179,000	179,000	179,000	179,000	179,000	179,000
Total Operating Cost	$33,288	$34,286	$35,315	$36,374	$37,465	$38,589	$39,747	$40,939	$42,168	$43,433
Expected Revenue Source										
Fares	$10,841	$11,167	$11,502	$11,847	$12,202	$12,568	$12,945	$13,333	$13,733	$14,145
Advertising	$60	$62	$64	$66	$68	$70	$72	$74	$76	$78
Federal	$4,403	$3,131	$3,225	$3,322	$2,701	$2,782	$2,866	$2,952	$3,040	$3,131
State Operating Assistance	$5,336	$5,496	$5,661	$5,831	$6,006	$6,186	$6,372	$6,563	$6,760	$6,963
I-95 HOT Lanes	$868	$894	$921	$948	$977	$1,006	$1,036	$1,067	$1,099	$1,132
I-66 Commuter Choice	$799	$823	$848	$873	$899	$926	$954	$983	$1,012	$1,043
I-395/95 Commuter Choice	$1,805	$1,859	$1,915	$1,973	$2,032	$2,093	$2,156	$2,220	$2,287	$2,356
Transform I-66/TDM Plan	-	-	-	-	-	-	-	-	-	-
Local General Funds	$9,175	$10,854	$11,179	$11,515	$12,580	$12,958	$13,347	$13,747	$14,159	$14,584

1. FY20 revenue hour estimate provided by OmniRide. FY21–FY29 revenue hours remain constant.
2. FY20 operating cost is from SYIP. FY21–29 assume a 3% annual inflation rate.
3. FY20 fare revenue is from SYIP. FY21–FY29 assume a 3% annual inflation rate.
4. FY20 advertising is from SYIP. FY21–FY29 assume a 3% annual inflation rate.
5. FY20 federal funding is from SYIP. FY21-24 provided by OmniRide and assume a 3% annual inflation rate.
6. FY20 state operating assistance is from SYIP. FY21–FY29 assume a 3% annual inflation rate.
7. FY20 I-95 HOT Lanes assistance is from FY20 SYIP. FY21–FY29 assume a 3% annual inflation rate.
8. FY20 I-66 Commuter Choice assistance calculated using annual revenue hour estimates less fare revenue estimates. FY21–FY29 assume a 3% annual inflation rate.
9. FY20 I-395/95 Commuter Choice assistance calculated using annual revenue hour estimates less fare revenue estimates. FY2 1–FY29 assume a 3% annual inflation rate.
10. FY20–FY29 assume no Transform I-66/TDM Plan assistance.
11. FY20–FY29 local general funds capture remaining amount of funds required.

Table 45: Operating and Maintenance Revenues with Service Changes ($1000s)

	FY20 (Base Year)	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Revenue Hours	179,000	179,000	184,169	188,993	200,099	200,099	201,649	201,649	205,696	205,696
Total Operating Cost	$33,288	$34,286	$36,135	$38,007	$41,015	$42,246	$43,790	$45,104	$47,223	$48,640
Expected Revenue Source										
Fares	$10,841	$11,846	$14,250	$15,938	$17,797	$18,757	$19,761	$20,354	$20,964	$21,593
Advertising	$60	$62	$64	$66	$68	$70	$72	$74	$76	$78
Federal	$4,403	$3,131	$3,225	$3,322	$2,701	$2,782	$2,866	$2,952	$3,040	$3,131
State Operating Assistance	$5,336	$5,496	$5,661	$5,831	$6,006	$6,186	$6,372	$6,563	$6,760	$6,963
I-95 HOT Lanes	$868	$894	$921	$948	$977	$1,006	$1,036	$1,067	$1,099	$1,132
I-66 Commuter Choice	$799	$851	$904	$958	$1,170	$1,239	$1,309	$1,382	$1,457	$1,535
I-395/95 Commuter Choice	$1,805	$1,879	$1,956	$2,034	$2,502	$2,610	$2,847	$2,969	$3,095	$3,224
Transform I-66/TDM Plan	-	-	-	$1,450	$1,494	$1,538	$1,584	$1,632	$1,681	$1,731
Local General Funds	$9,175	$10,127	$9,155	$7,459	$8,301	$8,059	$7,943	$8,111	$9,051	$9,252

1. FY20 revenue hour estimate provided by OmniRide. FY21–FY29 revenue hours increase based on Chapter 3 service changes.
2. FY20 operating cost from SYIP. FY21–FY29 increase based on Chapter 3 service changes with a 3% annual inflation rate.
3. FY20 fare revenue from SYIP. FY21–26 provided by OmniRide. FY27-29 assume a 3% annual inflation rate.
4. FY20 advertising from SYIP. FY21–FY29 assume a 3% annual inflation rate.
5. FY20 federal funding from SYIP. FY21–24 provided by OmniRide with a 3% annual inflation rate.
6. FY20 state operating assistance from SYIP. FY21–FY29 assume a 3% annual inflation rate.
7. FY20 I-95 HOT Lanes assistance from FY20 SYIP. FY21–FY29 assume funding for service plan additions from Chapter 3 with a 3% annual inflation rate.
8. FY20 I-66 Commuter Choice assistance calculated using annual revenue hour estimates less fare revenue estimates. FY21–FY29 assume funding for service plan additions from Chapter 3 with a 3% annual inflation rate.
9. FY20 I-395/95 Commuter Choice assistance calculated using annual revenue hour estimates less fare revenue estimates. FY21–FY29 assume funding for service plan additions from Chapter 3 with a 3% annual inflation rate.
10. FY20–FY22 assume no Transform I-66/TDM Plan assistance. FY23-FY29 assume funding for service plan additions from Chapter 3 with a 3% annual inflation rate.
11. FY20–FY29 local general funds capture remaining amount of funds required.

Capital Costs and Funding Sources

Capital costs are organized here into categories for vehicles, facility and amenities, and technology and ITS.

Vehicle Costs and Funding Sources

The costs associated with vehicle procurement are driven by the implementation plan in Chapter 4. OmniRide will require funding for vehicles every year for the next 10 years to replace or overhaul vehicles, as well as purchase vehicles for expansion of service. **Table 46** summarizes the anticipated costs associated with vehicle procurement by vehicle type and includes a breakdown of the anticipated funding sources and amounts.

In the case of expansion for Express or Metro Express, funding sources consider the Commuter Choice or Transform I-66/TDM Plan funding, where vehicles for specific projects are expected to be covered 100% by the respective funding program. For all other vehicle funding needs, such as vehicle replacements and overhauls of existing buses, a 50 percent, 34 percent, 16 percent split from federal, state, and local funding is anticipated, respectively.

Overall, the greatest need for vehicle procurement occurs in FY23, where a total of $20,030,000 in vehicle costs is anticipated. Over the 10 years, the average annual need for vehicle funding is about $8,032,000.

Facility and Amenities Costs and Funding Sources

Table 47 summarizes the facility and amenities funding needs over the TSP lifecycle. Anticipated costs for the western hub, the eastern hub, and bus stop shelters described in Chapter 4 are shown again, but with anticipated funding sources tied to each. Federal funding is estimated to account for 50 percent of the annual funding needs, state funding is estimated to account for 34 percent, while local funding is estimated to account for the remaining 16 percent.

Technology and ITS Costs and Funding Sources

Chapter 4 of the TSP includes a section on the technology and ITS needs and associated costs over the lifespan of the TSP. **Table 48** summarizes the total costs for technology and ITS into federal, state, and local funding categories under the assumption of a 50 percent, 34 percent, 16 percent split. FY20 represents the greatest need in this category, totaling $866, primarily from ADP hardware expenses.

Table 46: Vehicle Funding Plan Summary ($1000s)

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Anticipated Costs										
OmniRide Express Fleet	$1,244	$2,563	$6,599	$10,195	$7,701	$8,653	$2,971	$3,060	$3,940	-
OmniRide Metro Express and Local Fleet	$500	$1,030	$4,774	$9,835	$6,190	-	$3,582	$5,534	-	-
Paratransit Fleet	$240	-	$255	-	-	$185	-	$295	-	-
OmniRide Express Fleet Overhauls	$240	-	$255	-	-	$185	-	$295	-	-
Total	$2,224	$3,593	$11,882	$20,030	$13,891	$9,024	$6,553	$9,185	$3,940	$0
Anticipated Funding Sources										
I-66 Commuter Choice	-	-	$3,183	$2,039	-	-	-	-	-	-
I-395/95 Commuter Choice	-	-	-	$6,117	-	$2,163	-	-	-	-
Transform I-66/TDM Plan	-	-	-	-	-	-	-	-	-	-
Federal	$1,112	$1,796	$4,350	$5,937	$6,946	$3,430	$3,276	$4,592	$1,970	-
State	$756	$1,221	$2,958	$4,037	$4,723	$2,333	$2,228	$3,123	$1,339	-
Local	$356	$575	$1,392	$1,900	$2,223	$1,098	$1,048	$1,470	$630	-

1. Vehicle improvement costs identified in Chapter 4 of TSP
2. Some vehicle purchases are assumed to be funded with Commuter Choice and Transform I-66/TDM Plan funding. Details can be found in Chapter 4.
3. Vehicle purchases assume 50% funding from FTA, 34% from State, and 16% from local government for any remaining funding needs
4. All costs are in year of expenditure dollars

Table 47: Facility and Amenities Funding Plan Summary ($1000s)

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Anticipated Costs										
Western Hub (shelters and other passenger amenities)	-	$2,500	-	-	-	-	-	-	-	-
Eastern Hub (shelters and other passenger amenities)	-	-	-	$2,500	-	-	-	-	-	-
Bus Stop Shelters	$78	-	$100	-	$100	-	$100	-	$100	-
Total	$78	$2,500	$100	$2,500	$100	-	$100	-	$100	-
Anticipated Funding Sources										
Federal	$39	$1,250	$50	$1,250	$50	-	$50	-	$50	-
State	$27	$850	$34	$850	$34	-	$34	-	$34	-
Local	$12	$400	$16	$400	$16	-	$16	-	$16	-

1. Facility and amenity improvement costs identified in Chapter 4 of TSP
2. Facility and Amenity purchases assume 50% funding from FTA, 34% from state, and 16% from local government
3. All costs are in year of expenditure dollars.

Table 48: Technology and ITS Funding Plan Summary

	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Anticipated Costs										
Farebox Upgrades	-	$453	$453	$453	-	-	-	-	-	-
ADP Hardware	$818	$21	$100	$87	$79	$252	$314	$314	$314	$314
ADP Software	$49	$17	$17	$20	$20	$19	$21	$21	$21	$21
Total	**$866**	**$491**	**$570**	**$560**	**$99**	**$271**	**$335**	**$335**	**$335**	**$335**
Anticipated Funding Sources										
Federal	$433	$245	$285	$280	$49	$135	$167	$167	$167	$167
State	$294	$167	$194	$191	$34	$92	$114	$114	$114	$114
Local	$139	$79	$91	$90	$16	$43	$54	$54	$54	$54

1. Technology and ITS improvement costs identified in Chapter 4 of TSP
2. Technology and ITS purchases assume 50% funding from FTA, 34% from state, and 16% from local government
3. All costs are in year of expenditure dollars.

Approach to Achieving Anticipated Revenue

In general, increases to OmniRide service proposed in this plan are primarily on the commuter services connecting residents in the greater Prince William County area, including points south, to employment centers in Northern Virginia and Washington, D.C. As the Express Lanes network grows on I-66 and I-95/I-395 and regional population and employment growth increase, there is increasing demand for a reliable, affordable trip. Many of the Express Lanes projects also come with funding sources which make implementing services easier, without increases to local funds. The other main changes proposed in this TSP include the restructuring of local services to be fixed-route with accompanying paratransit, first in the western part of Prince William County, and then in the eastern portions, building off lessons-learned from the western pilot. If there are increases in net costs from this local restructuring, that cost is assumed to be provided by a mix of federal, state, and local funding. The following sections highlight the process and assumptions for two of the specific grant programs critical to OmniRide's ability to continue and expand commuter bus service.

Commuter Choice Program

The Commuter Choice programs for I-66 and I-395 are led primarily by NVTC, with support from PRTC on the I-395 program. They are each a competitive grant program for which eligible organizations can submit potential projects to compete for approximately $10-15 million annually from toll revenue. Beginning in 2020, applications will be for a two-year period, and are due in February to coincide with DRPT grant cycles. The programs alternate years – for example, I-395 applications were submitted in 2019, and I-66 applications are were due in February 2020. OmniRide should actively prepare applications for appropriate service, considering lead time for funding as well as the requirement that each project can currently account for up to two years of operational funding. This means that OmniRide would have to reapply to be able to continue receiving that funding. Capital expenditures for bus and other purchases is also eligible. Funding received is reimbursable from NVTC, pending documentation related to route performance. Based on the timing of the grant cycle, OmniRide may elect to advance application for some of the projects. If so, updates would be made during the TSP process.

Transform I-66

DRPT recently led an update to the 2016 Transit/TDM Plan, which has provided renewed service recommendations to receive an approximately $800 million transit payment amount over the course of the next 60 years. The agreement between the Commonwealth of Virginia and the private concessionaire in charge of building, operating, and maintaining the Express Lanes on I-66 outside the Beltway stipulates that this money should go to multimodal improvements in the I-66 corridor. Although some of the funding will be provided to increase rail service in the corridor, there are commitments to fund increased bus service provided by OmniRide and Fairfax Connector. The latest recommendations for service are presented in the December 2019 presentation to the Commonwealth Transportation Board (CTB) which included three OmniRide routes[1]. Two of these routes are currently included in this TSP and another (service to Reston) is identified for further study. It is approximated that this will provide OmniRide approximately $1.5 million annually in FY23 and increase with inflation following that. Additional capital contributions are expected based on the number of vehicles required. Following the official completion of this study, OmniRide should coordinate with DRPT and other Commonwealth entities to enter into an agreement of specific amounts and timing.

Continual Monitoring

There are many factors that can contribute to changes in costs and anticipated revenues and these changes will need to be continually monitored. OmniRide is currently restructuring their contractor procurement, which will change the operating cost structure and amount that OmniRide pays its operator. The opening of the bi-directional Express Lanes on I-66 will likely save significant deadhead time that buses face currently in congestion returning.

[1] http://www.ctb.virginia.gov/resources/2019/dec/pres/4_66.pdf

Ridership fluctuations will also affect farebox recovery. Grant applications may not be successful. All these potential variables will affect the inflow of revenue and actual costs. OmniRide will update this information annually during the update letter.

In the case of the identified funding not being available, OmniRide will look at alternative options including prioritizing available funding based on the highest need, seeking out additional funding sources, or exploring cost-reductions in other areas. Phase I of the Strategic Plan identified a series of potential funding sources[2] from private, internal, local, external, state, and federal sources and Phase II of the Strategic Plan process documented recommendations related to funding such as "seeking out opportunities to leverage new funding sources independently and through partnerships."

[2] https://omniride.com/omniride/assets/File/Strategic-Plan-Potential-Funding-Strategies-List.pdf

APPENDIX A: AGENCY PROFILE AND SYSTEM OVERVIEW

Introduction

The Potomac and Rappahannock Transportation Commission (PRTC) is a multimodal, multijurisdictional agency representing the greater Prince William County area. Located in Virginia about 25 miles southwest of Washington, D.C., PRTC, operating under the name OmniRide, provides commuter bus service along the busy I-95 and I-66 corridors to points north (OmniRide Express & Metro Express), and local bus services in Prince William County and the cities of Manassas and Manassas Park (OmniRide Local and East-West Express). PRTC also offers OmniRide Rideshare, a free ridesharing service, and OmniRide Employer Services to help Prince William area employers expand commuter benefit programs and is the administrative home of the Vanpool Alliance regional vanpool program. Operated by PRTC in partnership with the Northern Virginia Transportation Commission (NVTC), the Virginia Railway Express (VRE) provides commuter rail service along the Manassas and Fredericksburg lines, connecting to transit providers at stations in Virginia and the District of Columbia.

This chapter provides a summary of the transit-related elements of the organization.

History

Officially, PRTC is a regional transportation district comprised of six jurisdictions: Prince William, Stafford, and Spotsylvania Counties and the Cities of Manassas, Manassas Park, and Fredericksburg. Virginia law authorizes the creation of transportation districts to facilitate regional transportation solutions to problems that transcend individual localities' borders. With that aim, PRTC was established in 1986 to help create and oversee the Virginia Railway Express (VRE) commuter rail service and to assume responsibility for bus service implementation as its member governments saw fit, using what was then a 2.0 percent motor fuels tax levied on retail fuel sales as a source of local funding in combination with federal and state funds. The 2.0 percent motor fuels tax was statutorily amended in 2010, so it is now a 2.1 percent motor fuels tax levied on distributors selling fuel to area retailers. Until the early 1980s, commuter bus service was operated on a private, for-profit basis by a now-defunct operator (Colonial Transit). Prince William County began subsidizing Colonial Transit when the business was no longer profitable and eventually took full responsibility by competitively procuring, then managing, a contract operator. PRTC assumed responsibility of the commuter bus operation and ridematching (carpool/vanpool) program in 1990. Local bus services (flex-route and VRE feeder) began in 1995. By 2000, financial resources used to fund poorly patronized feeder bus service was re-deployed to expand flex-route service operating hours by 50 percent and resulted in a 100 percent increase in patronage. All PRTC bus service operations and maintenance continue to be competitively procured.

Today, PRTC offers a comprehensive network of commuter and local bus services in Prince William County and the Cities of Manassas and Manassas Park, as well as a free ridematching service. In addition, PRTC continues to operate VRE in partnership with NVTC, which represents the Counties of Arlington, Fairfax, and Loudoun and the Cities of Alexandria, Fairfax, and Falls Church. PRTC operates from its management, operations, and maintenance headquarters at the PRTC Transit Center, which also serves as the main transit center.

PRTC makes service changes twice a year (Spring and Fall). In between regular service changes, PRTC has often found it necessary to make changes to relieve overcrowding on commuter bus routes and achieve better utilization of service. PRTC keeps a regularly updated document of detailed service changes with the most recent changes. The following briefly summarizes major changes to OmniRide services by year and season from 2017 through 2019:

- **Spring/Summer 2017 Service Change**
    - OmniRide retimed several morning and evening OmniRide Express routes as well as peak hour service on the eastern OmniRide Local services. The agency also reduced service redundancies in Manassas by revising Manassas Metro Express service to begin and end most trips at Manassas Mall rather than Manassas Junction. Finally, proposed FY 2018 fares were increased for all levels by an average of 5 percent.
- **Fall/Winter 2017 Service Change**
    - OmniRide retimed several morning and evening OmniRide Express routes and reallocated trips where possible. Friday trips were added where possible across several routes and a new AM/PM Gainesville-Pentagon trip was added as well. Other OmniRide Express changes included revisions to the Lake Ridge-Crystal City and Dale City-Navy Yard routes to include service to the 18th Street bus bays and L'Enfant Plaza, respectively. OmniRide Local service changes included adjustments to several routes to better match East-West Express service and to serve the Woodbridge VRE station.
- **Summer 2018 Service Change**
    - OmniRide adjusted and retimed several OmniRide Express routes and reallocated trips where possible. East-West Express trips were also adjusted. Finally, the CLX commuter lot shuttle was eliminated due to the addition of later evening trips on parallel service.
- **Winter 2018 Service Change**
    - OmniRide added new OmniRide Express service between the VDOT Commuter Lot in Haymarket and the Rosslyn-Ballston corridor and made minor adjustments to the Dale City-Navy Yard and Gainesville-Washington OmniRide Express routes. The agency also added one new morning and evening trip for the Linton Hall Metro Express route.
- **Winter 2019 Service Change (*These changes are covered in the TSP document for FY 20)***
    - OmniRide expanded service in Gainesville with Commuter Choice funds, extended its Gainesville-Pentagon route to L'Enfant Plaza and Navy Yard in Washington, D.C., and added trips. The agency restructured its Manassas and Gainesville OmniRide Express routes to terminate at 14th Street NW and Independence Avenue NW rather than L'Enfant Plaza and eliminated the Dale City-Navy Yard segment between the Dale City Commuter Lot and the Lindendale Commuter Lot. Additionally, OmniRide completely overhauled its OmniRide Local services in western Prince William County, retimed most commuter routes, and revised route numbering to Manassas and Gainesville transit services.

Governance and Organizational Structure

PRTC's governing structure consists of a 17-member board of commissioners that includes 13 locally elected officials from its six member jurisdictions: Prince William County (6), Stafford County (2), City of Manassas (1), City of Manassas Park (1), City of Fredericksburg (1), and Spotsylvania County (2). Three of the commissioners are appointed from the General Assembly (one Senator and two Delegates). The other commissioner represents the Virginia Department of Rail and Public Transportation (DRPT).

Presently, PRTC's members rely exclusively on the 2.1 percent motor fuels tax to meet their respective local subsidy obligations (at times in the past, Prince William County has supplemented its motor fuels tax with general fund appropriations). Other funding sources include passenger fares and advertising as well as federal and state funding. Stafford County, the City of Fredericksburg, and Spotsylvania County confine their PRTC service sponsorship to VRE, while Prince William County and the Cities of Manassas and Manassas Park sponsor both PRTC bus services and VRE.

The following is a list of the 17 current Commissioners as of January 2020:

Executive Board

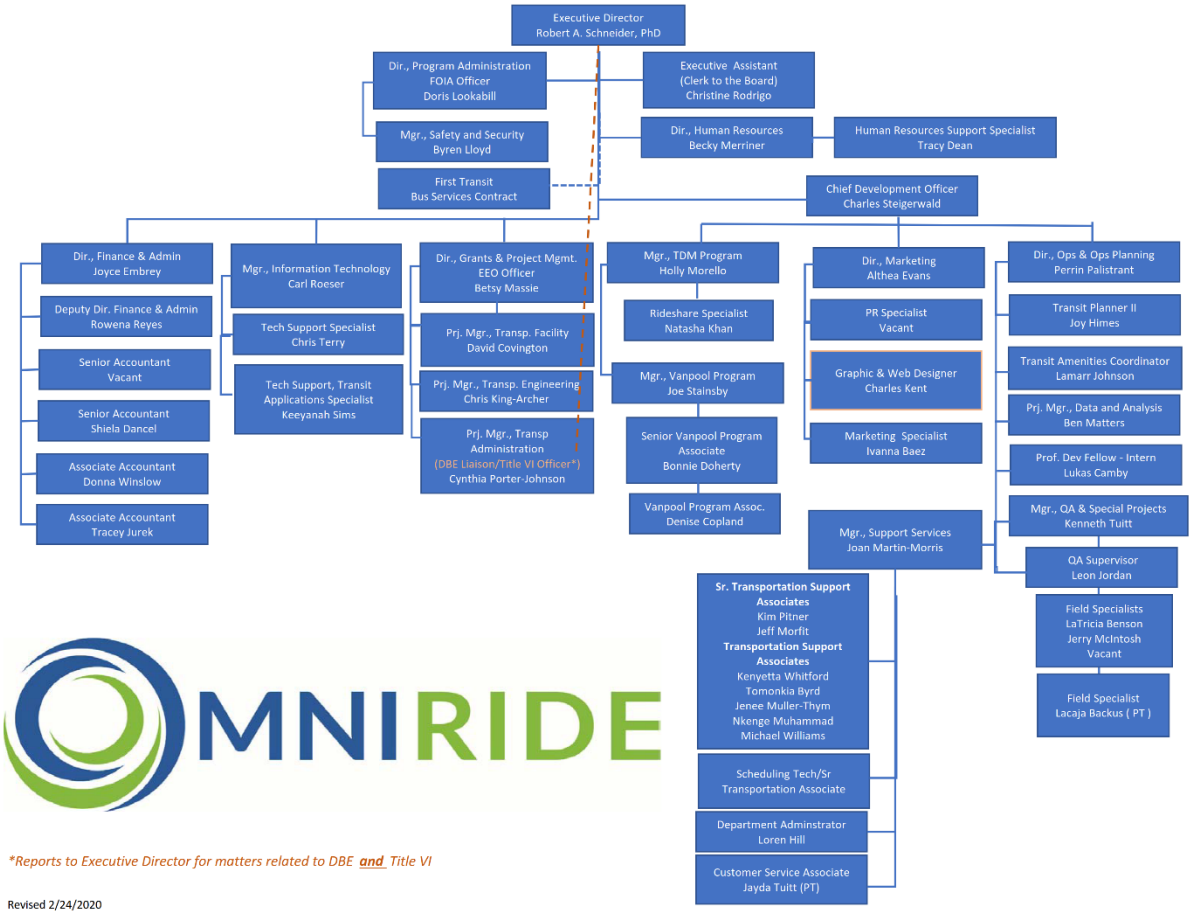
- Honorable Margaret Angela Franklin – Prince William County (Chairman)
- Honorable Pamela J. Sebesky – City of Manassas (Vice Chairman)
- Honorable Cindy Shelton – Stafford County (Secretary)
- Honorable Deborah Frazier – Spotsylvania County (Treasurer)
- Honorable Andrea Bailey – Prince William County (At-Large)
- Honorable Jeanette Rishell – City of Manassas Park (At-Large)

Commission Members

- Honorable Victor Angry - Prince William County
- Honorable Andrea Bailey – Prince William County
- Honorable Jeanine M. Lawson – Prince William County
- Honorable Kenny Boddye – Prince William County
- Honorable Margaret Angela Franklin – Prince William County
- Honorable Yesli Vega – Prince William County
- Honorable Tinesha Allen – Stafford County
- Honorable Cindy Shelton – Stafford County
- Honorable Pamela J. Sebesky – City of Manassas
- Honorable Jeanette Rishell – City of Manassas Park
- Honorable Matthew "Matt" J. Kelly – City of Fredericksburg
- Honorable Gary F. Skinner – Spotsylvania County
- Honorable Deborah Frazier – Spotsylvania County
- Honorable George L. Barker – Virginia State Senate
- Ms. Jennifer Mitchell – Department of Rail and Public Transportation

Organizational Structure

The figure on the following page details the current OmniRide organizational chart as of February 24, 2020. All other personnel are employees of First Transit, PRTC's current contract service provider, who is managed by PRTC's Director of Planning and Operations. An on-site First Transit General Manager directs the maintenance and transportation operations. First Transit's PRTC staff is currently comprised of 240 employees in four departments, including 162 bus operators. PRTC bus operators and maintenance technicians are unionized, and are represented by the American Federation of State, County, and Municipal Employees (AFSCME).



Services Provided and Areas Served

PRTC, operating as OmniRide, provides commuter and local bus services, as well as ridematching services. OmniRide Express routes provide comfortable and efficient commuter bus service between Prince William County, Washington, D.C., and Northern Virginia. Metro Express is a commute and reverse-commute bus service that provides connections to Metrorail stations. OmniRide Local is PRTC's local bus service that allows buses to travel up to 3/4 mile off the standard route, in addition to designated bus stops. Each of these services is more fully described in this section. PRTC's ridematching program, OmniRide Rideshare and other commuting services are discussed in the Transit and TDM Plan.

Transit Services

OmniRide Express

OmniRide Express is PRTC's commuter bus service operating from the Prince William area to destinations such as the Pentagon, Crystal City, the Rosslyn-Ballston corridor, downtown Washington D.C., the Washington Navy Yard, the Mark Center, and Tysons Corner. Buses operate only on weekdays on both the I-95 and I-66 corridors with service primarily northbound in the mornings and southbound in the evenings. Most OmniRide routes also have midday service. There are currently 11 routes operating in the I-95 corridor and five routes in the I-66 corridor (including the Haymarket-Rosslyn/Ballston service implemented in December 2018). OmniRide buses serve designated Park and Ride lots near major thoroughfares, as discussed below.

Within OmniRide services, PRTC also operates Metro Express routes providing all-day service between eastern Prince William and the Franconia-Springfield Metro Station and rush-hour service between western Prince William and the Tysons Corner Metro Station. **Table 1** summarizes key operational characteristics for the OmniRide Express and Metro Express services as of December 2017.

Table 1: OmniRide Express and Metro Express Routes

Route Name	Route ID	AM Service		PM Service		Midday Service?	Weekend Service?
		Span of Service	Peak Frequency	Span of Service	Peak Frequency		
OmniRide Express							
Dale City-Washington	D-100	4:25-8:20 AM	10 min	12:00-8:02 PM	10 min	Yes	No
Dale City-Pentagon-Rosslyn/Ballston	D-200	4:30-7:32 AM	15 min	12:28-8:02 PM	15 min	Yes	No
Dale City-Washington Navy Yard	D-300	4:15-6:45 AM	25 min	12:15-7:42 PM	15 min	Yes	No
Dale City-Mark Center	D-400	4:45-6:30 AM	25 min	3:15-5:25 PM	35 min	No	No
Gainesville-Washington	611	5:10-7:45 AM	25 min	12:34-5:50 PM	25 min	Yes	No
Gainesville-Pentagon	612	4:53-7:25 AM	20 min	12:34-8:02 PM	25 min	Yes	No
Lake Ridge-Washington	L-100	5:29-8:47 AM	15 min	12:00-7:26 PM	15 min	Yes	No
Lake Ridge-Pentagon/Crystal City	L-200	5:35-8:47 AM	15 min	12:21-7:50 PM	15 min	Yes	No
Lake Ridge-Mark Center	L-300	5:05-6:50 AM	25 min	3:20-5:35 PM	35 min	No	No
Manassas-Pentagon	602	4:40-7:00 AM	20 min	12:34-8:02 PM	20 min	Yes	No
Manassas-Washington	601	4:50-6:40 AM	15 min	3:15-5:45 PM	25 min	No	Yes
Montclair-Pentagon	MC-200	4:40-7:37 AM	15 min	12:34-8:02 PM	15 min	Yes	No
Montclair-Washington	MC-100	4:29-7:37 AM	15 min	12:08-7:30 PM	15 min	Yes	No
South Route 1	RS	5:13-7:23 AM	25 min	12:06-7:28 PM	20 min	Yes	No
Tysons Corner	T	6:20-8:05 AM	20 min	4:00-6:00 PM	25 min	No	No
Metro Express							
Linton Hall Metro Express	61	5:12-7:15 AM	40 min	4:40-6:40 PM	40 min	No	No
Manassas Metro Express	60	4:10-9:57 AM	40 min	3:10-7:25 PM	25 min	No	No
Prince William Metro Express	PWME	5:00-11:20 AM	20-30 min	12:05-11:05 PM	25-90 min	Yes	Yes

Notes:

Peak frequency is the approximate headway (time between buses) during the busiest time of the morning or afternoon

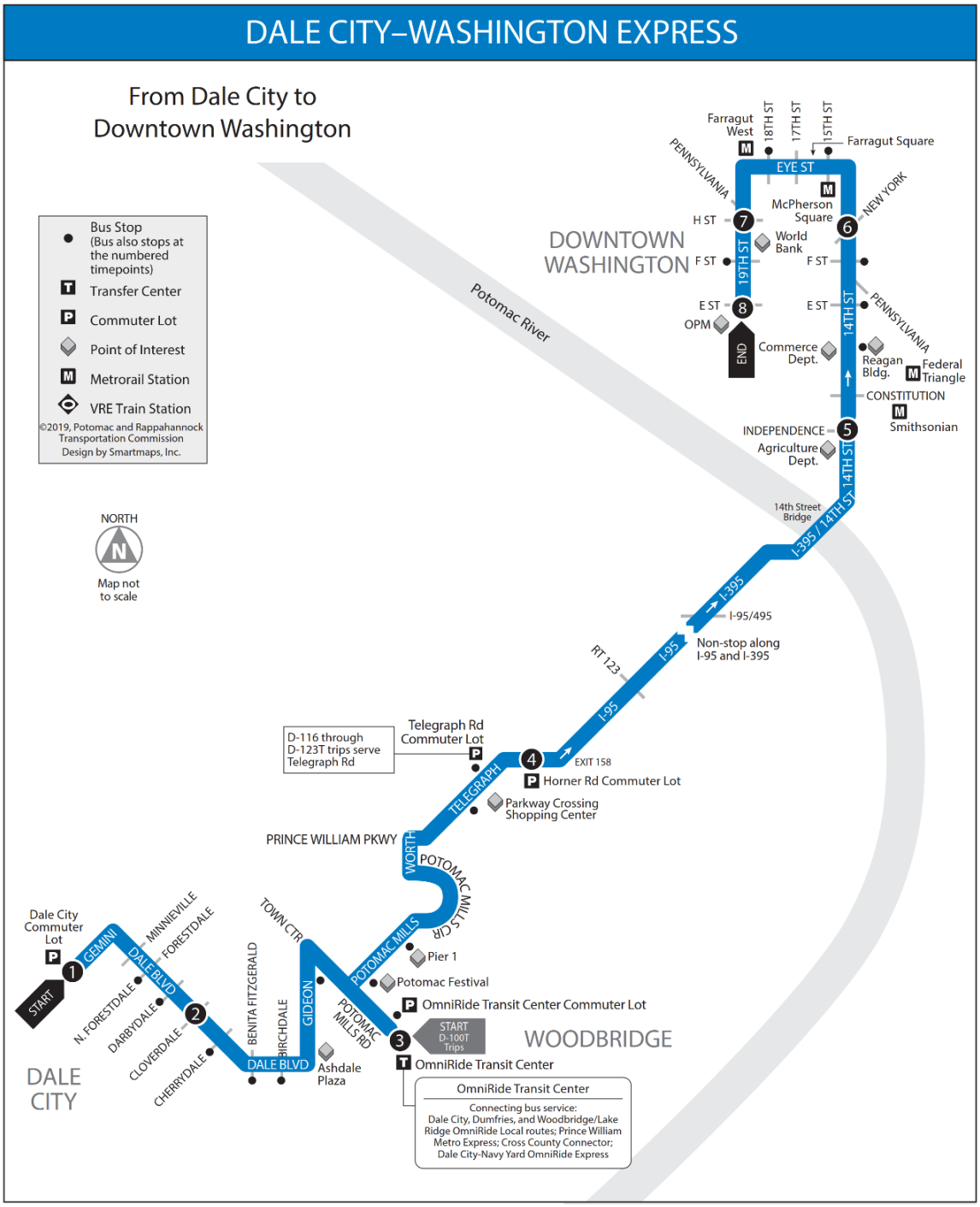
Span of service is assumed to be the time the first bus of the period begins to the time the last bus of the period ends

Routes

The following section provides a summary of each route and a sample route map for one direction of each route.

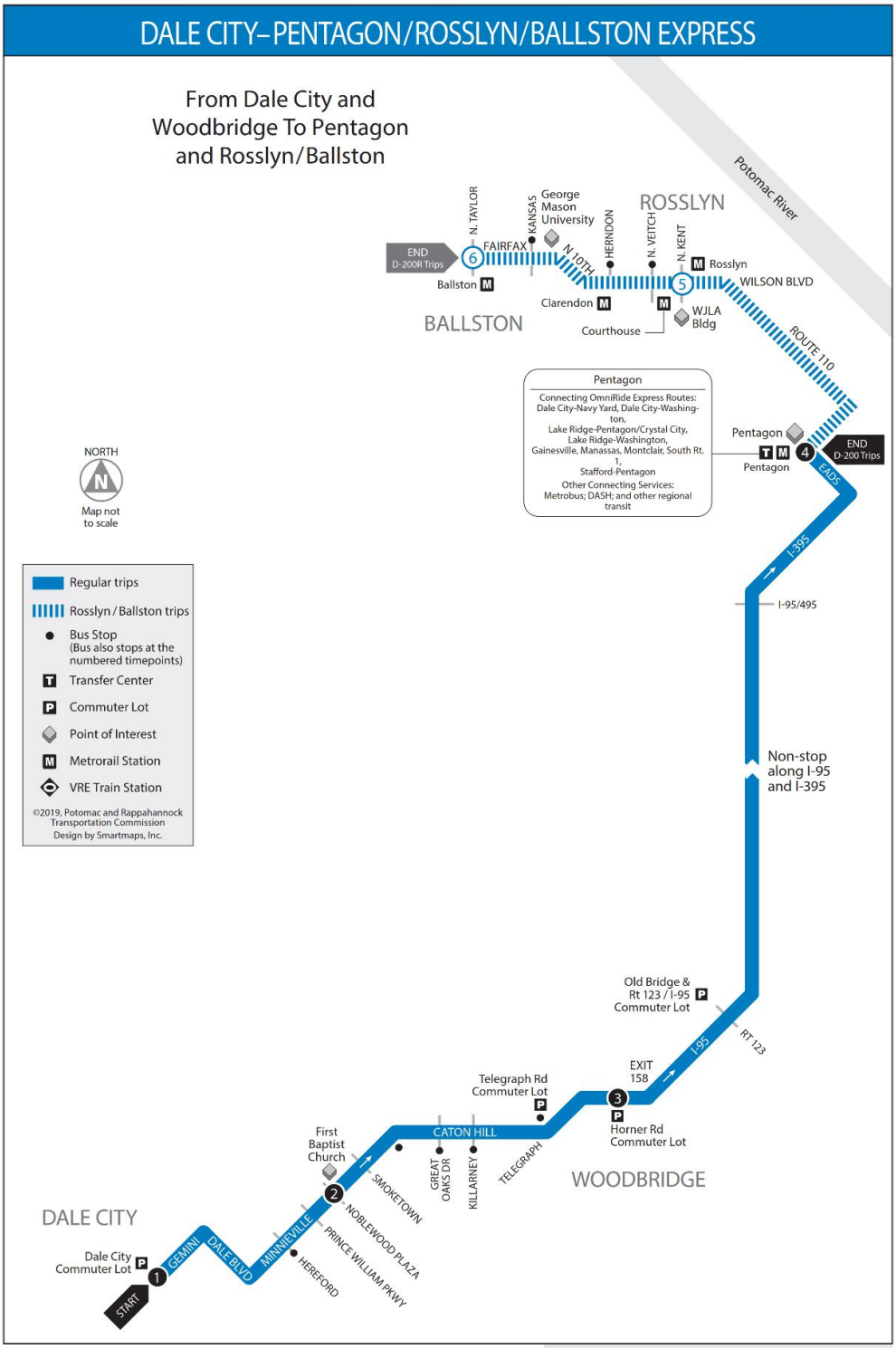
Dale City–Washington (D-100)

Route D-100 originates at the PRTC Transit Center and makes stops within Dale City, including the Dale City and Horner Road commuter lots, before traveling to downtown Washington, D.C., via I-95 and I-395.



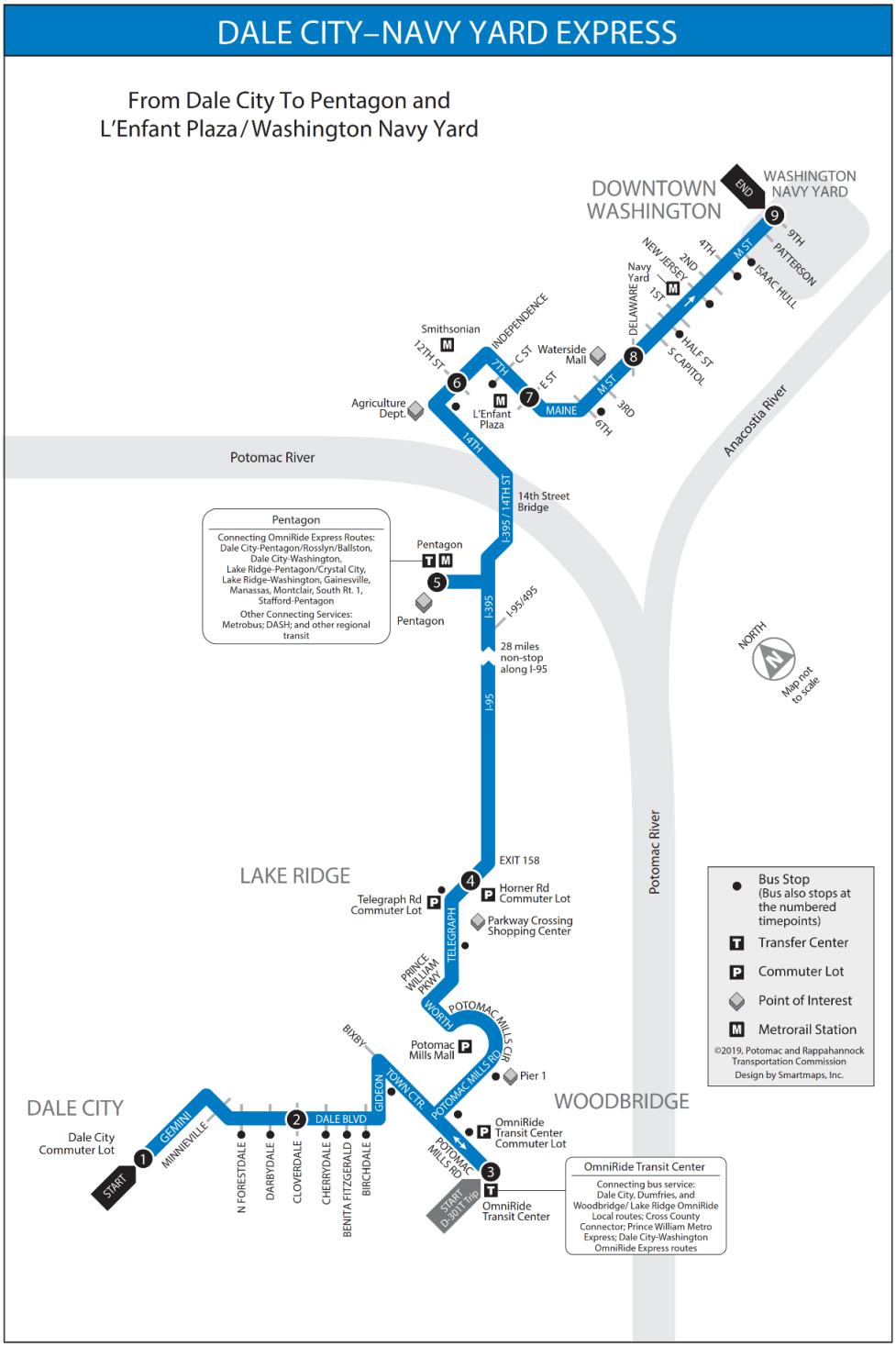
Dale City–Pentagon and Rosslyn/Ballston (D-200)

Route D-200 serves as a primary connector between the Dale City area and the Pentagon and Rosslyn/Ballston. The route makes stops at three commuter lots, including the Dale City and Horner Road commuter lots, before traveling non-stop along I-95 and I-395.



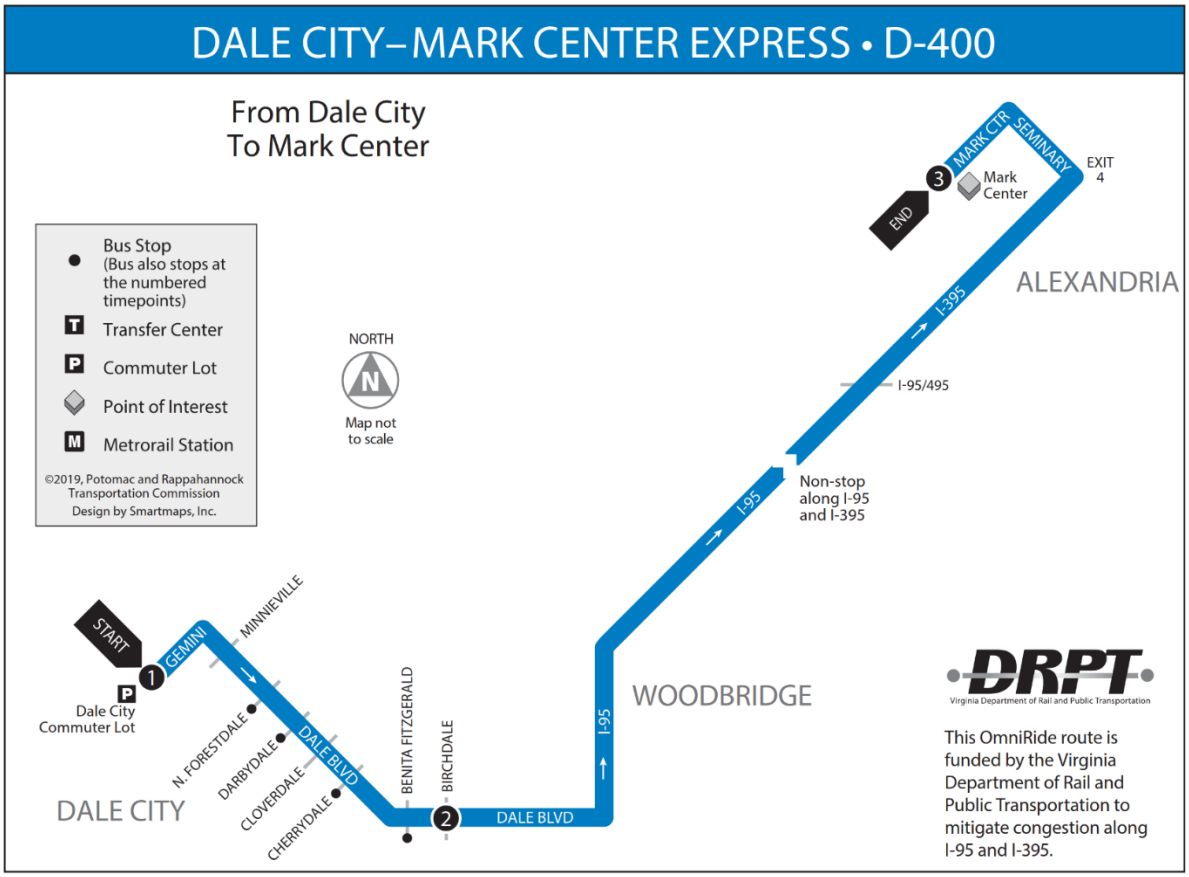
Dale City–Washington Navy Yard (D-300)

Route D-300 provides service between eastern Prince William County, the Pentagon, and downtown Washington, D.C. The route makes stops at several commuter lots, including the Dale City Commuter Lot, as well as other locations along Dale Boulevard before traveling towards Washington, D.C. The route also makes several key stops within Washington, D.C., such as the Smithsonian Metro Station.



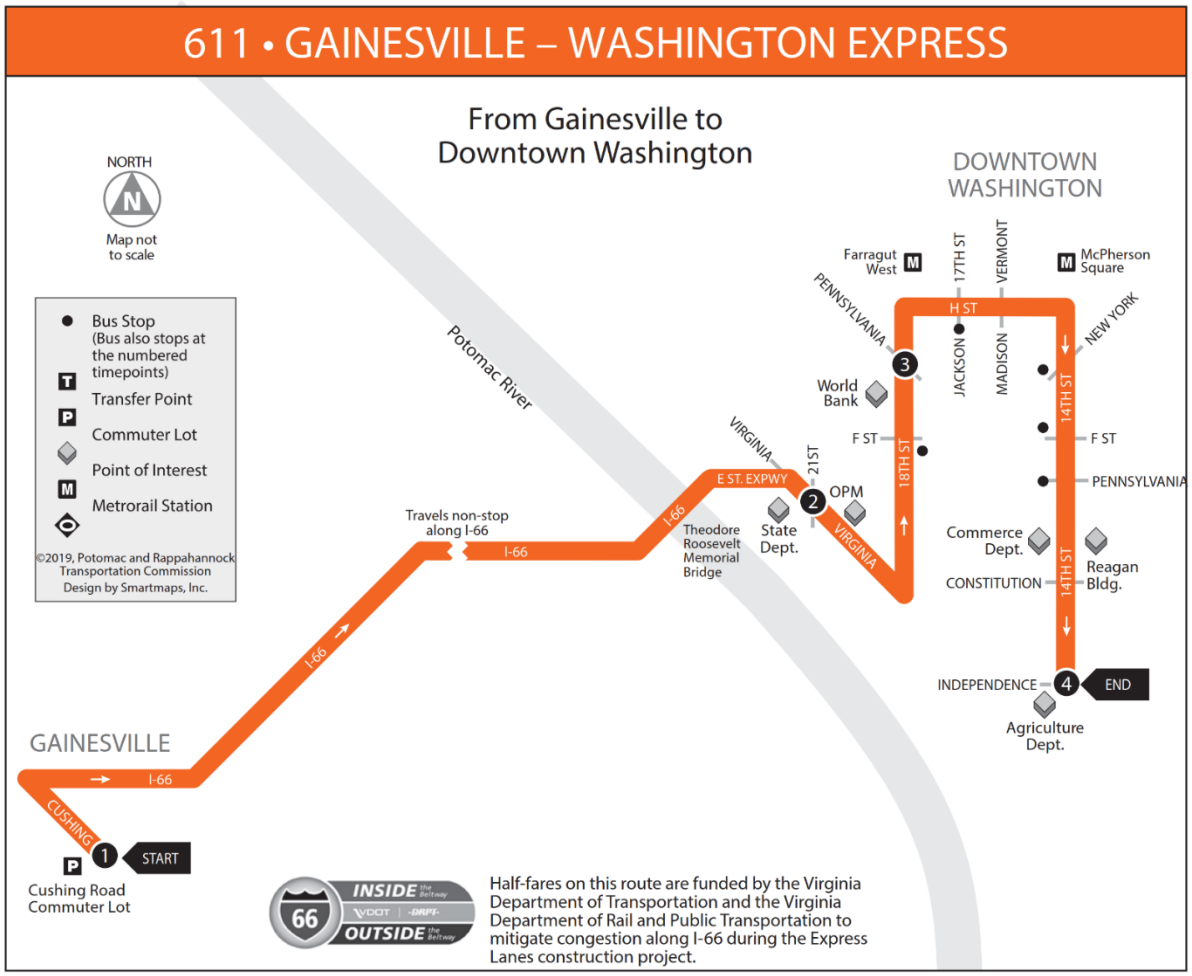
Dale City–Mark Center (D-400)

Route D-400 makes stops at three key locations: Dale City Commuter Lot, Birchdale, and Mark Center. The route makes a few additional stops along Dale Boulevard before traveling non-stop to Alexandria.



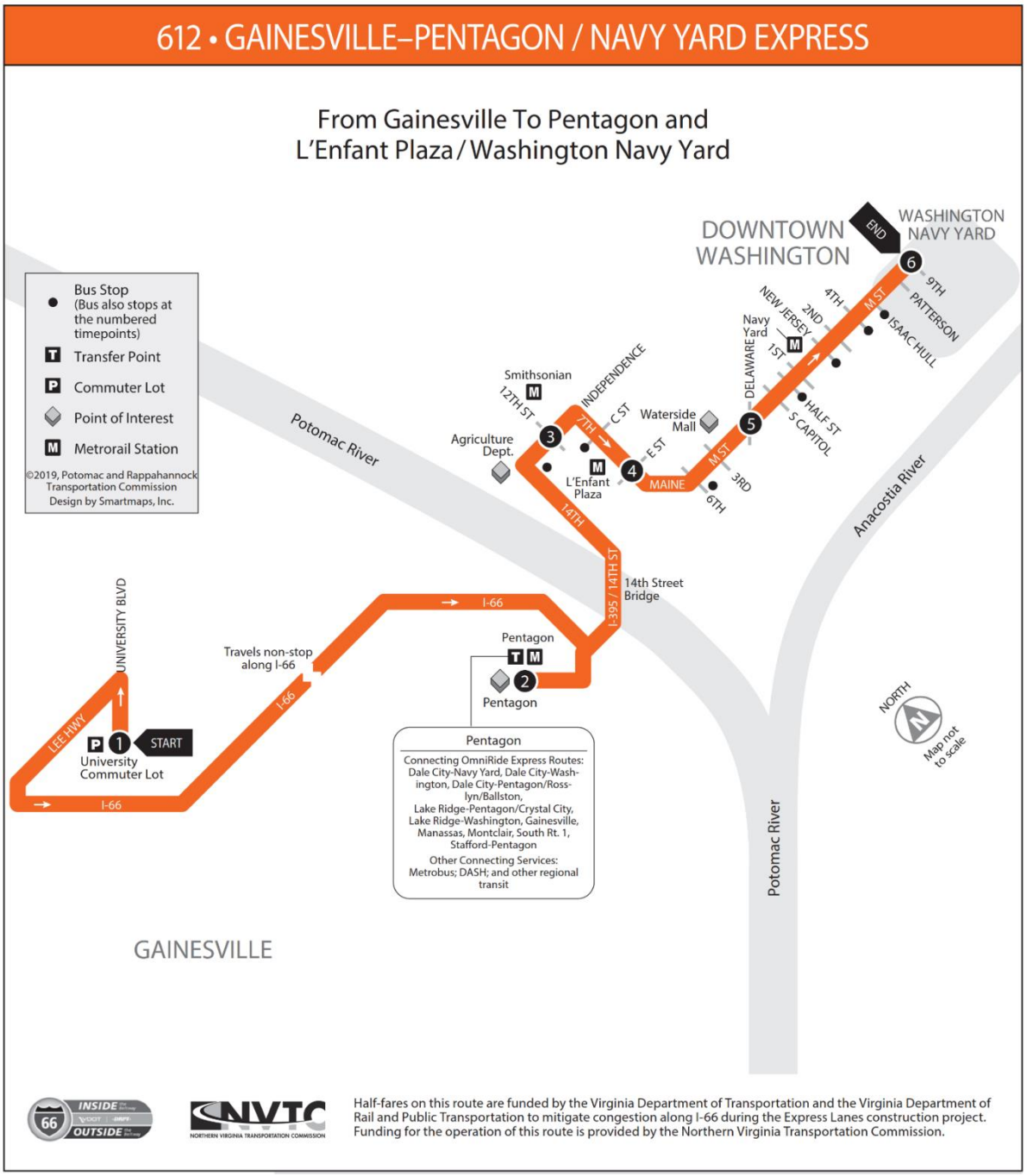
Gainesville–Washington (611)

Route 611 travels between the Cushing Road Commuter Lot in Gainesville and downtown Washington, DC via I-66. Within Washington, D.C., stops are made at the State Department, Pennsylvania Avenue, and 14th Street, among many others.



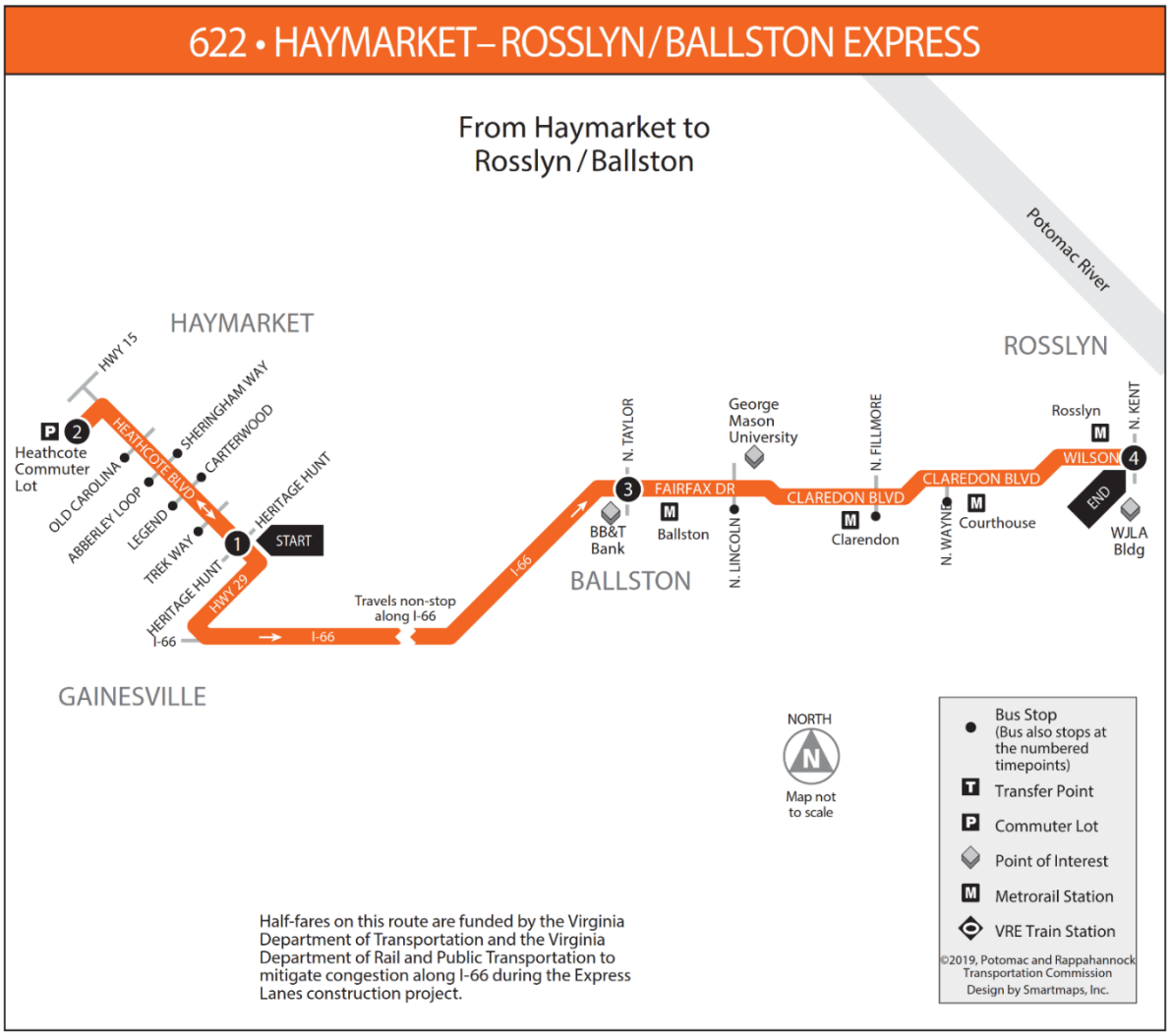
Gainesville–Pentagon-L'Enfant Plaza (612)

This route includes stops at: University Commuter Lot, the Pentagon, L'Enfant Plaza and Navy Yard, with intermediate stops located along Independence Avenue, 7th Street, and M Street The route travels non-stop on I-66 and is funded as a part of the Transform 66 Commuter Choice Multimodal program.



Haymarket–Rosslyn/Ballston (622)[1]

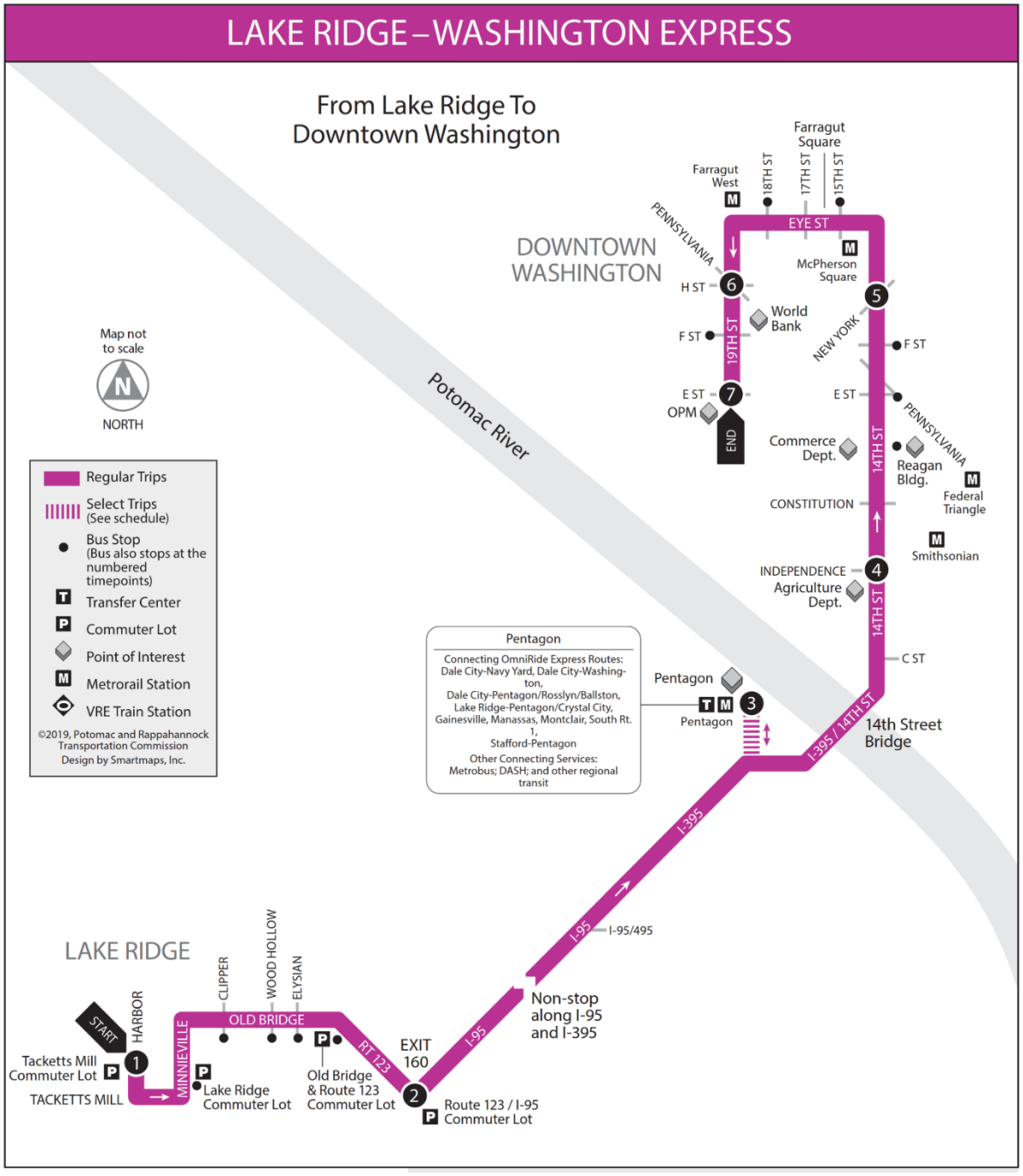
This route connects Haymarket and Gainesville to the Metrorail stations on the Rosslyn-Ballston Corridor. Points of interest along the way include: the Heathcote Commuter Lot, George Mason University's Arlington Campus, Arlington County Courthouse, and Rosslyn. Funding is sourced from the I-66 Commuter Choice program.



[1] Not included in data analysis due to implementation occurring after most recent dataset timespan

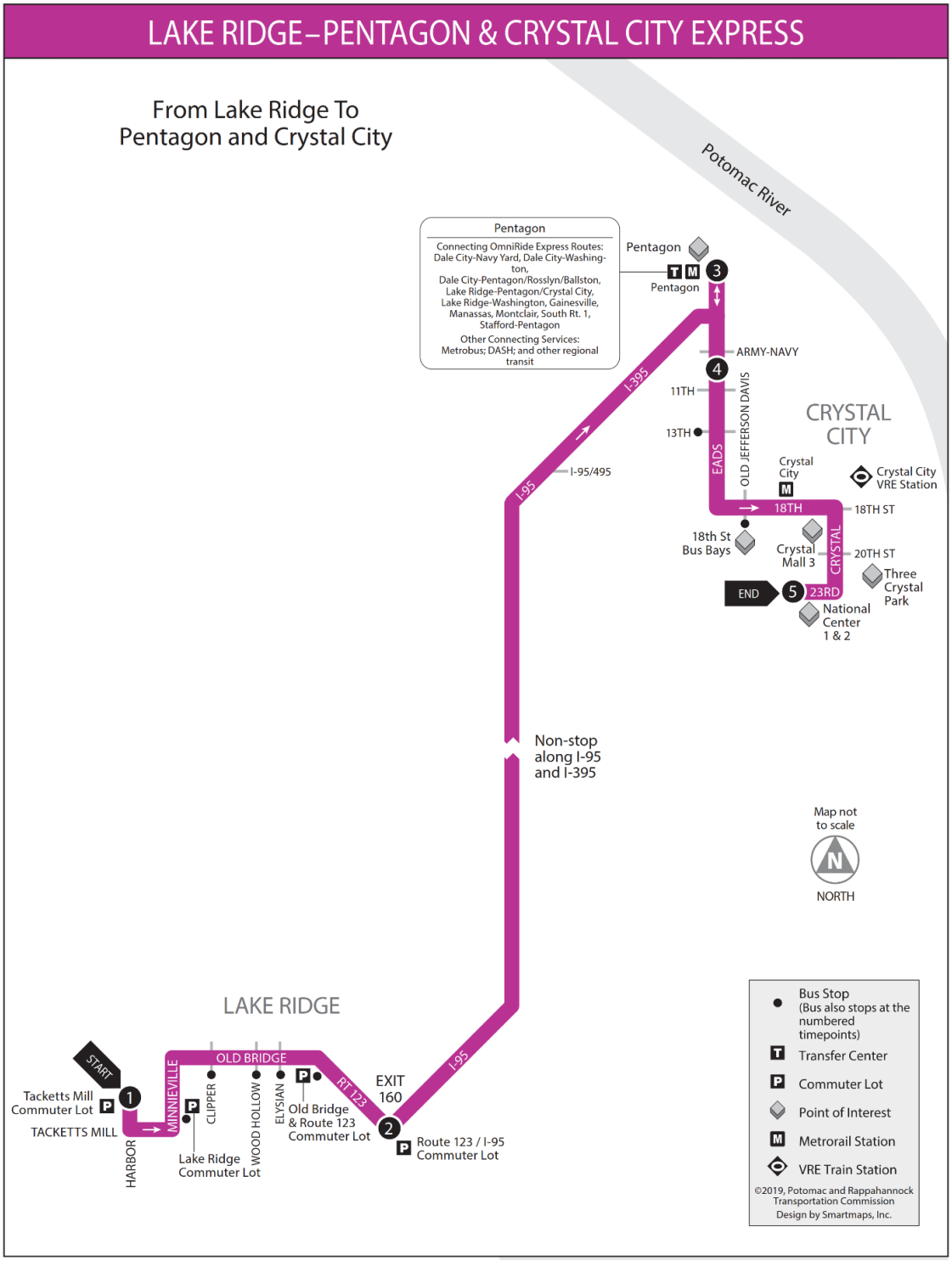
Lake Ridge–Washington (L-100)

Route L-100 serves as a link between Lake Ridge and downtown Washington, D.C., and makes select trips to the Pentagon as well. It makes stops at four commuter lots in the Lake Ridge area: Tacketts Mill, Lake Ridge, Old Bridge and Route 123, and Route 123/I-95. Key stops within Washington, D.C., include: Independence Avenue & 14th Street, New York Avenue & 14th Street, Pennsylvania Avenue & 19th Street, and the US Office of Personnel Management.



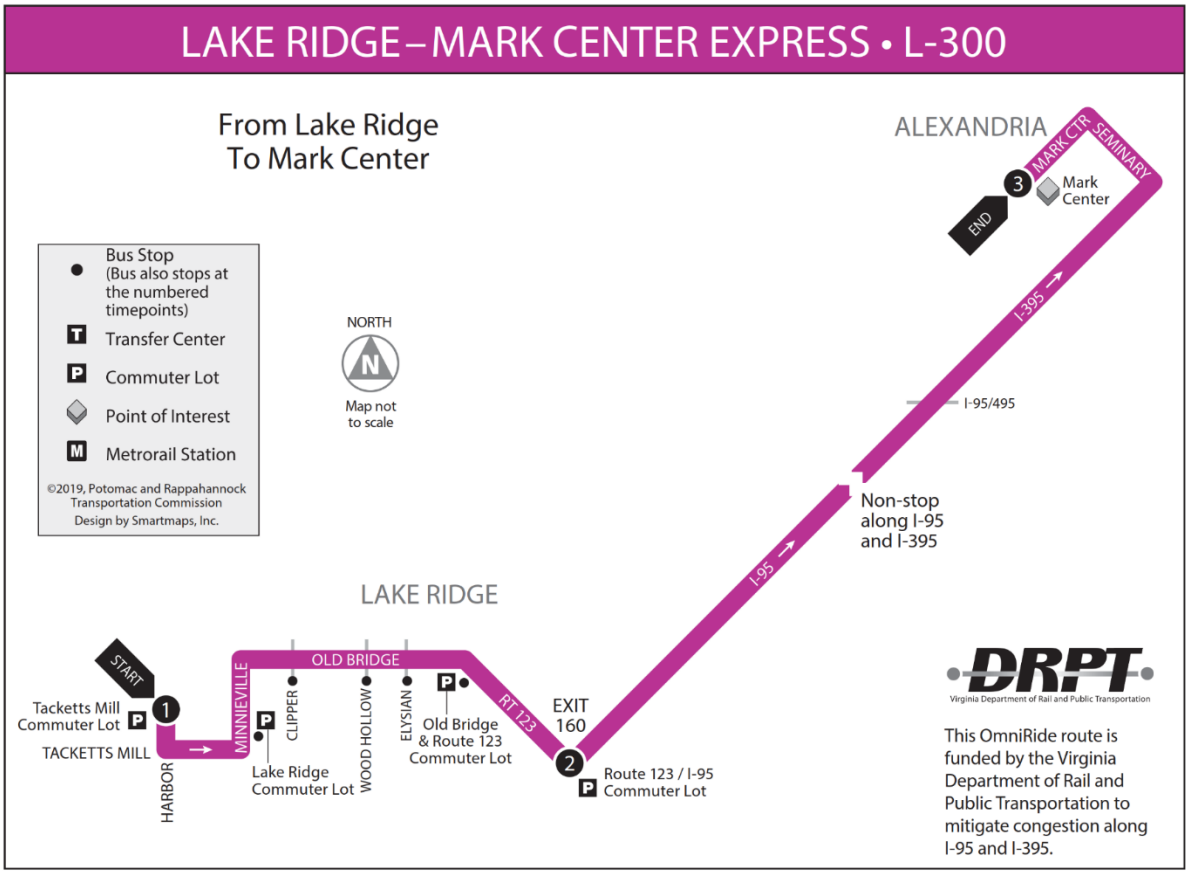
Lake Ridge–Pentagon and Crystal City (L-200)

Route L-200 travels between Lake Ridge, the Pentagon, and Crystal City. The route makes stops along Minnieville Road and Old Bridge Road and picks up passengers at four commuter lot locations: Tacketts Mill, Lake Ridge, Old Bridge & Route 123, and Route 123/I-95. At Crystal City, passengers have access to the VRE station.



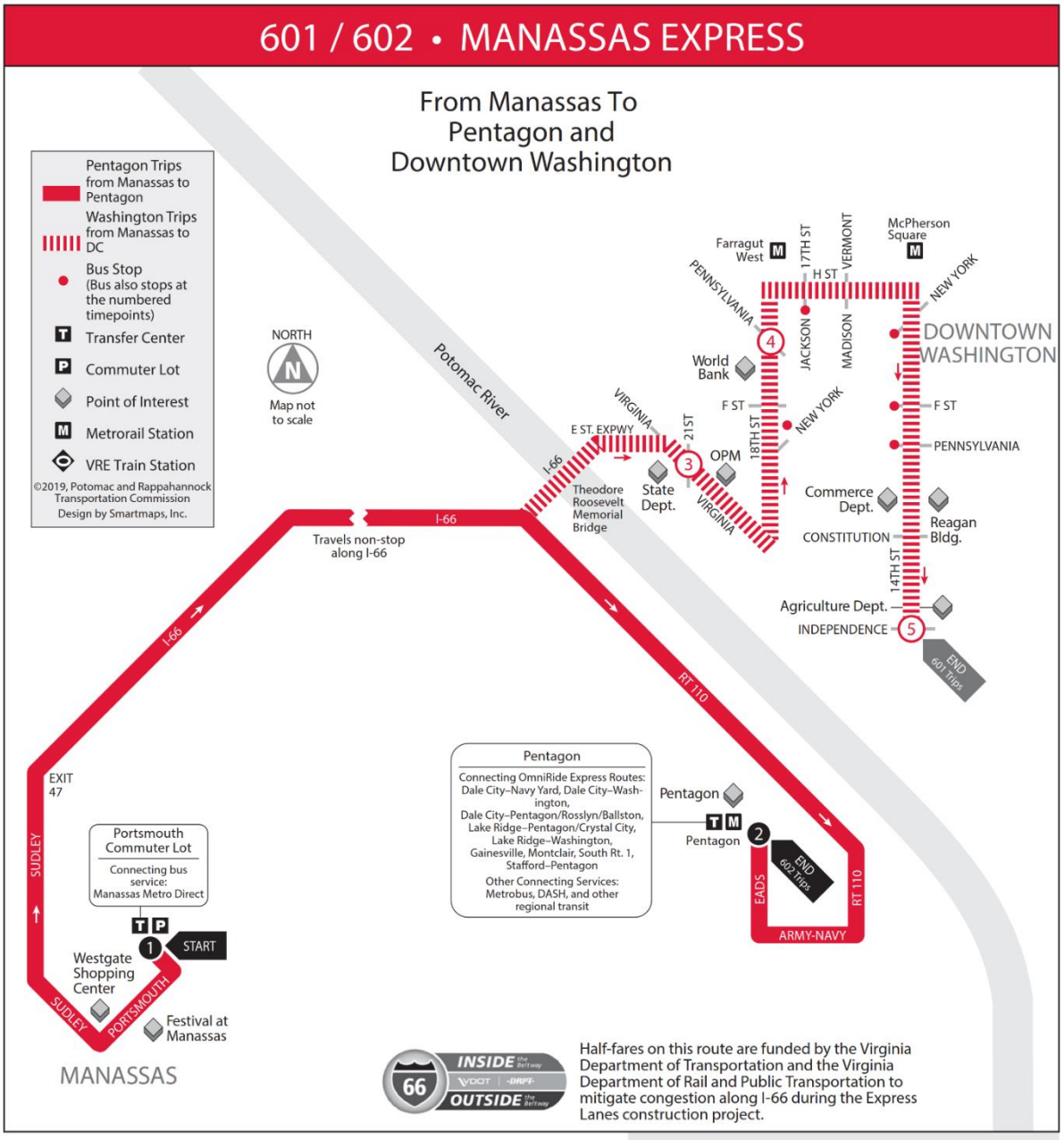
Lake Ridge–Mark Center (L-300)

Route L-300 connects Lake Ridge to Mark Center in Alexandria. Like other Lake Ridge Routes, route L-300 makes stops at four commuter lot locations: Tacketts Mill, Lake Ridge, Old Bridge & Route 123, and Route 123/I-95.



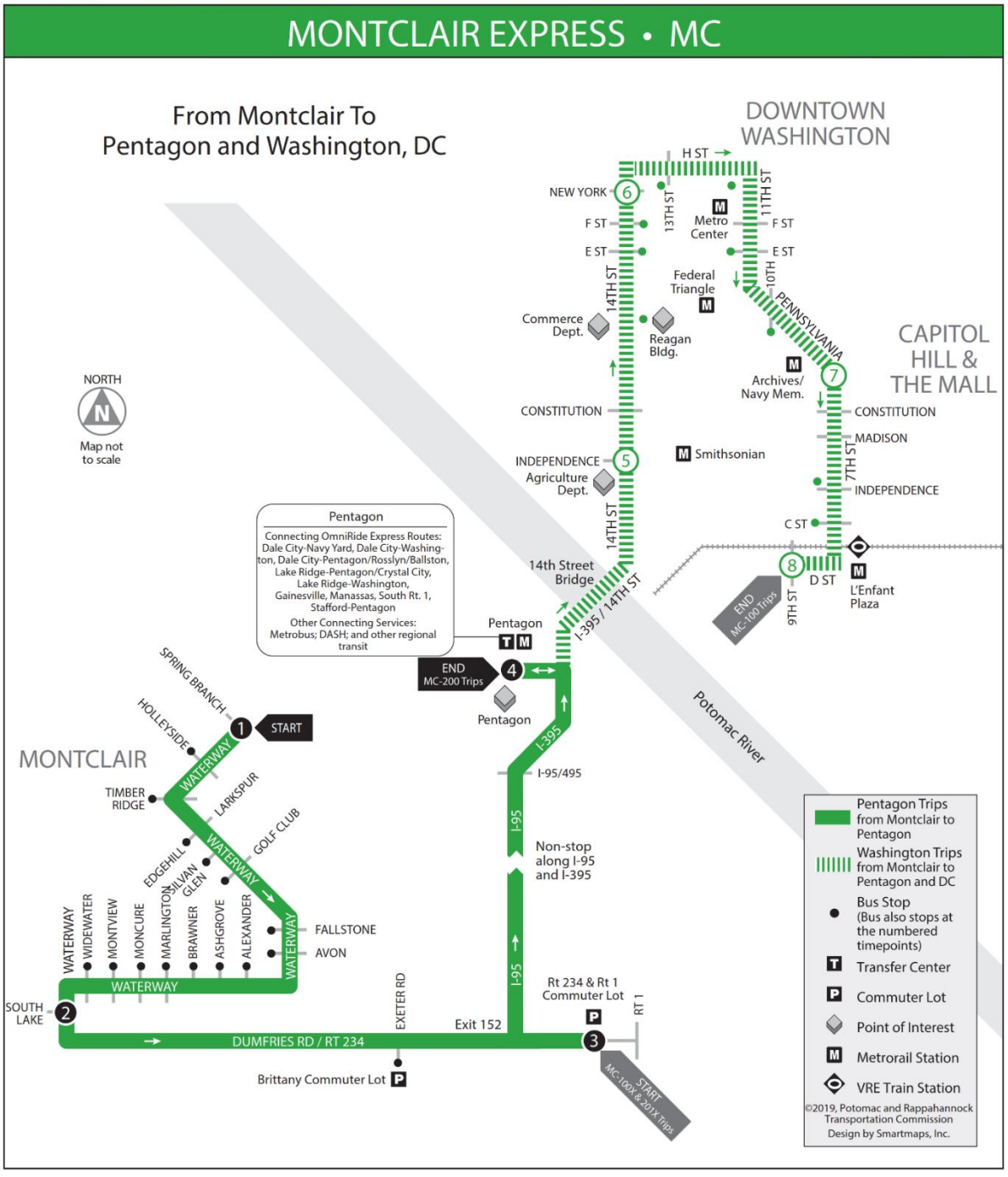
Manassas (601/602)

This route (formerly M-100/M-200) provides service between Manassas, the Pentagon, and downtown Washington, D.C. The route departs Manassas at the Portsmouth Commuter Lot, which is accessible via Manassas Metro Express and travels non-stop on I-66. Within Washington, D.C., the route provides access to the State Department, World Bank, Commerce Department, and several Metrorail stations.



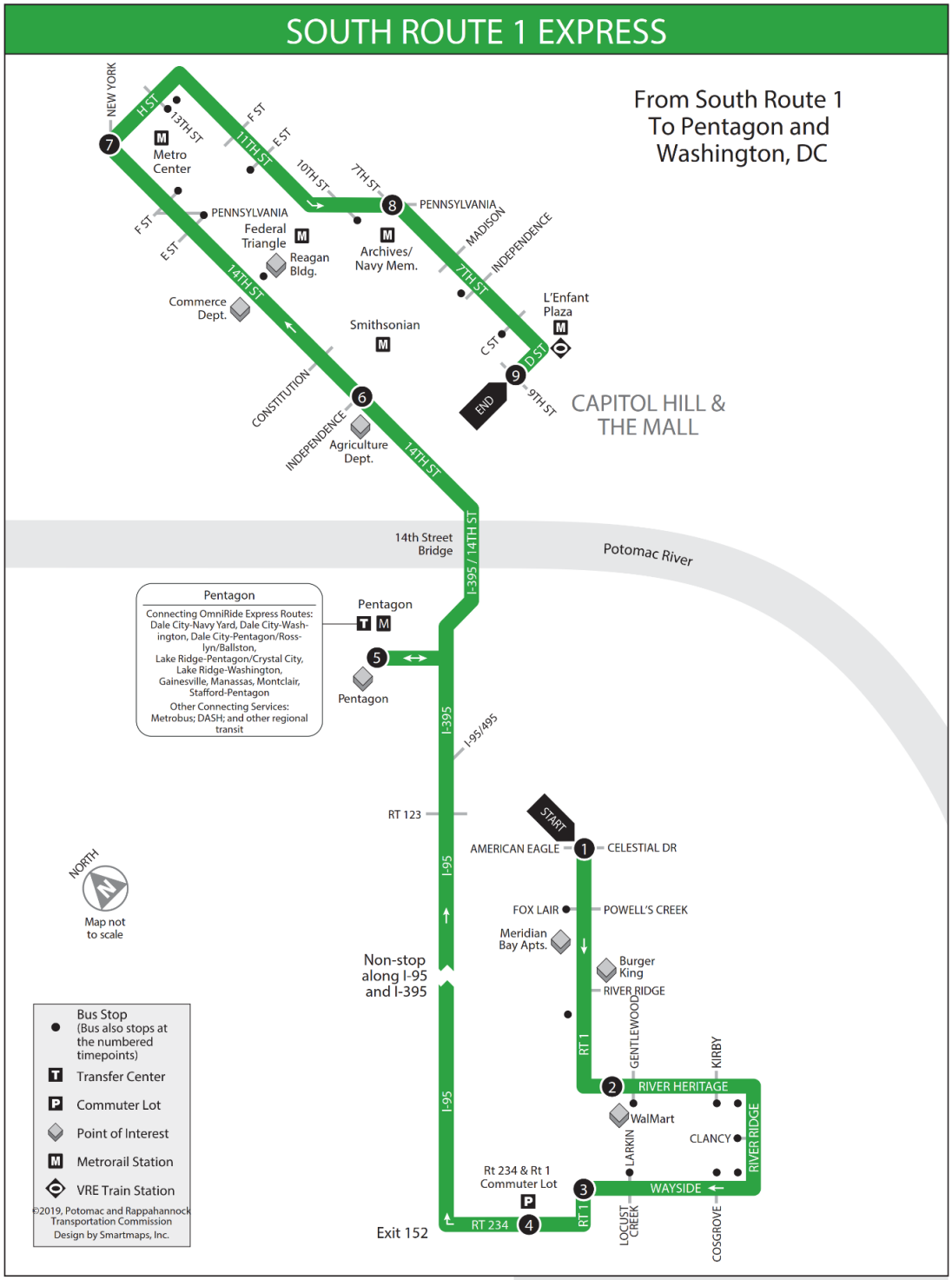
Montclair (MC-100/MC-200)

The Montclair route provides service between Montclair, the Pentagon, and downtown Washington, D.C. There are several stops made along Waterway Drive and Route 234, including the Brittany and Route 234 and Route 1 commuter lots. Within Washington, D.C., the route provides access to the Commerce Department, Agriculture Department, Capitol Hill, National Mall, and several Metrorail stations.



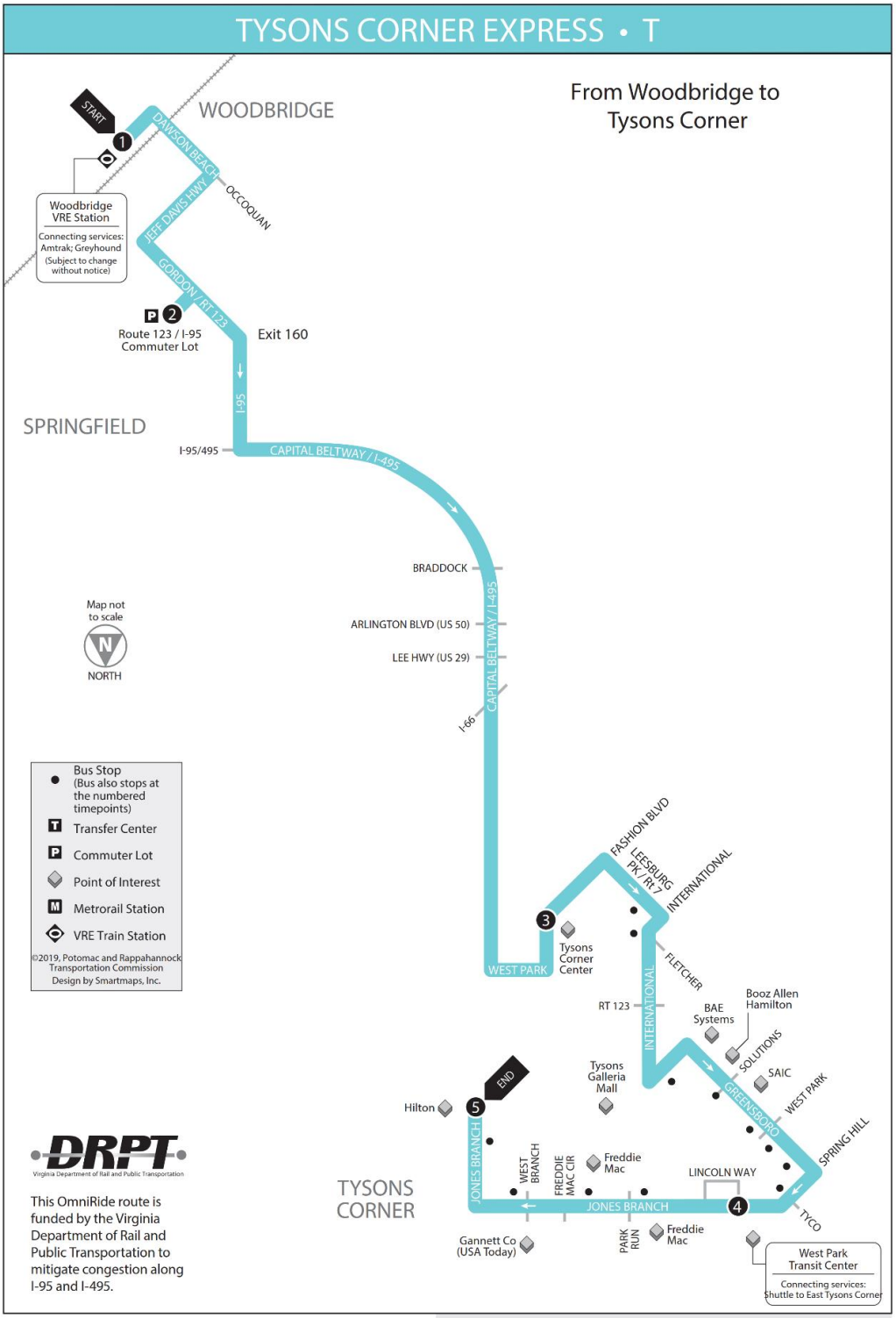
South Route 1 (RS)

This route connects the Dumfries area to downtown Washington, D.C. and the Pentagon via I-95 and I-395. Along with stops on Route 1 and surrounding residential streets, the RS route also stops at the Route 234 and Route 1 Commuter Lot located off Route 234. Within Washington, D.C., this route provides access to a variety of locations along 14th Street, Capitol Hill, National Mall, and several Metro stations.



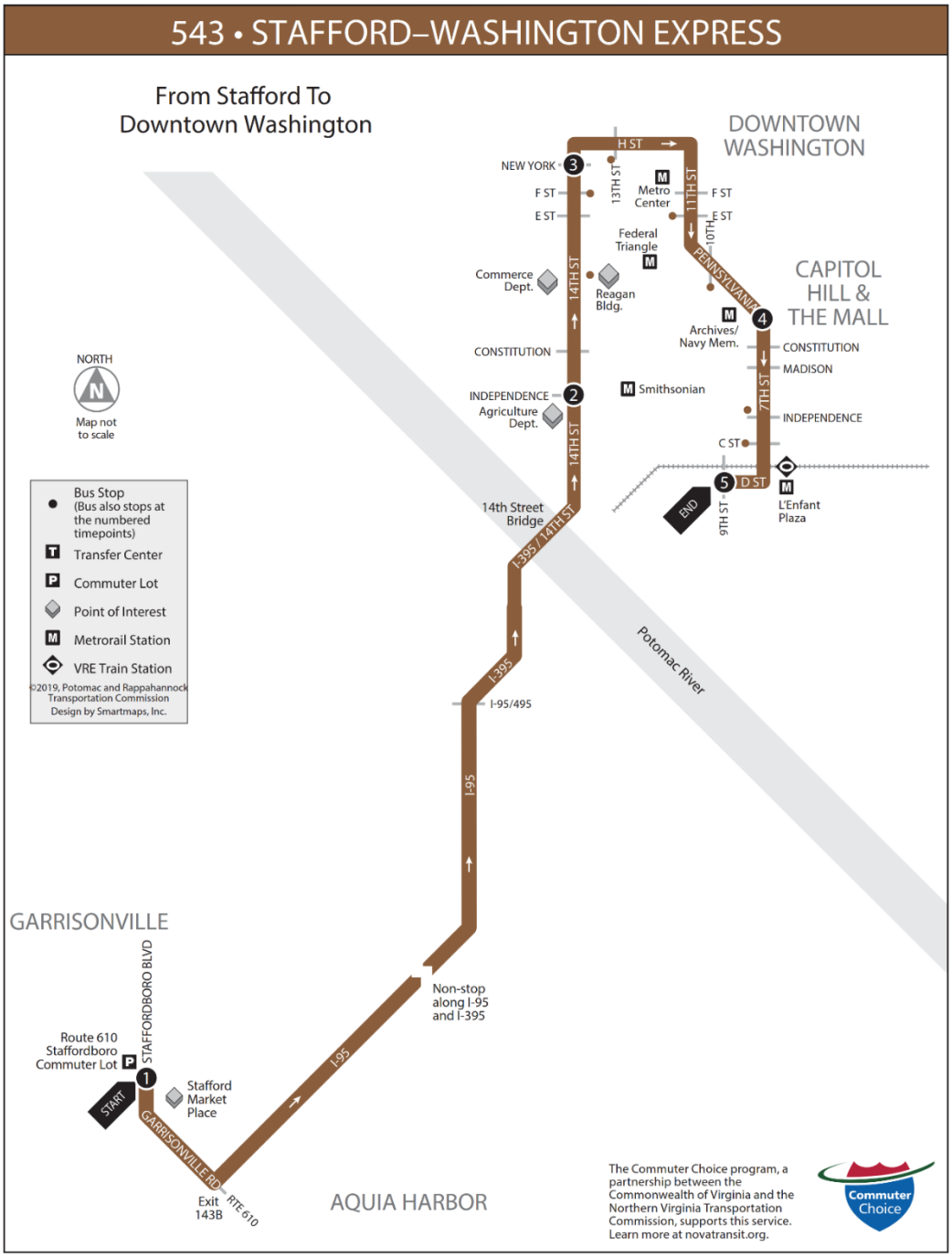
Tysons Corner (T)

The Tysons Corner route travels between the Woodbridge VRE Station and Tysons Corner Center, making several stops along the way. Some key stops include the Route 123/I-95 Commuter Lot and the West Park Transit Center, which provides connecting transit services.



Stafford–Washington (543)[2]

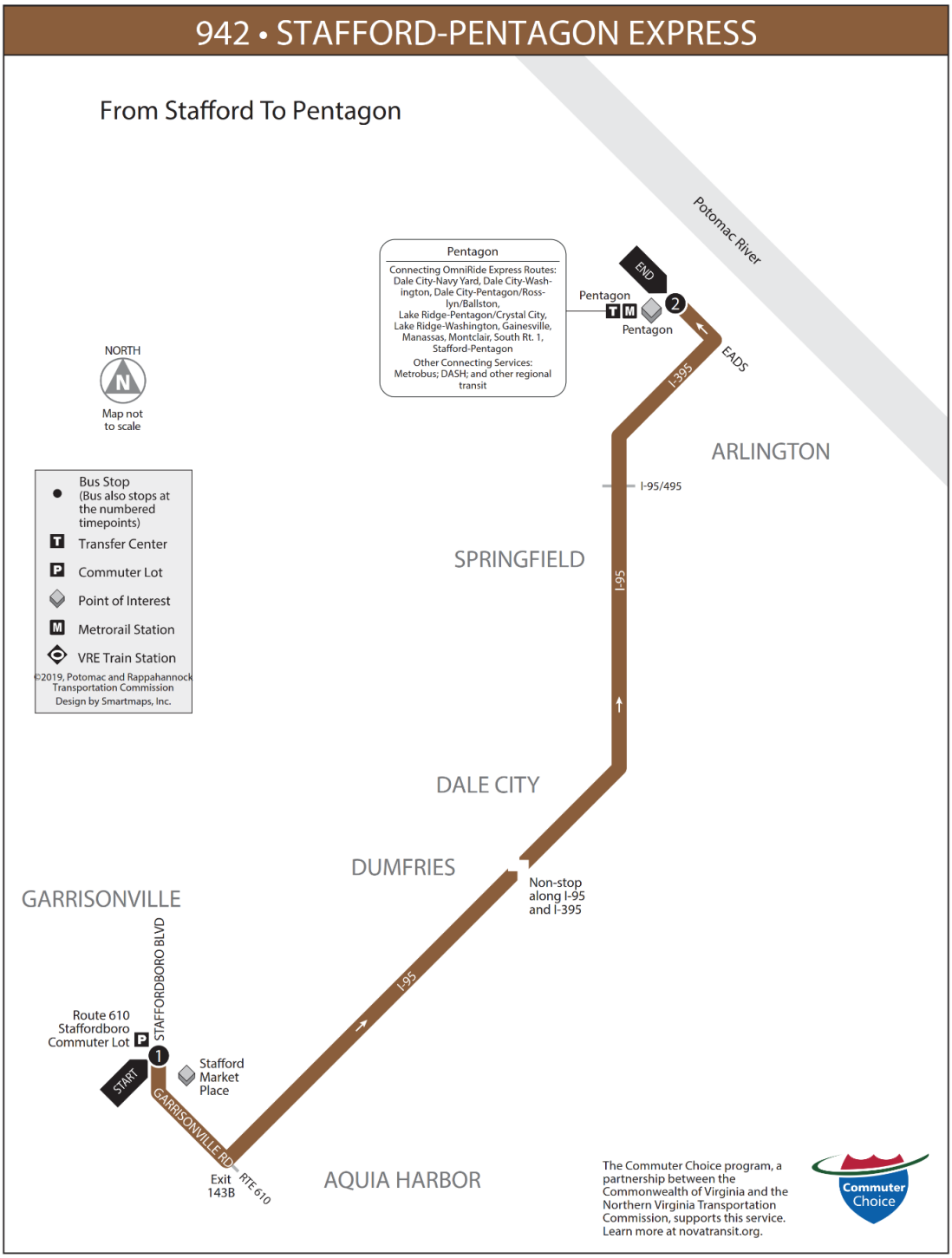
This route connects Staffordboro to downtown Washington, D.C., and the L'Enfant Plaza area. Stops along the way include: the Staffordboro Commuter Lot, 14th St SW & Independence Ave SW, 14th Street NW & New York Ave NW, Pennsylvania Ave NW & 7th St NW, and D St SW & 9th St SW. Funding is sourced from the I-395/95 Commuter Choice program.



[2] Not included in data analysis due to implementation occurring after most recent dataset timespan

Stafford–Pentagon (942)[3]

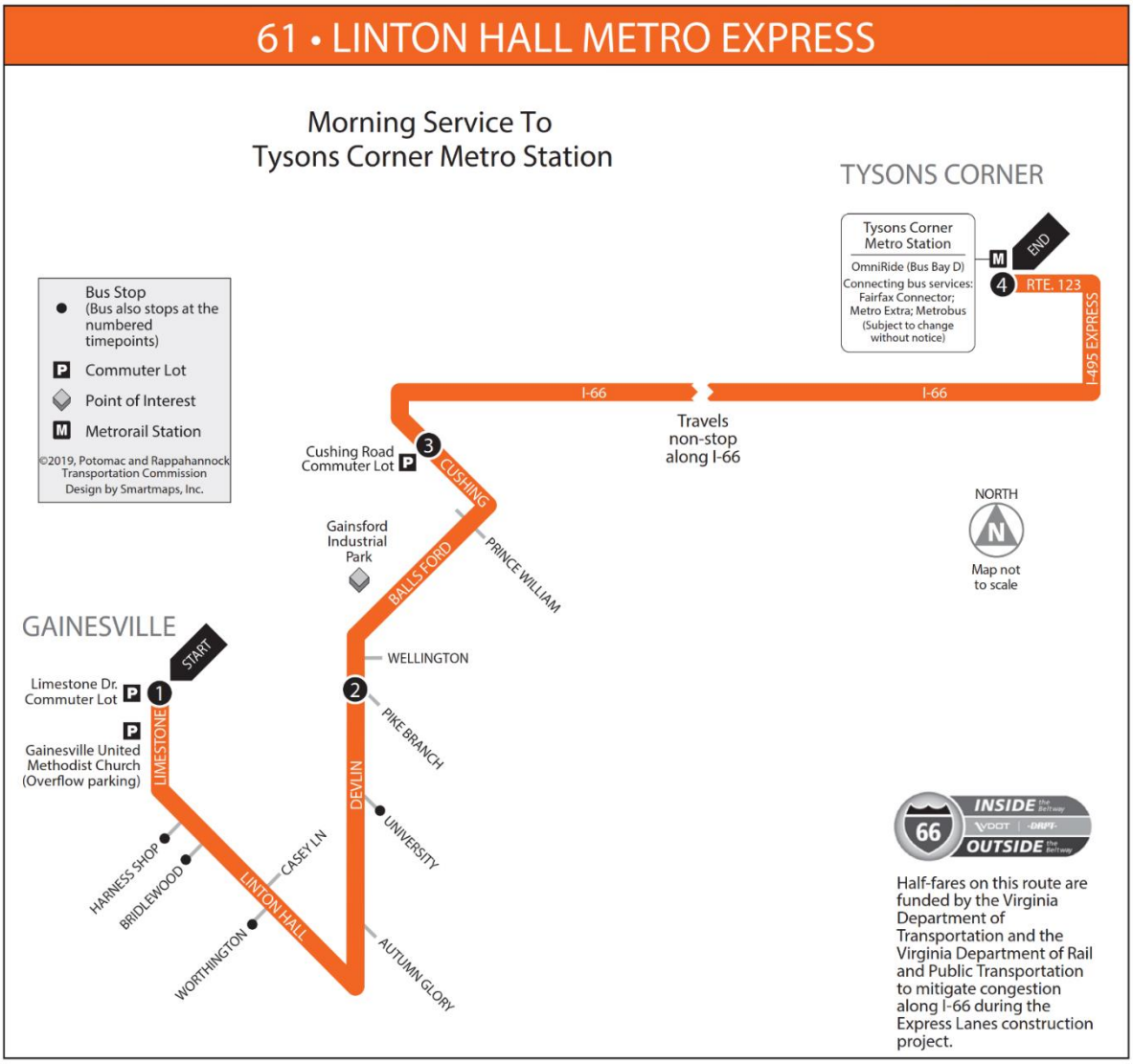
This route provides express service between the Staffordboro Commuter Lot and the Pentagon. Funding is sourced from the I-395/95 Commuter Choice program.



[3] Not included in data analysis due to implementation occurring after most recent dataset timespan

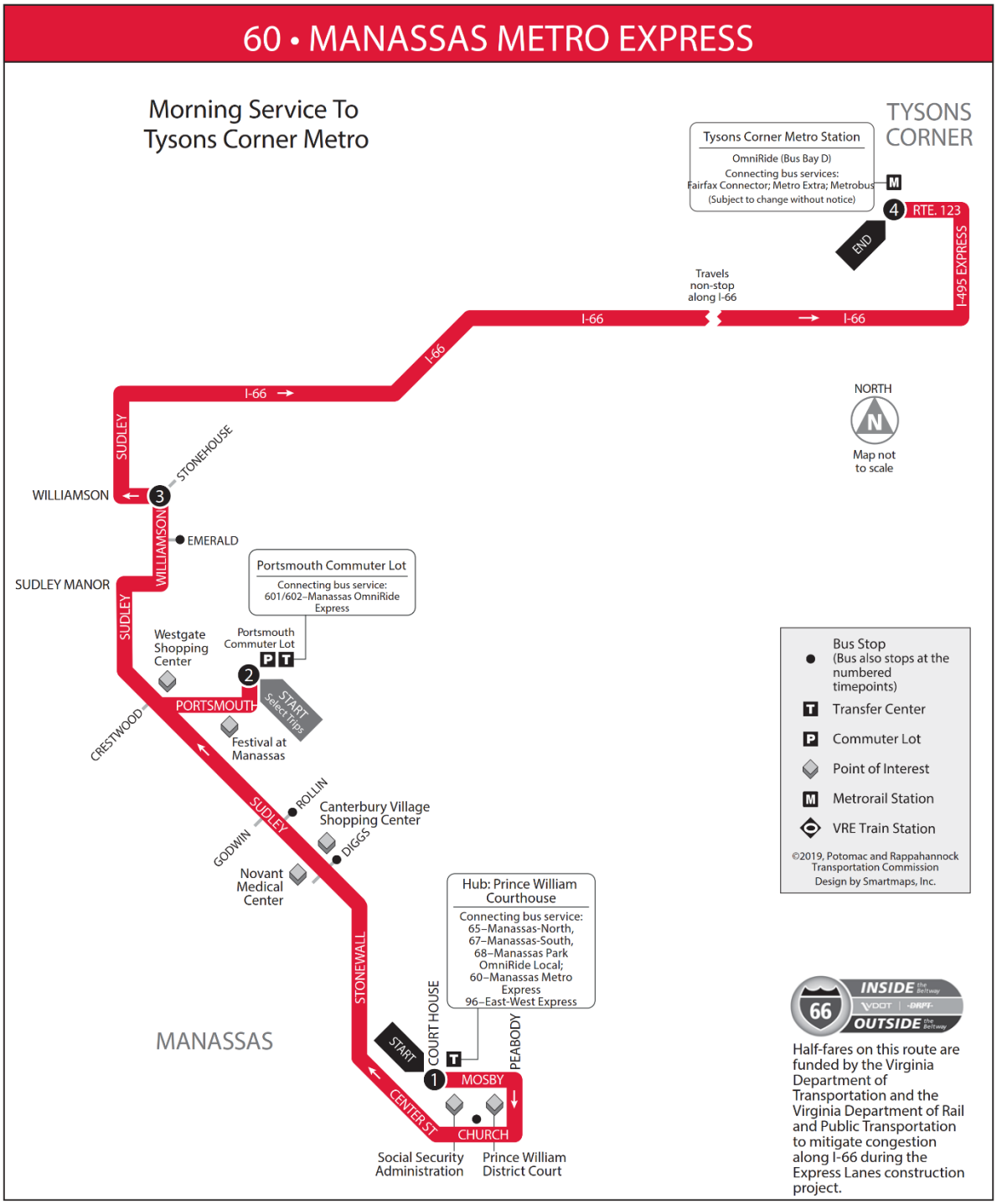
Linton Hall Metro Express (61)

The Linton Hall Metro Express route travels between Gainesville and the Tysons Corner Metro Station, where additional transit connections are available. Key route stops include the Limestone Drive Commuter Lot, Pikes Branch, and the Cushing Road Commuter Lot.



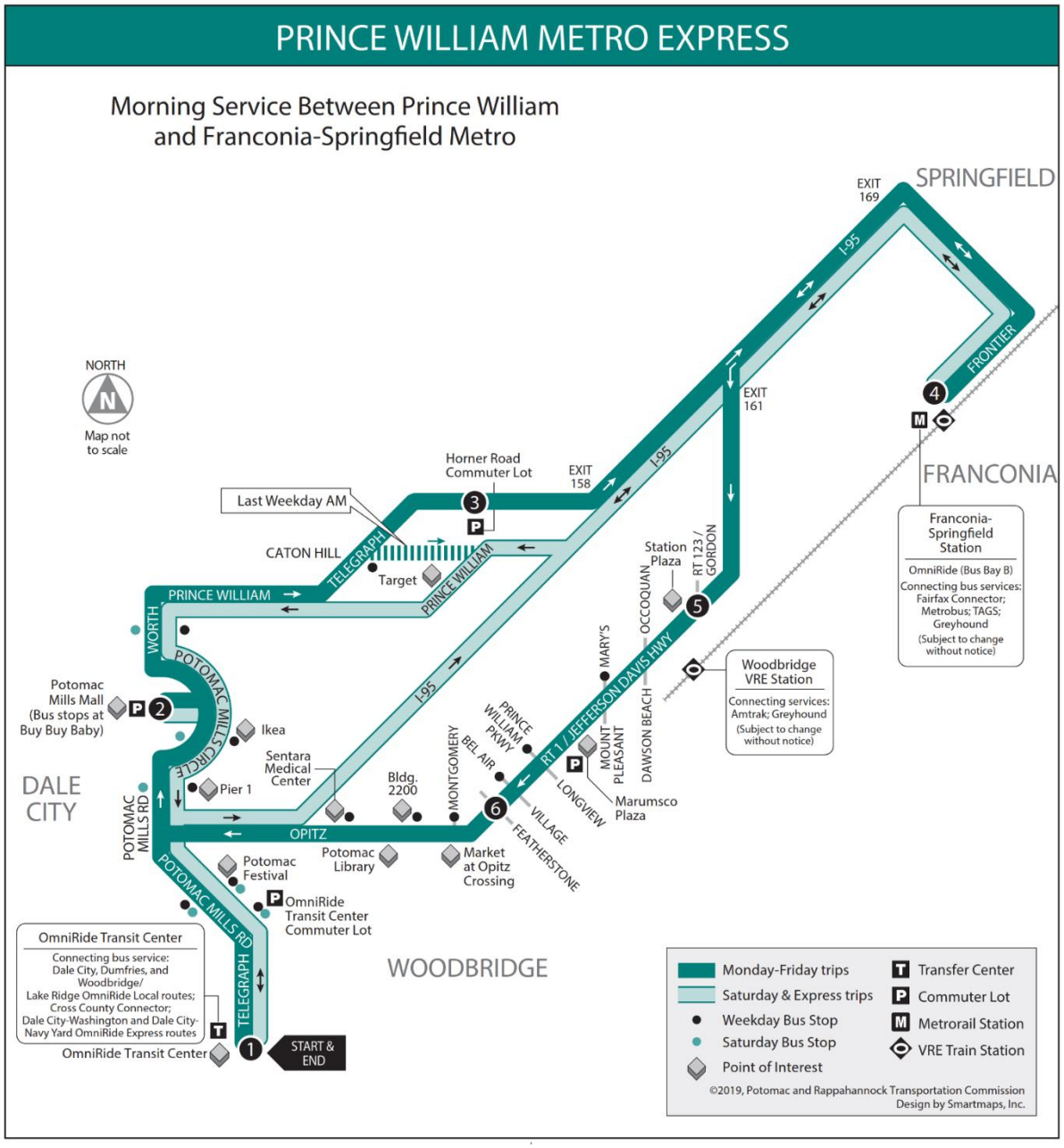
Manassas Metro Express (60)

This route provides service between Manassas and the Tysons Corner Metro Station, where additional transit connections are available. The Manassas Metro Express Route mainly operates along Sudley Road, stopping at Manassas Mall, the Portsmouth Commuter Lot, and Stonehouse. However, select trips are made to locations in Old Town Manassas, including the Manassas VRE Station.



Prince William Metro Express

This route provides service between Prince William County and the Franconia-Springfield Metro Station. Weekday service includes stops along Route 1 and Telegraph Road, as well as several stops near Potomac Mills Mall. Service is reduced on weekends with the elimination of Route 1 service.



OmniRide Local

OmniRide Local is PRTC's local, demand-response/flex route bus service that operates in the more heavily populated areas of Prince William County, Manassas, and Manassas Park. Six routes currently operate on weekdays, four of which also operate on Saturdays in the eastern part of the county.

While all six OmniRide local routes have standard fixed routes with established bus stops, users can also call PRTC's customer service center to schedule off-route trips. The availability of the off-route service is limited to destinations no more than ¾ of a mile off the standard fixed route, and it is available to anyone in the community (not only individuals with disabilities). In addition, the East-West Express provides all-day service, Monday through Friday, connecting the PRTC Transit Center and the western part of Prince William County.

Under the current service model, OmniRide Local qualifies as a demand responsive service based on the requirements set by the Americans with Disabilities Act (ADA) statute and regulations. As such, unlike traditional fixed route transit services (as defined under the ADA regulations), PRTC does not need to provide additional ADA-mandated, complementary paratransit service for people with disabilities who cannot, on account of their disabilities, use the fixed route system. **Table 2** and **Table 3** summarize key operational characteristics for OmniRide Local services and East-West Express service respectively.

Table 2: OmniRide Local Routes

Route Name	Route ID	AM Service		PM Service		Midday Service?	Weekend Service?
		Span of Service	Peak Frequency	Span of Service	Peak Frequency		
OmniRide Local							
Dale City	-	5:27–11:26 AM	35 min	12:24–9:21 PM	25 min	Yes	Yes
Dumfries	-	5:16–11:28 AM	25 min	12:27–9:18 PM	25 min	Yes	Yes
Manassas – North	65	5:24–10:30 AM	90 min	12:00–7:30 PM	90 min	Yes	No
Manassas – South	67	7:30–10:30 AM	90 min	12:00–7:30 PM	90 min	Yes	No
Manassas Park	68	7:30–10:30 AM	90 min	12:00–6:00 PM	90 min	Yes	No
Route 1	-	5:30–11:09 AM	45 min	12:50–9:38 PM	60 min	Yes	Yes
Woodbridge/Lake Ridge	-	5:18–11:40 AM	25 min	12:20–10:05 PM	30 min	Yes	Yes

*Reflects FY19 service updates (analysis in report based on FY18 ridership data)

Table 3: East-West Express

Route Name	Route ID	All-Day Service		Midday Service?	Weekend Service?
		Span of Service	Peak Frequency		
East-West Express					
Eastbound	-	6:00 AM–7:30 PM	45 min	Yes	No
Westbound	-	5:15 AM–6:45 PM	45 min	Yes	No

Notes:

Peak frequency is the approximate headway (time between buses) during the busiest time of the morning or afternoon

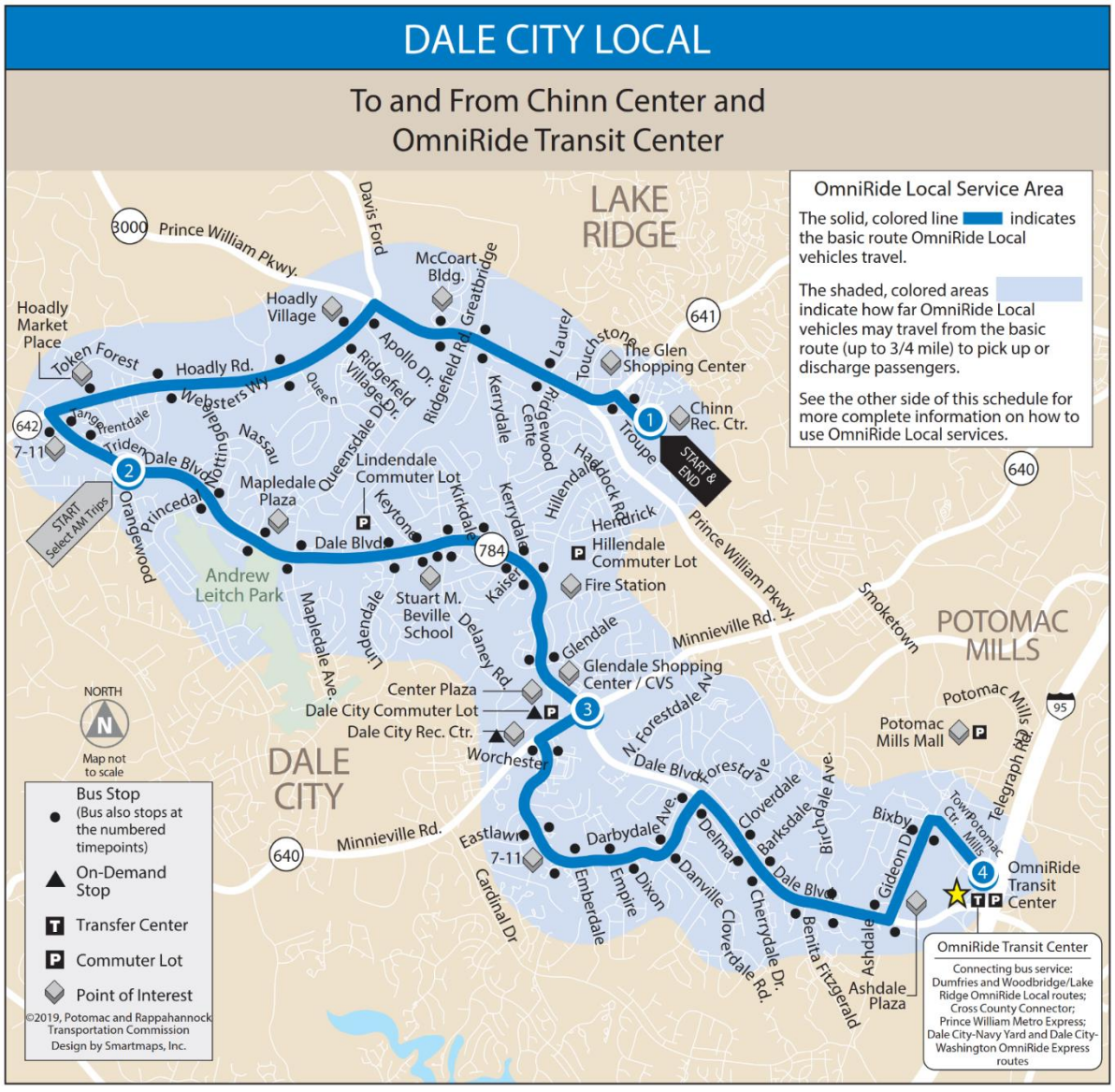
Span of service is assumed to be the time the first bus of the period begins to the time the last bus of the period ends

Routes

The following section provides a summary of each route and a sample route map for one direction of each route.

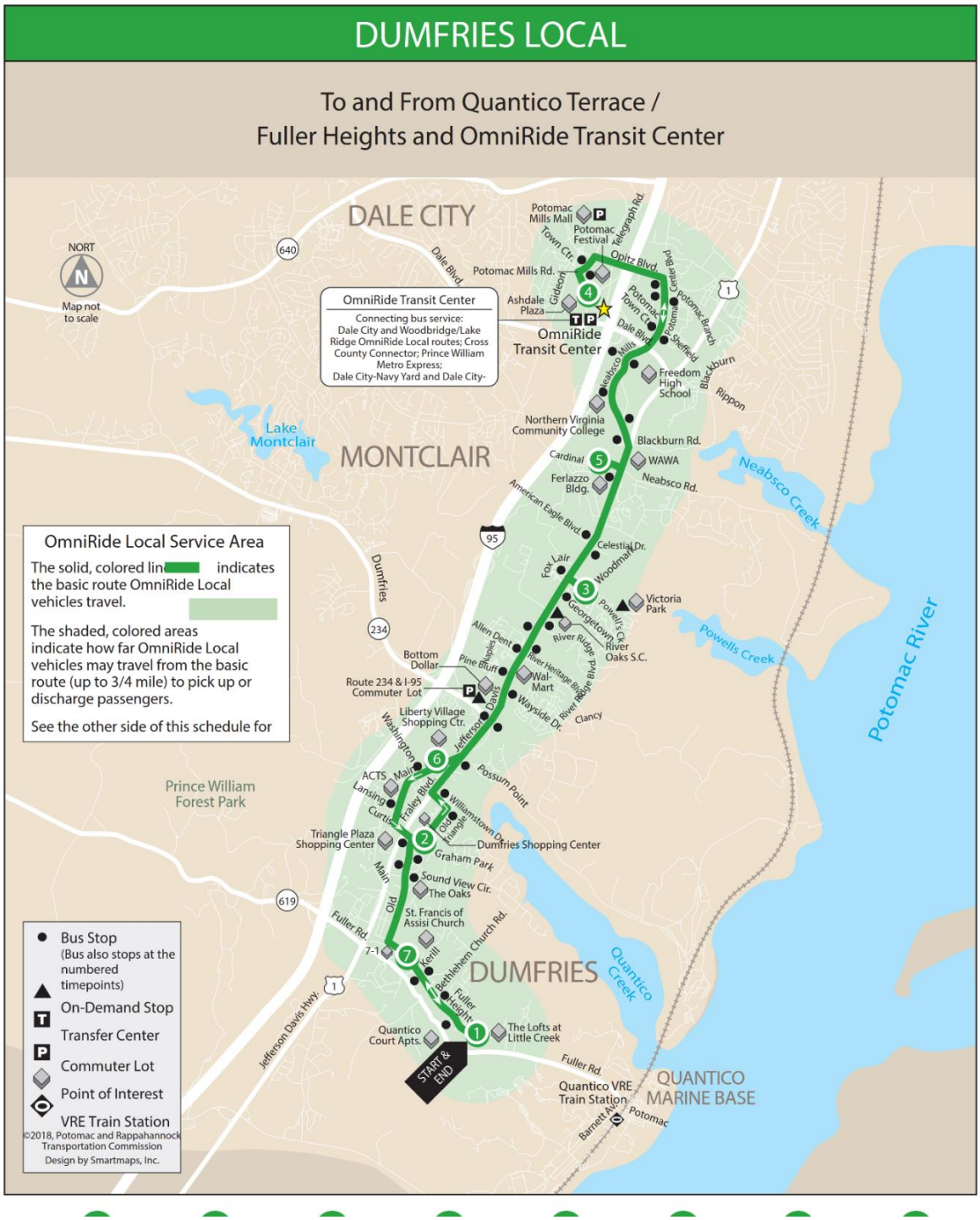
Dale City

The Dale City route is a local route that travels to and from Chinn Recreational Center and PRTC Transit Center. Some key stops include Dale Boulevard & Orangewood Road, Dale Boulevard & Minnieville Road, and several commuter lots.



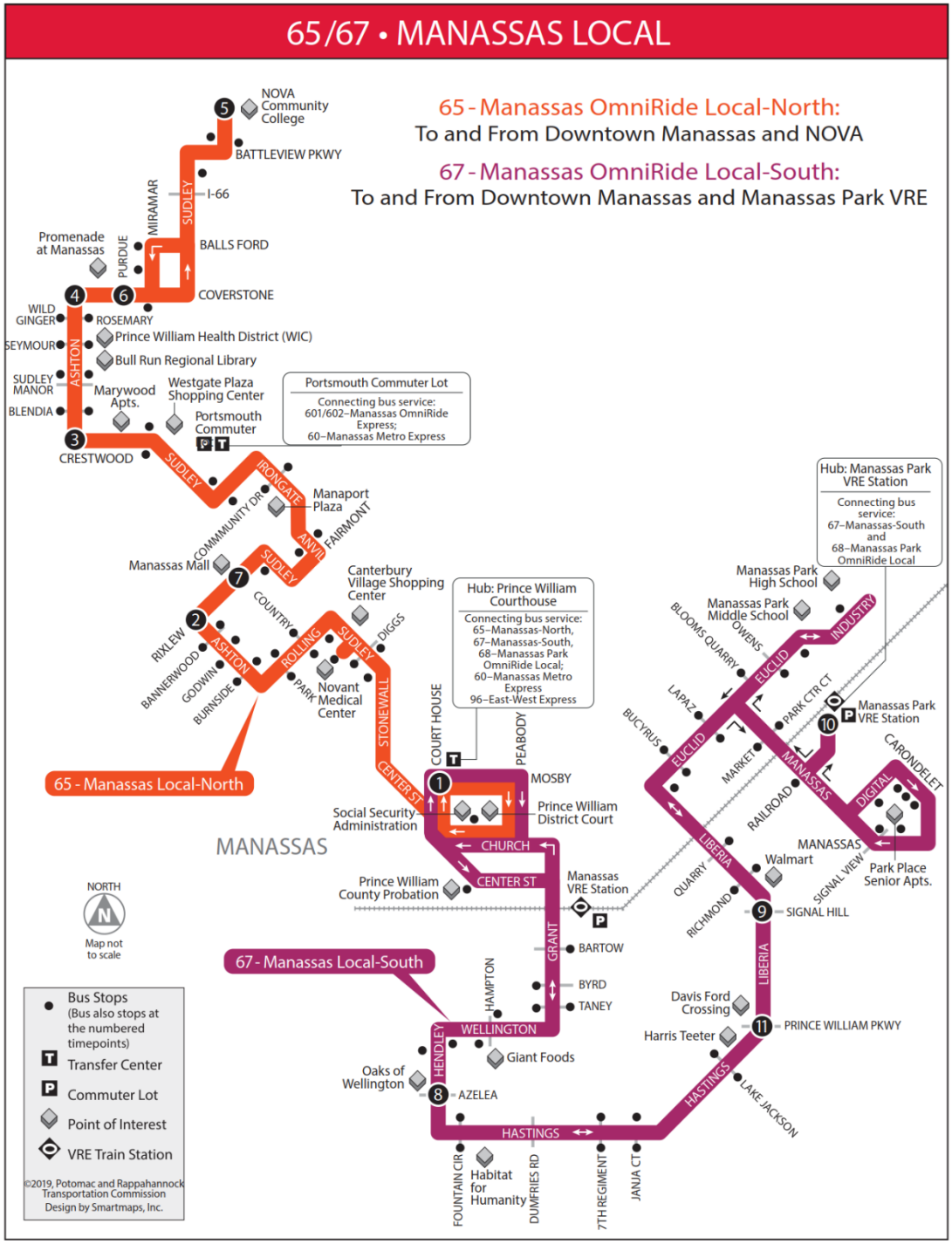
Dumfries

The Dumfries route is a local route that travels to and from Quantico Terrace/Fuller Heights and PRTC Transit Center. It travels primarily on Route 1 and provides access to several shopping centers, Walmart, Freedom High School, Northern Virginia Community College–Woodbridge Campus, and the Route 234/I-95 Commuter Lot.



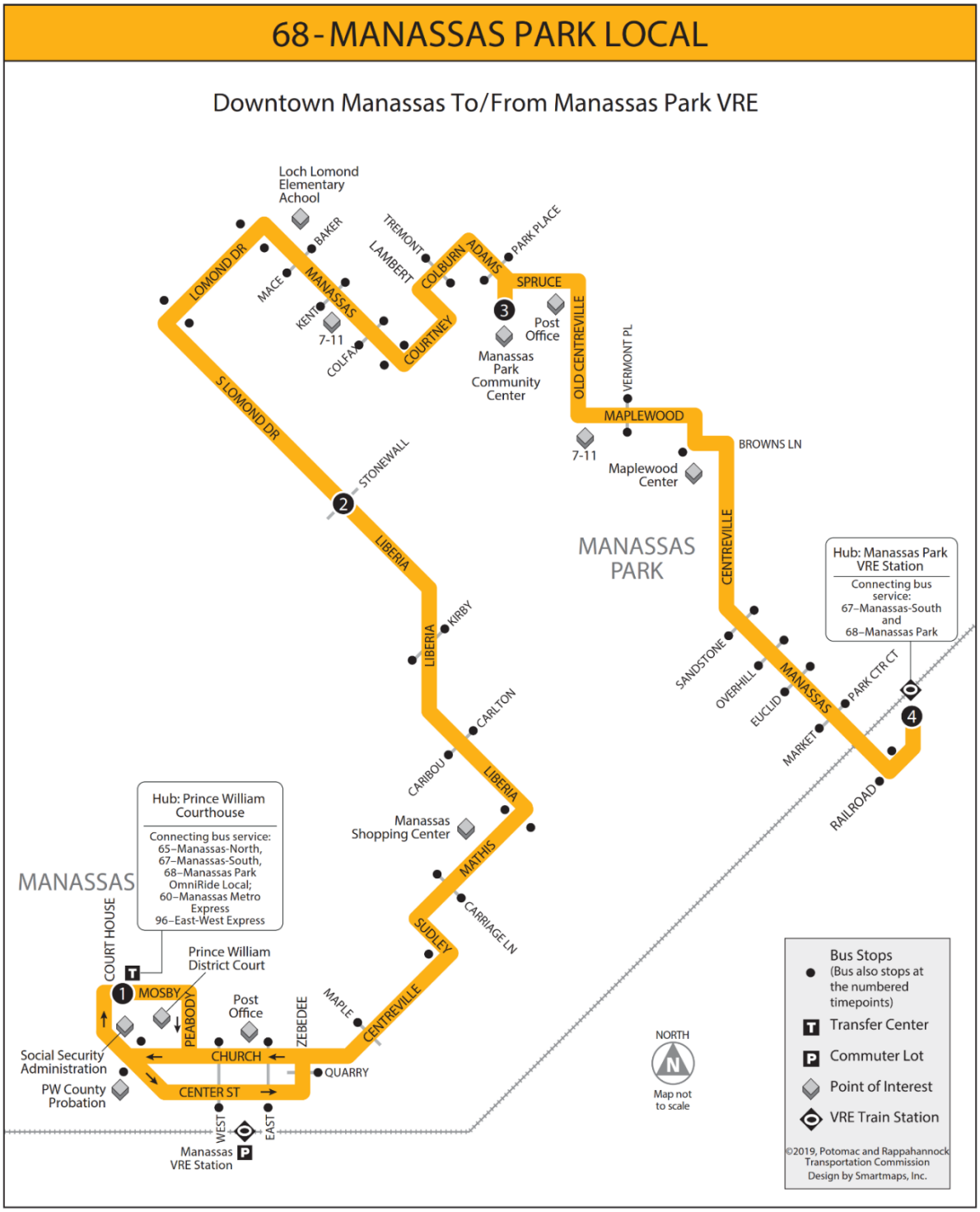
Manassas (65/67)

The Manassas service was recently restructured. The Route 65 covers the Manassas North area serving the new western hub near the Prince William County (PWC) courthouse, Novant Medical, Manassas Mall and NOVA-Manassas campus, with service through many high-density residential complexes along Ashton Avenue and the Sudley north area. Route 67 operates the Manassas South area, serving the western hub near the PWC courthouse, Georgetown South, Oaks of Wellington, Liberia business corridor, and Manassas Park VRE.



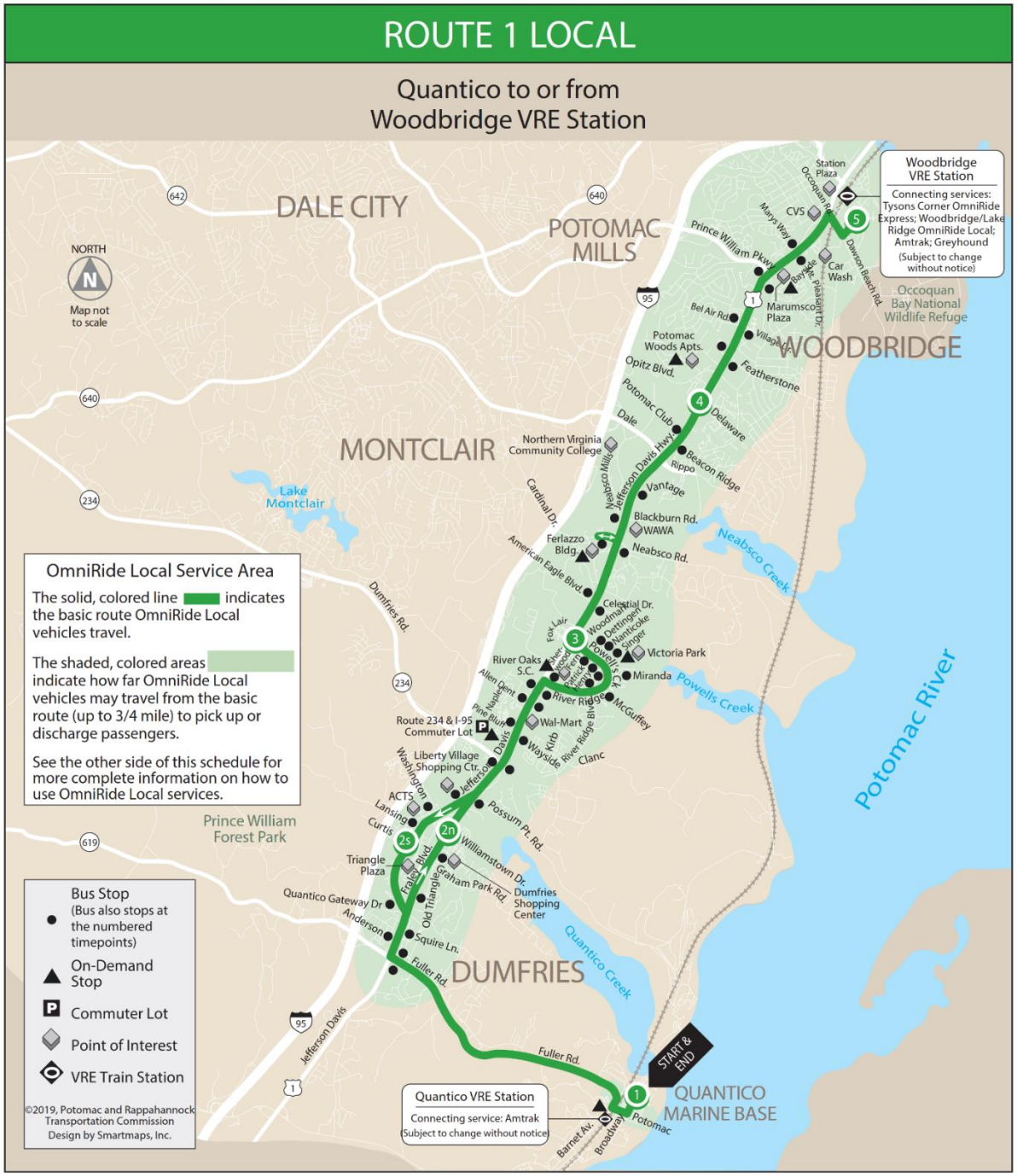
Manassas Park (68)

The Manassas Park Route 68 operates from the western hub near the PWC courthouse and operates bi-directionally through Manassas Park serving high-density housing, Manassas Park Community Center, Manassas Park City Hall, and other developments along Manassas Drive.



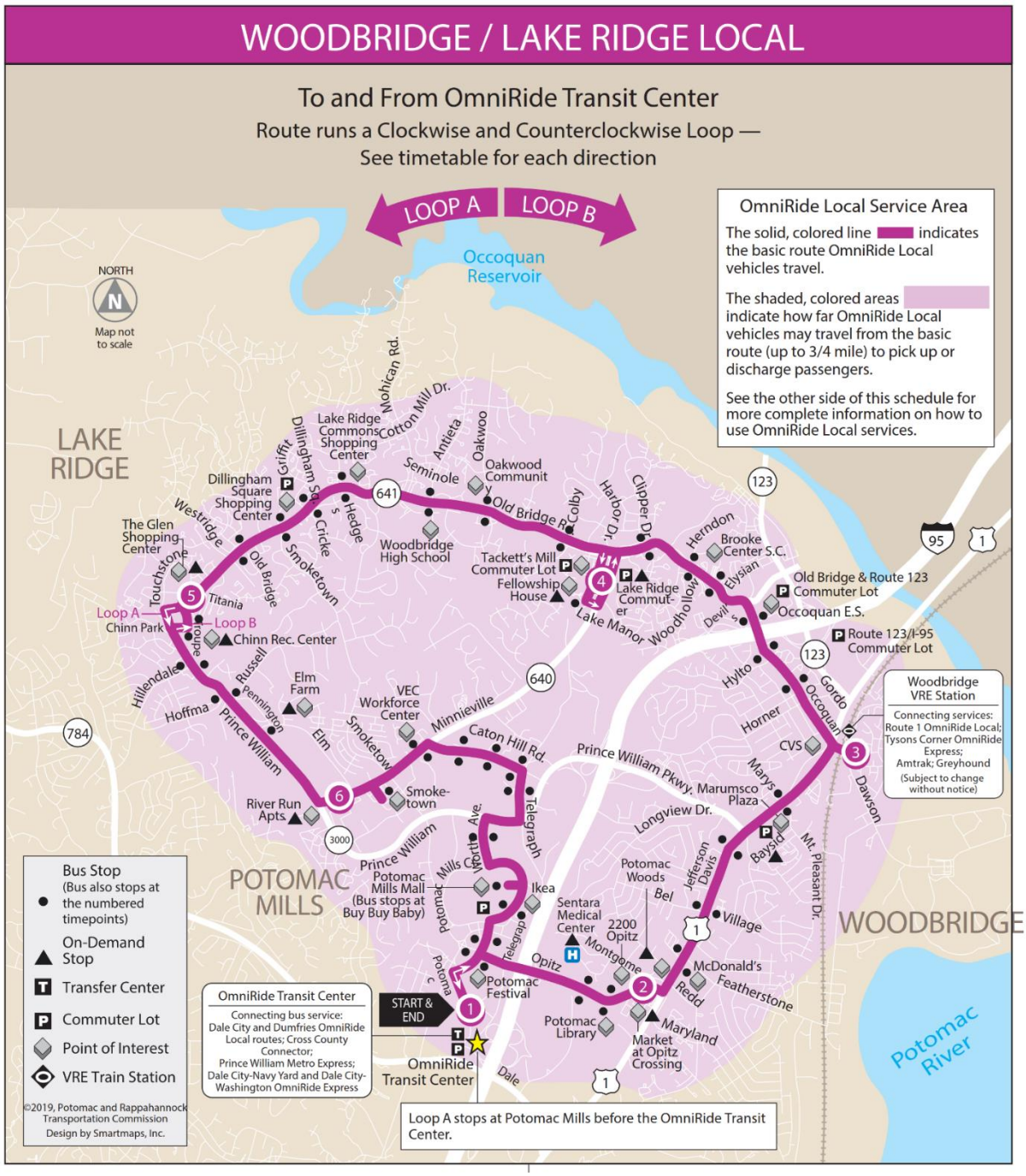
Route 1

The Route 1 route is a local route that travels to and from the Town of Quantico and the Woodbridge VRE Station. It travels primarily on Route 1 and provides access to several shopping centers, Walmart, and the Route 234/I-95 Commuter Lot.



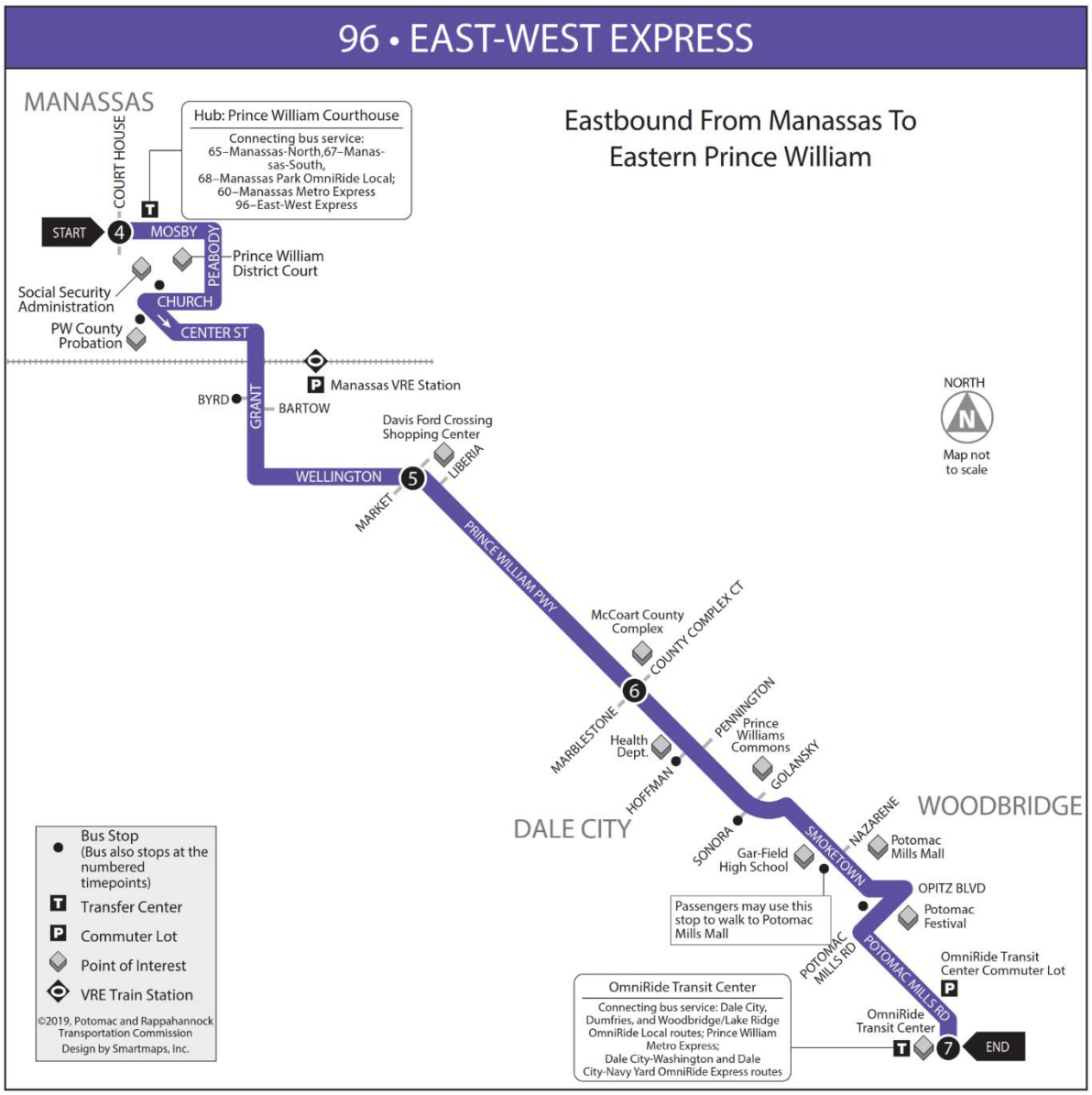
Woodbridge/Lake Ridge

The Woodbridge/Lake Ridge route is a local route that consists of two loops, Loop A and Loop B. Loop A runs counterclockwise to and from the PRTC Transit Center and Loop B runs clockwise. Some key stops include: Woodbridge VRE Station, Tackett's Mill Commuter Lot, VEC Workforce Center, Potomac Mills Mall, Oakwood Community Center, Potomac Library, and several shopping centers.



East-West Express

East-West Express buses connect eastern Prince William and the Manassas area, via Prince William Parkway. Passengers may transfer to or from both OmniRide commuter buses and local OmniRide routes at designated bus stops along the route. East-West Express buses provide access to Prince William County offices and major shopping locations on both ends of the route.



Pedestrian and Bicycle Accommodations

All OmniRide Local and East-West Express buses have bike racks below the front windshield, as do most Metro Express buses. OmniRide Express buses do not have bike racks. The bike racks can accommodate two bicycles at a time. There is no additional charge for using the bike rack. Passengers are responsible for loading and unloading their bikes.

Accommodations for People with Disabilities

Passengers who use wheelchairs may board PRTC buses at any regular bus stop. All PRTC buses are wheelchair-accessible and have designated Priority Seating. Priority Seating is intended to serve persons who are permanently or temporarily disabled, as well as elderly passengers. To use Priority Seating, passengers must obtain a Priority Seating Permit from PRTC, which can be done after seeing a physician. OmniRide Local riders can also call ahead to arrange off-route service to locations within ¾-mile off a standard route. PRTC also provides services to hearing impaired individuals through the Virginia Relay Center. PRTC's reasonable Accommodation Policy and methods for filing a complaint with PRTC can be found on their website.[4]

Design Guidelines Stop and Stations

PRTC provides benches and shelters at select stops. As of June 20th, 2017, PRTC had 87 bus shelters, as shown in **Table 4**. Although PRTC currently does not have established design guidelines for OmniRide bus stops and shelters, it adopted a bus shelter siting and lighting plan in 2007. It establishes warrants for the placement of shelters and those with lighting. PRTC installs regular sized shelters, as well as "sombrero" shelters in locations that cannot accommodate regular sized shelters or have extensive underground utilities.

Table 4: PRTC Bus Shelter Listing

PRTC Bus Shelter Listing – FY 2017		
Shelter Number	**Address Description**	**PRTC Stop ID Number**
1	13025 Chinn Park Drive, Woodbridge, VA 22192	4
2	15941 Donald Curtis Drive, Woodbridge, VA 22191	5
3	Broadway Street (NB) before 4th Avenue, Quantico, VA 22134	7
4	WALMART (Manassas Mall): 8300 Sudley Road, Manassas, VA 2010	1921
5	Wellington Road (EB) before Hampton Road, Manassas, VA 20110	1559
6	Nova Way (NB) after Battlefield Parkway, Manassas, VA 20109	1566
7	Route 1 (NB) before Dumfries Road, Dumfries, VA 22026	114
8	Route 1 (SB) & Squire Lane, Triangle, VA 22172	120
9	Route 1 (NB) after Wayside Drive, Dumfries, VA 22026	283
10	Powells Creek Boulevard (WB) after Sherwood Place, Woodbridge, VA 22191	122
11	Manassas Drive (EB) before Signal View Drive, Manassas Park, VA 20111	220
12	Sudley Road (NB) after Digges Road, Manassas, VA 20110	224
13	Ashton Avenue (NB) after Donegan Drive, Manassas, VA 20109	250
14	Ashton Avenue (SB) after Seymour Road, Manassas, VA 20109	228
15	Coverstone Road (WB) before Ashton Avenue, Manassas, VA 20109	251
16	Church Street (WB) after Peabody Street, Manassas VA 20110	253
17	Gideon Drive (SB) after Bixby Road, Woodbridge, VA 22192	262
18	Dale Blvd (NB) after Gerry Ln, Dale City, VA 22193	263

[4] http://www.prtctransit.org/about-us/accessibility.html

PRTC Bus Shelter Listing – FY 2017		
Shelter Number	**Address Description**	**PRTC Stop ID Number**
19	Route 1 (SB) before Wayside Drive, Dumfries, VA 22026	1761
20	Route 1 (NB) after River Heritage Boulevard, Woodbridge, VA 22191	284
21	Prince William Parkway (NB) before County Complex Court, Woodbridge, VA 22192	305
22	Dale Boulevard (SB) before Minneville Road, Dale City, VA 22193	316
23	Darbydale Avenue (SB) after Eastlawn Avenue, Dale City, VA 22193	318
24	Dale Boulevard (SB) before Cherrydale Drive, Dale City, VA 22193	322
25	Dale Boulevard (NB) before Ashdale Avenue, Dale City, VA 22193	326
26	Dale Boulevard (NB) before Barksdale Drive, Dale City, VA 22193	328
27	Dale Boulevard (NB) before Nottingdale Drive, Dale City, VA 22193	337
28	Prince William Parkway (EB) after Marblestone Drive, Woodbridge, VA 22192	340
29	Dale Boulevard (EB) after Orangewood Drive, Dale City, VA 22193	342
30	Old Bridge Road (EB) before Wood Hollow Drive, Occoquan, VA 22191	352
31	Old Bridge Road (WB) after Oakwood Drive, Woodbridge, VA 22192	354
32	Route 1 (SB) after Prince William Parkway, Woodbridge, VA 22191	380
33	Route 1 - VRE Pedestrian Drop-off, Woodbridge, VA 22191	382
34	Route 1 (SB) after Dumfries Rd, Dumfries, VA 22026	377
35	Prince William Parkway (EB) after Hoffman Dr, Woodbridge, VA 22192	384
36	Potomac Mills Mall, 2700 Potomac Mills Circle, (1) Woodbridge, VA 22192	1834
37	Potomac Mills Mall, 2700 Potomac Mills Circle, (2) Woodbridge, VA 22192	1834
38	Route 1 (SB) after Occoquan Road, Woodbridge, VA 22191	393
39	Potomac Center Boulevard (NB) before Sheffield Hill Way, Dale City, VA 22193	1804
40	Prince William Parkway (NB) before Greatbridge Road, Woodbridge, VA 22192	395
41	Smoketown Road (SB) at Gar-Field HS, Woodbridge, VA 22192	1612
42	Crestwood Drive (WB) before Ashton Avenue, Manassas, VA 20109	403
43	Manassas Drive & Sandstone Way, Manassas Park, VA 20111	144
44	Opitz Boulevard (EB) before Potomac Center Blvd, Woodbridge, VA 22191	418
45	Opitz Road (EB) before Malloy Court Road, Woodbridge, VA 22191	419
46	Dale Boulevard (SB) after Mapledale Avenue, Dale City, VA 22193	430
47	Dale Blvd (SB) before Cloverdale Road, Dale City, VA 22193	438
48	Darbydale Avenue (NB) before Worchester Drive, Dale City, VA 22193	435
49	Route 1 (NB) before Featherstone Road, Woodbridge, VA 22191	1928
50	Worth Avenue (SB) after Prince William Parkway, Woodbridge, VA 22192	460

PRTC Bus Shelter Listing – FY 2017		
Shelter Number	**Address Description**	**PRTC Stop ID Number**
51	Potomac Mills Road (NB) after Opitz Drive, Woodbridge, VA 22192	465
52	Old Bridge Road (EB) before Luca Station Way, Woodbridge, VA 22192	474
53	Route 1 (SB) before Featherstone Road, Woodbridge, VA 22191	1929
54	Optiz Boulevard (EB) before Potomac Center Boulevard, Woodbridge, VA 22191	476
55	Lindendale Commuter Lot Dale Boulevard & Quate Lane, Dale City, VA 22193	600
56	Dumfries Road (SB) before Exeter Drive, Brittany, VA 22026	917
57	Optiz Road (WB) before Montgomery Avenue, Woodbridge, VA 22191	1311
58	Sudley Road (SB) before Digges Road, Manassas, VA 20110	1551
59	Manassas Drive (NB) before Park Center Court, Manassas, VA 20111	1572
60	Manassas Drive (EB) before Kent Drive, Manassas Park, VA 20111	1590
61	Old Triangle Road (NB) before Steele Court, Dumfries, VA 22026	1652
62	Old Triangle Road (NB) before Kearsarge Drive, Dumfries, VA 22026	1653
63	Route 1 (NB) after Squire Lane, Triangle, VA 22172	1657
64	Route 1 (NB) before Neabsco Road, Woodbridge, VA 22191	1654
65	Limestone Commuter Lot, Gainesville, VA 20155	1705
66	Old Triangle Road (NB) before Soundview Circle, Triangle, VA 22172	1760
67	Quantico Terrace Drive (EB) before Fuller Heights Road, Triangle, VA 22172	1758
68	Hoadly Road (EB) before Apollo Drive, Woodbridge, VA 22192	1794
69	Potomac Mills Road (WB) after Telegraph Road, Woodbridge, VA 22192	1826
70	Bayside Avenue (EB) before Longview Drive, Woodbridge, VA 22191	-
71	Prince William Parkway (EB) after Smoketown Road, Woodbridge, VA 22192	-
72	Old Bridge Road (EB) before Old Bridge Lane, Woodbridge, VA 22192	363
73	Old Bridge Road (EB) after Smoketown Road, Woodbridge, VA 22192	41
74	Old Bridge Road (EB) before Cricket Lane, Woodbridge, VA 22192	364
76	Prince William Parkway (EB) before Ridgewood Center Drive, Woodbridge, VA 22192	1931
77	Manassas Drive (WB) after Andrews Drive, Manassas Park, VA 20111	-
78	Crestwood Drive (EB) after Ashton Avenue, Manassas, VA 20109	-
79	Neabsco Mills Road (SB) before S College Drive, Woodbridge, VA 22191	407
80	Dale Boulevard (EB) before Delaney Road, Woodbridge, VA 22193	431
81	Neabsco Mills Road (NB) after N College Drive, Woodbridge, VA 22191	1693
82	Prince William Parkway (WB) before Trowbridge Drive, Woodbridge, VA 22192	389
83	Prince William Parkway (WB) before Hillendale Drive, Woodbridge, VA 22192	361

PRTC Bus Shelter Listing – FY 2017		
Shelter Number	**Address Description**	**PRTC Stop ID Number**
84	Prince William Parkway (EB) before Hillendale Drive, Woodbridge, VA 22192	44
85	Route 1 (SB) before Delaware Drive, Woodbridge, VA 22191	1927
86	Route 1 (NB) before Delaware Drive, Woodbridge, VA 22191	1708
87	Potomac Mills Road (NB) before Opitz Blvd, Woodbridge, VA 22192	464

Additional Transportation Services

There are several other transit services provided in the PRTC region. Most are designed to provide commuter service to the Washington, D.C., area and are identified below.

Virginia Railway Express (VRE) — PRTC provides administrative services and shares policy level direction and financial decision making with NVTC for the VRE, a commuter rail operator. VRE provides rail service on two lines, from Fredericksburg and from Manassas, to the Washington D.C., metropolitan area primarily during weekday peak periods. Within the PRTC boundaries, the Fredericksburg line serves the Spotsylvania, Fredericksburg, Brooke, Leeland Road, Quantico, Rippon, and Woodbridge stations, while the Manassas line serves the Broad Run, Manassas, and Manassas Park stations. A future station located in Prince William County, called Potomac Shores, is currently scheduled to open in 2020. Bus connections are possible at the Quantico, Woodbridge, Manassas, and Manassas Park stations. Surface and/or garage parking is available at all six stations in Prince William County, Manassas, and Manassas Park.

Amtrak — VRE offers the Amtrak-Cross Honor Agreement, which allows VRE passengers to also use the Amtrak trains listed on their schedule. Only VRE riders with valid Ten-Trip, Five-Day, Monthly, or VRE-TLC tickets accompanied by a Step-Up ticket are permitted on-board Amtrak trains. Amtrak stations in the county include Manassas, Woodbridge, and Quantico.

Martz National Coach Works (NCW) — Martz NCW provides commuter bus service from four Park and Ride lots along the I-95 corridor in Stafford County, Spotsylvania County, and Fredericksburg to the central core of Washington, D.C. Martz NCW currently operates seven trips in the morning and six trips in the afternoon in the I-95 corridor. These trips pass through, but do not stop in, Prince William County.

Fare Structure, Payments, and Purchasing

Table 5 through **Table 7** show the fare structure for OmniRide Express, OmniRide Metro Express, and OmniRide Local bus services, as of March 2020.

Table 5: OmniRide Express Fares

Service/Fare Product	Cost to Passenger
Regular Fares:	
One-Way Cash Fare to/from Northern Virginia, Washington	$9.20
One-Way SmarTrip Fare	$6.90
Local Destinations Within Prince William Area	$1.55
Local Bus Day Pass (SmarTrip ONLY)	$3.60
Local Bus Weekly Pass (SmarTrip ONLY)	$14.35
Reduced Fares:	
One-Way Fare	$4.60
Local Bus Day Pass (SmarTrip ONLY)	$1.80
Local Bus Weekly Pass (SmarTrip ONLY)	$7.15

Table 6: OmniRide Metro Express Fares

Service/Fare Product	Cost to Passenger
Regular Fares:	
One Way Cash Fare to/from Metro Station	$4.25
SmarTrip Fare	$3.45
Local Destinations Within Prince William Area	$1.55
Local Bus Day Pass (SmarTrip ONLY)	$3.60
Local Bus Weekly Pass (SmarTrip ONLY)	$14.35
Reduced Fares:	
One-Way Fare	$2.10
Local Bus Day Pass (SmarTrip ONLY)	$1.80
Local Bus Weekly Pass (SmarTrip ONLY)	$7.15

Table 7: OmniRide Local & East-West Express Fares

Service/Fare Product	Cost to Passenger
Regular Fares:	
One Way Cash Fare	$1.55
One Way SmarTrip Fare	$1.55
10-Pack of Tokens	$15.50
Local Bus Day Pass (SmarTrip ONLY)	$3.60
Local Bus Weekly Pass (SmarTrip ONLY)	$14.35
Off-route Trip Surcharge	$1.55
Reduced Fares:	
One Way	$0.75
10-Pack of Tokens	$7.50
Local Bus Day Pass (SmarTrip ONLY)	$1.80
Local Bus Weekly Pass (SmarTrip ONLY)	$7.15
Off-route Trip Surcharge	EXEMPT

PRTC is part of the regional SmarTrip program and SmarTrip cards are accepted on all PRTC buses. Bus riders can also pay using exact cash fare or bus tokens.

Transit benefits may also be used towards PRTC bus fares. The monthly benefit can be any amount an employer chooses to provide, although a maximum of $270 per month is allowable tax-free or pre-tax to employees. Using a convenient web-based program, employers assign the dollar value of an employee's monthly SmartBenefits directly to the employee's SmarTrip card. The benefit is also accepted in participating vanpools. The SmartBenefits program is administered through the Washington Metropolitan Area Transit Authority (WMATA).

Local bus passes must be purchased on PRTC buses or at the OmniRide Transit Center using a SmarTrip card. Day passes are good for local travel within Prince William, Manassas, and Manassas Park all day from first use. Local bus weekly passes are also available and must be purchased on PRTC buses using a SmarTrip card. A weekly pass is good for local travel within Prince William, Manassas, and Manassas Park for seven consecutive days from the date it is first used.

Reduced fare eligibility is applicable to adults 60 years and older, persons with a disability, or persons presenting a valid Medicare card. Senior citizen verification may be required. Riders eligible for reduced fares on PRTC buses must pay with cash or WMATA-issued (65+) Senior SmarTrip card or Metro Disability ID/SmarTrip card. To be eligible for a WMATA-issued SmarTrip card, passengers must be 65 or older. Passengers meeting PRTC's reduced fare eligibility may apply for a Reduced Fare Eligibility Card.

Children 5 and under ride free with a fare-paying adult (limit two per paying adult). Children 8 and under cannot ride unattended.

For all but seniors and people with disabilities, an off-route trip surcharge applies to all OmniRide Local pick-ups and drop-offs at locations not along the standard local route, including on-demand stops. In addition to the designated bus stops, there are some locations that are on-demand bus stops. On-demand stops are designated with a triangle on route maps. Major commuter parking lots served by OmniRide commuter buses and local

Virginia Railway Express stations and many senior living communities are some of the on-demand stops served by OmniRide Local buses.

For transfers between PRTC buses and VRE trains, the following rules apply:

- VRE monthly passholders—boarding a PRTC bus at a VRE Station or the bus stop nearest a VRE Station ride free. When riding a PRTC bus to get to a VRE station, the applicable bus fare is required.
- ALL other VRE pass holders—required to pay applicable bus fare when traveling to and from VRE stations.

Transit Asset Management – Existing Fleet and Facilities

Fleet

Table 8 and **Table 9** summarize PRTC's existing fleet as of November 2019.

Table 8: OmniRide Local Existing Fleet

OmniRide Local Fleet									
Model Year	Make	Number of Buses	Size	Fiscal Year Placed in Service	Life for Replacement (Years)	Fiscal Year to be Replaced	Budgeted Replacement Year	Overhaul (Years)	Fiscal Year to be Funded & Overhauled
2004	Gillig 30 foot	1	30 ft	2005	9	2014	Replaced	-	-
2006	Gillig 30 foot	4	30 ft	2007	9	2016	2015	-	-
2010	Gillig 30 foot	1	30 ft	2011	9	2020	2019	-	-
2013	Gillig 30 foot	5	30 ft	2013	9	2022	2021	-	-
2013	Gillig 30 foot	11	30 ft	2014	9	2023	2022	-	-
2016	Gillig 30 foot	6	30 ft	2016	9	2025	2024	-	-
Anticipated Disposals (FY20)		**0**							
Total OmniRide Local Fleet		**28**							

Table 9: OmniRide Express and Metro Express Existing Fleet

OmniRide Express and Metro Express Fleet									
Model Year	Make	Number of Buses	Size	Fiscal Year Placed in Service	Life for Replacement (Years)	Fiscal Year to be Replaced	Budgeted Replacement Year	Overhaul (Years)	Fiscal Year to be Funded & Overhauled
2002	MCI	5	45 ft	2002	15	2017	Replaced	-	-
2002	MCI	16	45 ft	2002	16	2018	Replaced	-	-
2002	MCI	17	45 ft	2002	17	2019	Replaced	-	-
2003	MCI	4	45 ft	2004	16	2020	Replaced	-	-
2003	MCI	1	45 ft	2004	16	2020	2019	-	-
2003	MCI	2	45 ft	2004	16	2020	2020	-	-
2005	MCI	4	45 ft	2005	16	2021	2021	-	-
2005	Gillig 40 foot	3	40 ft	2005	12	2017	2017	-	-
2005	Gillig 40 foot	1	40 ft	2005	12	2017	2017	-	-
2006	MCI	10	45 ft	2006	16	2022	2022	-	-
2006	Gillig 40 foot	1	40 ft	2007	12	2022	2021	-	-
2008	MCI	11	45 ft	2008	16	2024	2024	8	2016
2009	MCI	8	45 ft	2009	16	2025	2025	8	2017
2009	MCI	4	45 ft	2010	16	2026	2026	8	2018
2010	Gillig 40 foot	1	40 ft	2011	16	2022	2021	-	-
2011	MCI	4	45 ft	2011	16	2027	2027	8	2019
2012	Gillig 40 foot	13	40 ft	2013	16	2024	2023	-	-
2012	MCI	5	45 ft	2012	16	2028	2028	8	2020
2014	MCI	1	45 ft	2014	16	2030	2030	8	2022
2016	MCI	5	45 ft	2017	16	2033	2033	8	2025
2016	Gillig 40 foot	7	40 ft	2016	16	2028	2027	-	-
2019	MCI	37	45 ft	2019	16	2034	2033	8	2026
2019	Gillig 40 foot	3	40 ft	2019	16	2031	2030	-	-
2020	MCI	7	45 ft	2020	16	2035	2034	8	2027
Anticipated Disposals (FY20)		**37**							
Total OmniRide Fleet		**133**							

Facilities

PRTC Transit Center — The PRTC Transit Center is located just south of Potomac Mills Mall in Woodbridge. The facility houses the administrative offices and a transit center. The Transit Center facility serves as the main transfer point for PRTC's customers and includes a public Customer Service desk, customer facilities, and dedicated route berthing locations. The transit center includes a Park and Ride lot on site.

Park and Ride Lots — There are currently over 10,700 parking spaces in approximately 40 Park and Ride lots in Prince William County, Manassas, and Manassas Park, many of which are served by OmniRide routes. Most of the lots are owned and maintained by the Virginia Department of Transportation (VDOT). These lots provide convenient, well maintained and free parking lots in local neighborhoods throughout PRTC's service area. As a public service, many churches and retail outlets also designate sections of their parking lots for commuter parking. These lots also serve as meeting areas for vanpools and carpools. Lot use tends to be highest at the larger VDOT-owned and maintained lots, with some operating at or above capacity. At the VDOT lots, PRTC does not own or maintain any of the transit facilities such as benches or shelters.

Western Maintenance Facility — PRTC has applied for the final piece of necessary funding to construct a Western Maintenance Facility located in the Gainesville area. This facility has been designed and is ready for construction, but PRTC has needed additional funding. The proposed $11.1 million funding will come from the Transform 66 Outside the Beltway Concessionaire Payment, administered by the Northern Virginia Transportation Authority (NVTA). Funding decisions were approved by the Commonwealth Transportation Board (CTB) in January 2018 and PRTC anticipates substantial completion by May of 2020.

Transit Security Program

PRTC currently has two documents dedicated to protecting riders, employees, and the public: *The Emergency Service Plan for Winter Weather and Other Emergency Conditions* and a *Visitors Policy*. The *Emergency Service Plan*, which was last updated in October 2017, establishes a clear plan for the public and for PRTC/First Transit to follow to operate a safe transit system during emergencies. The document also establishes clear criteria and timing for deciding when to implement the *Emergency Service Plan*, further promoting consistency. The *Visitors Policy* outlines PRTC's rules for receiving visitors at PRTC facilities. The main objective of the document is to ensure that visitors do not pose threats to PRTC property, distract employees, or be exposed to dangerous situations and environments.

Intelligent Transportation Systems (ITS) Programs

PRTC has an Intelligent Transportation Systems (ITS) program to improve efficiency of operations and provide information to customers. Recently an inventory and assessment of PRTC's ITS infrastructure conducted for a DRPT study concluded that PRTC ITS includes the following elements:

- **Computer-aid dispatch/automated vehicle location (CAD/AVL):** Vehicle tracking and monitoring relayed to a central system
- **Automatic passenger counter (APC):** devices that automatically count boarding and alighting passengers
- **Automated voice annunciator (AVA):** prerecorded audio and visual announcements triggered by GPS signal
- **Electronic registering farebox (ERF):** scan and assess the value of fare media presented by boarding passengers and stores information on the transaction
- **Mobile data terminals/tablets (MDT):** on-board devices for operator data input/text communication often with real-time location capabilities
- **Cameras:** Video monitoring or recording of activity on-board transit vehicles
- **Silent Alarm:** Allows operator to discretely notify the dispatcher of an emergency situation
- **General Transit Feed Specification (GTFS):** public data feed of static transit schedule

- **Trip Planner:** Interactive service provided via internet, mobile device, or kiosk for identifying best travel route
- **IVR/SMS:** Interactive voice response system or short message service for providing traveler information via telephone or text message
- **Scheduling Software:** Software for trip building, run cutting, vehicle assignments, operator assignment, etc.
- **Maintenance Management:** Maintenance management software for tracking vehicle health, maintenance inspections, and repairs
- **Yard Management:** Yard management software for real-time asset location for optimized yard operations
- **Security Cameras:** Video monitoring or recording of activity at transit facilities (stations, yard, etc.)

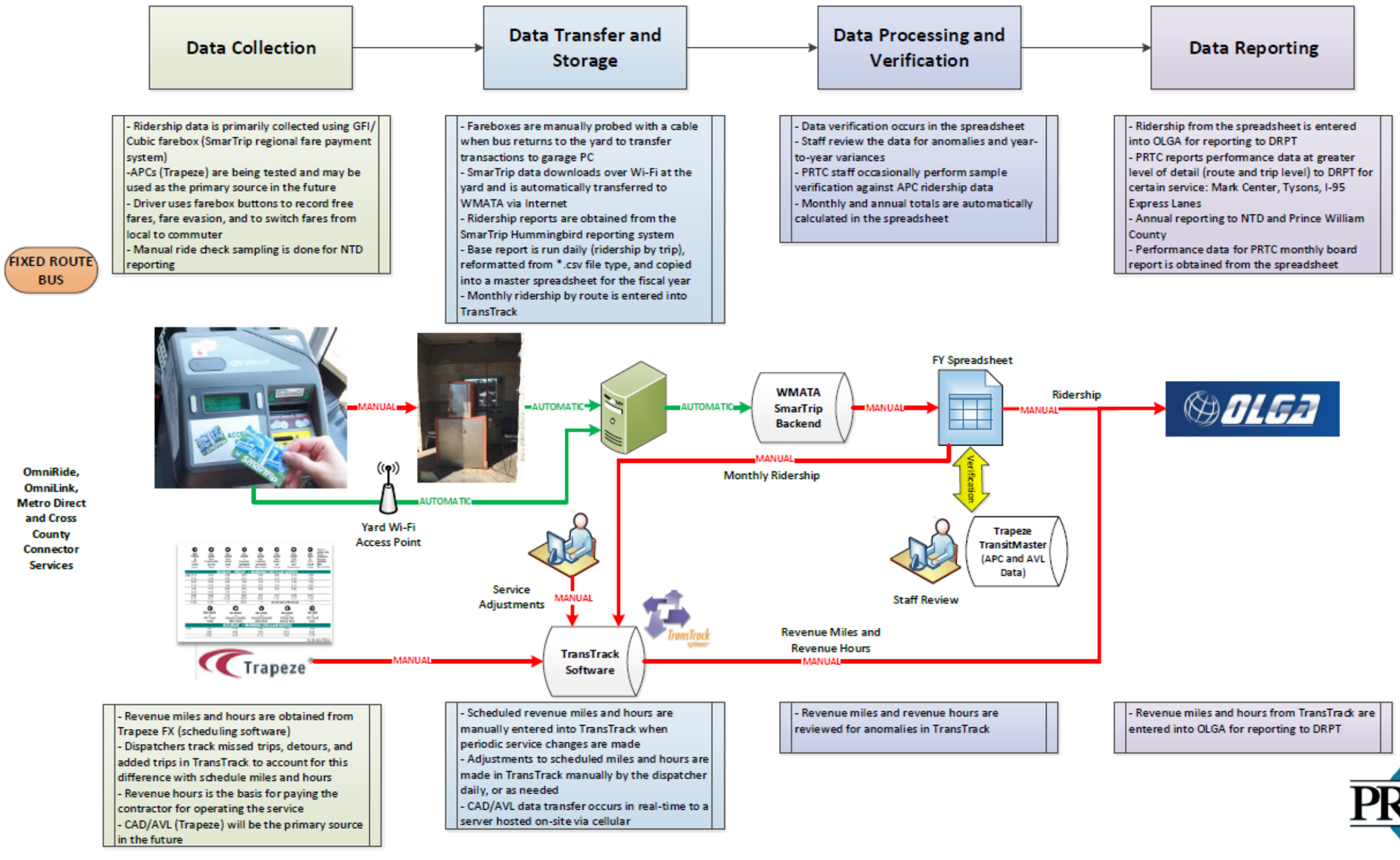
Public-Facing Technology

- Real-time information OmniRide branded app through Ride Systems
- GTFS data available through the OmniRide website

Data Collection and Ridership/Revenue Reporting Method

Data collection, processing, verification, and reporting processes are employed by PRTC for performance data reporting to its stakeholders and funding partners. As part of the Transit Data and Performance Study for DRPT, PRTC's data collection process was summarized in **Figure 1**.

Figure 1: PRTC's Performance Data Collection and Reporting Process



Coordination with Other Transportation Service Providers

Transportation Network Companies

Transportation Network Companies (TNCs) such as Uber and Lyft are playing an increasing role in how people get around. The effect of these TNCs is more commonly felt in urban environments but suburban areas like Prince William County are served by these companies as well, albeit with lower reliability and coverage. Data is not usually shared by the private entities, but it is safe to assume that some trips that could be made by OmniRide Local service are being made using TNCs. PRTC in 2016 initiated a request for information (RFI) to interested TNCs regarding the potential to partner on developing a flexible-route microtransit-type service. Conversations were held with multiple entities although there were no official partnerships at this time.

Wheels to Wellness

PRTC's Wheels-to-Wellness program provides travel assistance via an agreement with local taxi providers that eligible residents in Prince William County, the City of Manassas, and the City of Manassas Park can use to access health services.

To qualify, applicants must be:

- 80 years old or older; OR
- Disabled as defined by the Americans with Disabilities Act; AND/OR
- Have income that is no greater than 1.9 times the federal poverty level and NOT BE eligible for Medicaid transportation services

In addition, the applicant must reside in Prince William County, Manassas City, or Manassas Park City, although trips do not have to begin or end in those areas.

During the eligibility certification process, participants will learn the maximum fare per trip and the amount of their monthly transportation benefit. Participants are responsible for paying a $3 co-pay for each one-way trip, as well as any remaining fare balance after the Wheels-to-Wellness payment. Participants will make their own travel arrangements with specified cab companies and wheelchair-accessible commercial vehicle service providers under contract to PRTC.

Public Outreach/Engagement/Involvement

The Potomac and Rappahannock Transportation Commission (PRTC) is strongly committed to seeking and encouraging public participation in the overall regional transportation planning process and in the planning process for its individual issues, initiatives, proposed plans, proposed budgets, capital and/or operating projects. Public meetings, newsletters, fact sheets, email messages, and websites are just a few examples of the types of strategies that are used in its effort to solicit participation from the public.

Public Hearings

Fare increases and major service changes require a public review, including a public hearing. Although all public hearings are to be held on workdays, the time of the hearing depends on the availability of the affected citizens. Public hearing notifications must be advertised at least 30 days in advance of the hearing date. Any other significant changes to PRTC standards of service also require a public review, but a public hearing is not required unless one is requested by a member of the public.

Advertisement

Adequate advertisement is required for all public hearings, as well as for public hearing request periods. This includes newspaper advertisements published once a week for two consecutive weeks in general circulation and Spanish-language newspapers. These ads are required to include requests for special assistance, such as a sign language or foreign language interpreter. Announcements should also be included in PRTC Board Meetings, on PRTC's website, and as post notices on the transit vehicles.

Depending on the affected population, additional advertisement may need to be placed in community gathering spaces, such as libraries, senior centers, community centers, and schools.

Comment Period

All citizens can comment on proposed changes either by attending a public hearing or submitting them in writing. Citizens may submit written comments as late as 7 days after a public hearing. If a public hearing is not required nor requested, public comments regarding proposed actions will be considered up to 30 days following the date of the notice soliciting public comment or invitation to request a public hearing. Public comments can be submitted via email or hard copy.

Strategic Plan Public Engagement

As part of this strategic planning process, multiple forms of outreach with stakeholders and the public were conducted. Public input opportunities include:

- Online visioning survey which asked respondents about PRTC's new positioning statement (725 respondents based on a convenience sample of riders and non-riders)
- One-on-one or small group interviews with some of the area's top employers and community organization leaders (40 total participants)
- Public hearings which presented the strategic recommendations for public input
- MetroQuest online interactive survey which allowed the public to give input to develop specific recommendations (616 total respondents—online and paper copies)

Summaries of the results from these outreach efforts are included within the chapters.

Current Initiatives

As described in Chapter 1 of this TSP, OmniRide is currently in the process of implementing several initiatives identified through earlier strategic planning efforts that will renew its organizational vision (see section 1.2). A few of these key initiatives related to transit include:

- **Leveraging technology and new funding programs to improve service** —The I-66 and I-395 Commuter Choice programs have given OmniRide the opportunity to expand service to areas south of their current service zone and pilot innovative new programs with flexible transit service.
- **Restructuring service in Western Prince William County** — OmniRide is actively considering how the construction of a new maintenance, upcoming openings of thousands of Park and Ride spaces, and new funding opportunities through Transportation Management Plans and the Commuter Choice programs can be leveraged to improve and expand service in this area.
- **Convening mobility councils of topics of regional importance** — Building on OmniRide's desire to be more than just a bus service provider, OmniRide has begun to host ongoing discussions and work sessions with key stakeholders on topics such as regional vanpooling initiatives, "slugging," connections between land use and transportation, and human services transportation.
- **Fare Payment** — OmniRide is investigating a mobile ticketing application, having worked with Alexandria's DASH service on their recent mobile ticketing pilot. OmniRide has also formed a partnership with the Northern Virginia Community College Woodbridge campus, offering a semester transit pass for students, faculty, and staff.

APPENDIX B: SUPPLEMENTARY INFORMATION

Ridership and Operating Cost Methodologies (Chapter 3)

The following methodologies were applied to each project presented in the Planned Service Improvements section in Chapter 3 to estimate ridership and operating costs. These estimates were then used to prioritize the projects based on their cost, ridership, and productivity, and place them into short-, mid-, and long-term timeframes.

Ridership Methodology

For this TSP, ridership has been enumerated using two separate methodologies. First, if projects have already been evaluated and included in a commuter choice funding application, the ridership figures for those projects are carried over into this report for consistency. However, to show the innate uncertainty in ridership projections, the ridership figures from the commuter choice applications are shown as a range of (±)20 percent of the estimated ridership. If ridership was not readily available, as in the case for projects not already evaluated for commuter choice funding, the ridership was estimated as a function of the service added and the density of the place being served. Ridership for these projects was calculated using the following formula:

Estimated Additional Daily Riders = Additional Revenue Hours for Project x [Adjusted Productivity]

Where adjusted productivity = existing productivity x elasticity x density adjustment

Existing Productivity

Ridership productivity for the existing OmniRide system includes the following[5]:

- Local services average 12.5 riders per revenue hour
- Metro Express services average 16.4 riders per revenue hour
- Express services average 22.3 riders per revenue hour

Productivity is in riders per revenue hour because it matches the elasticities listed in the next section.

Elasticity

Ridership elasticity is the change in ridership based on change in service. An elasticity of 1.0 means a 1 percent change in service means a 1 percent change in ridership. Elasticity can be different depending on the service change scenario.

- Geographic service expansion: Based on research in *TCRP Report 95* Chapter 10 on Bus Routing and Coverage[6], for this TSP we designate an elasticity range between 0.6 and 0.8 for service expansion projects.
- Frequency adjustments: Based on research in *TCRP Report 95* Chapter 9 on Transit Scheduling and Frequency[7], for this TSP we designate an elasticity range between 0.4 and 0.6 for frequency adjustments.
- Span adjustments: Based on research in *TCRP Report 95* Chapter 9 on Transit Scheduling and Frequency[8], for this TSP we designate an elasticity range between 0.6 and 0.8 for span adjustments.

[5] Calculated using FY16 data
[6] TCRP Report 95, Chapter 10, page 10-5.
[7] TCRP Report 95, Chapter 9, page 9-8.
[8] TCRP Report 95, Chapter 9, page 9-13.

- Travel time improvements: Based on research in *TCRP Report 95* Chapter 9 on Transit Scheduling and Frequency[9], for this TSP we designate an elasticity range between 1.0 and 1.1 for travel time improvements.

Density Adjustment

Because other parts of this ridership equation are generalized, the density adjustment is a way to control for variations in density in Northern Virginia and the greater Washington, D.C., region It is defined as the ratio between the density of the area to be served and the existing systemwide average.

For local services, density is defined as the sum of jobs and population per acre within ½ mile of stops on the existing local bus network. For express services, density is calculated as jobs per acre within ½ mile of stops at the destination end of the trip. Metro Express is assumed to not have a density adjustment because this type of service is heavily dependent on additional travel (the connection to the WMATA Metrorail system), so gauging the density of the final destination is impossible.

For each type of service, density adjustment was rated on a high/medium/low scale:

- High: densities are more than three times the systemwide average. Density adjustment is 1.10.
- Medium: densities are between one and three times the systemwide average. Density adjustment is 1.00.
- Low: densities are below the systemwide average. Density adjustment is 0.90.

Additional Revenue Hours for Proposed Project

For each project proposed as part of the TSP, the additional number of revenue hours required to operate the proposed service are estimated. These hours are then used to estimate the expected ridership for each project.

Operating Cost Methodology

All costs in this document are presented in FY20 dollars. Operating cost is calculated using the FY20 cost per revenue hour provided by OmniRide through their operations contract with First Transit. Due to the differences in Friday service, the First Transit contract pays a different rate Monday–Thursday than Friday service. Costs used in this analysis include:

- Monday–Thursday cost per revenue hour: $148.54
- Friday cost per revenue hour: $153.53

[9] TCRP Report 95, Chapter 9, page 9-8.

Five-Year Retrospective of Finances (Chapter 5)

The five-year retrospective of finances summarizes data obtained through the National Transit Database (NTD) for FY14–FY18. This section includes tables on operating revenues and capital revenues. Expenses for both operating and capital are summarized into a single table.

Five-Year Retrospective of Operating Revenues

Fiscal Year	Farebox Revenue	Federal	State	Local	Other	Total
FY14	$14,425,948	$4,491,809	$6,824,222	$7,856,447	$1,136,522	$34,734,948
FY15	$18,426,838	$2,456,799	$6,440,329	$11,074,352	$1,849,264	$40,247,582
FY16	$20,178,521	$4,276,365	$6,169,354	$8,995,028	$1,568,687	$41,187,955
FY17	$21,309,173	$4,054,918	$8,040,964	$8,077,229	$222,696	$41,704,980
FY18	$21,222,360	$4,042,402	$7,356,704	$9,576,634	N/A	$42,198,100

Five-Year Retrospective of Capital Revenues

Fiscal Year	Federal	State	Local	Total
FY14	$7,398,742	$6,227,975	$1,606,109	$15,232,826
FY15	$2,298,151	$835,482	$315,928	$3,449,561
FY16	$1,478,104	$4,807,094	$982,697	$7,267,895
FY17	$598,793	$2,499,243	$831,067	$3,929,103
FY18	$144,130	$1,340,829	$495,380	$1,980,339

Five-Year Retrospective of Operating and Capital Expenses

Fiscal Year	Operating				Capital			
	Commuter Bus	Bus	Vanpool	Total	Commuter Bus	Bus	Vanpool	Total
FY14	$16,157,004	$15,060,974	$1,547,204	$32,765,182	$10,858,215	$4,265,445	$109,165	$15,232,825
FY15	$15,710,321	$15,205,086	$4,982,212	$35,897,619	$3,438,296	$0	$11,264	$3,449,560
FY16	$15,628,352	$16,008,950	$5,010,869	$36,648,171	$4,755,577	$2,478,234	$34,084	$7,267,895
FY17	$15,680,277	$14,603,402	$5,816,325	$36,100,004	$3,864,415	$0	$64,688	$3,929,103
FY18	$16,516,089	$14,960,705	$6,906,382	$38,383,176	$1,980,339	$0	$0	$1,980,339