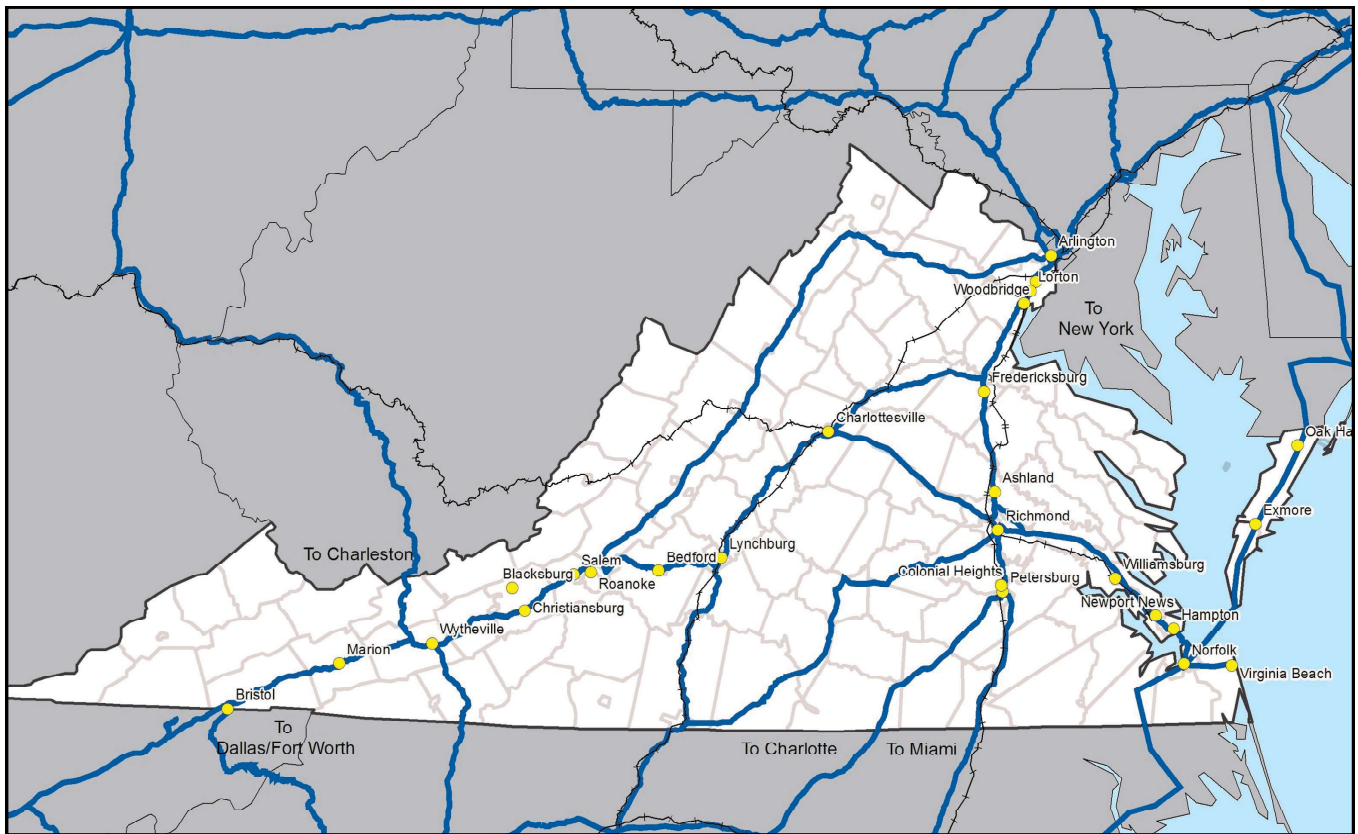


Virginia Statewide Intercity Bus Study

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Final Report



prepared for **Virginia Department of Rail and Public Transportation**

prepared by **KFH Group, Inc.** *under subcontract to* **Cambridge Systematics, Inc.**



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Chapter 1

Intercity and Regional Bus Policy Context

INTRODUCTION

Under the Federal Transit Administration (FTA) Section 5311 program of assistance for rural public transportation, 15% of each state's allocation is to be spent on rural intercity bus projects unless the state certifies that there are no unmet rural intercity needs. If a state so certifies then the 15% can be utilized to meet other rural transit needs. In Virginia, the Section 5311 program is administered by the Department of Rail and Public Transportation (DRPT), historically DRPT has not utilized available FTA Section 5311(f) funding for rural intercity bus service; instead providing FTA with an annual certification when there were no applications for funding to meet intercity needs. However, changes in federal transit legislation now require states to conduct a consultation process prior to determining that there are no unmet rural intercity bus needs in the state, and this study is intended to be a significant part of Virginia's consultation process. In addition, there have been other changes in the federal program that provide states with options for addressing the issue of the need for local match for operating projects, and these changes have been accompanied by changes in the services and policies of major private intercity bus carriers. Finally, there have been significant changes in the state's overall transportation funding and transit program and this may allow for more flexibility to address intercity needs. All of these changes create a need for DRPT to address its rural intercity bus needs, and that is the rationale for conducting this study.

This initial chapter particularly addresses the FTA programs, state participation, and carrier policies. Chapter 2 presents an overview of intercity bus services in Virginia. Chapter 3 presents a demographic analysis of the need for intercity services. Chapter 4 describes the input from the consultation process regarding Virginia's intercity transit needs. Chapter 5 presents service and program alternatives, and Chapter 6 presents recommendations for DRPT.

FEDERAL POLICIES

Virginia's policies regarding intercity bus transportation exist within the context of the federal policy structures that have evolved over the past several decades. On the regulatory side, these federal statutes have been specifically designed to pre-empt state policy regarding the economic regulation of intercity bus transportation. In general, the federal policy is that interstate bus transportation is not regulated at the federal level in terms of entry (which carriers can serve which routes), exit (whether a carrier is allowed to abandon a route), or rates (the federal government no longer oversees rates at all). Federal regulation is limited to ensuring that carriers are financially responsible (have adequate insurance) and meet federal safety standards. Because it is recognized that the federal policy of deregulation has reduced service coverage and frequency in rural areas, federal policy also provides for financial assistance for intercity bus service to, from, or in rural areas. Federal policy also recognizes that there are benefits to ensuring that travelers have the ability to make connections between modes, including intercity bus, local transit, and intercity rail passenger services. Federal funding is available for constructing intermodal passenger facilities, including the intercity bus related portions. The following section presents more detail on these policies.

Federal Definition of Public Transportation Does Not Include Intercity Service

The 2005 federal transportation program authorizing legislation--the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (known as SAFETEA-LU), included a change in the FTA definition of public transportation that affects the ability to use federal transit funds for intercity bus services, and this definition is included in the most recent authorization legislation, Moving Ahead for Progress in the 21st Century (MAP-21). The language excludes intercity bus transportation from the definition of public transportation that is supported with federal funding. In SAFETEA-LU there were three exceptions--the Section 5311(f) rural intercity bus assistance program, intermodal facilities, and the S.3038 Over-the-Road Bus Accessibility Program. Under MAP-21 the Section 3038 program has been eliminated, so there are now only the two exceptions for which federal funding can be used for intercity bus services. This means that public transit agencies that receive FTA funding cannot operate intercity bus service between urbanized areas--this is a market reserved to the private for-profit industry. The two types of intercity assistance that are allowed include the following programs.

Federal Transit Administration Funding for Intercity Services – Section 5311(f)

As described above, there is a federal program of assistance specifically designed to provide assistance to the states to develop or maintain rural intercity bus services, including those services connecting rural areas with urban services and the national

intercity bus network. This program has existed in the same general form since 1992, when it was created as the Section 18(i) program of assistance for rural intercity routes as part of the 1992 ISTEA transportation authorizing legislation. This program was subsequently codified as 49 USC Section 5311(f), and is fully described in Chapter VIII of Circular 9040.1F. The basic outline of the program has remained the same since 1992, though there have been some changes and interpretations over the years as the program has been implemented. In 2005, SAFETEA-LU included language that has resulted in more substantial changes, and the most recent reauthorization bill, MAP-21, enacted in July, 2012, included some additional changes in this program.

Federal Section 5311(f) – General Program Characteristics

Federal Section 5311(f) funds are the only federal funding source for intercity bus operations and are used in a majority of states to support rural intercity bus services. Section 5311(f) is a subsection of the overall Section 5311 formula allocation program for small urban and rural areas under 50,000 in population, which allocates funding to each state's governor for distribution to local applicants. The amount of funds provided to each state is based on the non-urbanized population of the state. Fifteen percent of the annual apportionment must be used to support intercity bus service through the Section 5311(f) component of the program unless the governor of the state certifies that all rural intercity bus needs are met. A partial certification is also possible, if the needs utilize less than the full 15 percent. If the governor certifies that intercity needs are met, the funding reverts to the overall Section 5311 program for use on other rural transit projects. Program funds can be used for capital, operating, planning, and administrative assistance to state agencies, local public bodies, non-profit organizations, and operators of public transportation services (both public and private). In Virginia, the overall Section 5311 allocation is \$14,534,896, and the 15% intercity set-aside is therefore \$2,180, 234.

Consultation Requirement of SAFETEA-LU Continued Under MAP-21

The major program change under SAFETEA-LU was that states planning to certify (partially or completely) are required to undergo a consultation process prior to certifying, and state transit programs are being evaluated on this activity as part of their FTA State Management Review evaluations. The consultation requirement calls for a process to include identification of the intercity carriers, definition of the activities the state will undertake as part of the consultation process, an opportunity for intercity carriers to submit information regarding service needs, a planning process that examines unmet needs, and documentation that the results of the consultation process support the decision to certify – if, in fact, that is the final decision. MAP-21 continues this requirement. Virginia has not previously conducted a consultation process, rather certifying that there were no unmet intercity needs because there were no applications

for Section 5311 funding for intercity services under their overall Section 5311 program process. This current study is intended as the initial documentation of the consultation process, to keep Virginia in compliance with this requirement.

Requirement for a Meaningful Connection to the National Network of Intercity Bus Services – Continued Under MAP-21

Under the Section 5311(f), program, intercity bus service is defined as regularly scheduled bus service for the general public, which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, has the capacity to carry passenger baggage, and makes meaningful connections with scheduled intercity bus service to points outside the service area. Feeder services to intercity bus services are also eligible. Commuter service is specifically excluded. The Section 5311(f) program is implemented by each state as part of its overall Section 5311 program management activities. FTA guidance makes clear that Section 5311(f) funded intercity services must take schedule considerations into account to provide a meaningful connection with scheduled intercity bus services to points outside the service area, adding a dimension (schedule) to the definition of a meaningful connection. The requirement that services funded under this program make a meaningful connection with the national network of intercity services has the effect of narrowing the definition of eligible intercity service under Section 5311(f), as rural transit services which do not offer a meaningful connection are ineligible.

Statutes Now Specifically Allow the Use of the Value of Unsubsidized Connecting Service as In-Kind Operating Match

Obtaining local cash operating match has been a major program issue, particularly in states that provide no state operating assistance for intercity services, such as Virginia. This may well be one reason that no private intercity carriers applied for funding under the Section 5311 program in Virginia, as the available maximum federal share of 50 percent of the net operating deficit would not eliminate the operating losses on rural service, but only reduce it by half.

In 2006 FTA issued guidance for a two-year pilot program permitting use of the value of capital used in connecting private unsubsidized service as an in-kind match for Section 5311(f) operating funds. Subsequently this program was continued administratively through the end of SAFETEA-LU, but in the MAP-21 legislation, it has now been given statutory language in the authorization so that it will be a part of the on-going program. DRPT can now be secure that administrative directives at FTA will not eliminate the ability to continue the program using the same tools. In addition, the language restricting the amount of the allowable match to 50 percent of the fully-allocated cost was not included in the bill, implying that up to 100 percent of the value

may be used—however FTA has not issued guidance on this change as of yet. With the increase in the allowable value of service as in-kind match, it will be easier to find enough matches for services funded under this program. If the value of the in-kind match is sufficient, the impact of this pilot program is that it is possible to operate Section 5311(f) connecting service without local cash match.

This funding approach redefines the operating project as including not only the route segment that is to be subsidized with Section 5311(f) funds, but a connecting unsubsidized segment operated by the same or another carrier. The net operating deficit is calculated on the subsidized segment in the normal way, as operating costs less revenue. Normally, under Section 5311 the maximum amount of federal funding toward the net operating deficit would be 50 percent of the net operating deficit, with the remaining 50 percent provided as cash from local (or state) sources. However, under the in-kind match guidelines, up to 50 percent¹ of the value of the fully-allocated operating cost of the connecting unsubsidized segment can be counted as local match. By careful project design, the entire net deficit can be matched with in-kind miles, utilizing federal funds for 100 percent of the net operating deficit. The FTA guidance requires that the operator of the unsubsidized segment who is the provider of the value of the in-kind miles provide documentation that they are providing the miles for this project, which schedules are being used to generate this value, and the value of the match. Typically, carriers asked to provide the match miles require that the subsidized segment provide a meaningful connection (see the Greyhound requirements described below) to their connecting services so that passengers will make the connection—the major benefit to the carrier is the feed traffic generated by the subsidized segment.

This approach has been used extensively in other states to fund most of the rural intercity operating projects under this program, including services in neighboring Maryland and North Carolina. These states have used the value of in-kind miles provided by Greyhound Lines as the local operating match, allowing the use of federal funds to cover the entire operating deficit of these services. Virginia has not used this approach.

SECTION 3038 Over-the-Road Bus Accessibility Program Grants Eliminated by MAP-21

This program was authorized as part of TEA-21, continued under SAFETEA-LU, and eliminated under MAP-21. It made funds available to private operators of over-the-road buses to pay for the incremental capital and training costs associated with

¹ Under MAP-21 statutory language the 50 percent limit on the value of in-kind miles is not included. As revised guidance from FTA is not yet final, it is not clear whether this means that 100 percent of the value of the in-kind miles may be used as match for projects begun in FY 14 or later. The draft Section 5311 Circular continues the 50% valuation.

Americans with Disabilities Act (ADA) requirements in the final DOT rules on privately operated over-the-road bus (OTRB) accessibility.² As the regulations addressing private operators of OTRBs required large fixed-route carriers (such as Greyhound and Megabus) to be fully accessible by October 2012, this program was not continued. The end of the Section 3038 accessibility program has little direct impact on the state, because it provided funding directly from FTA to the private carriers, and only for accessibility equipment and training.

Federal Motor Carrier Safety Administration (FMCSA)

The other major federal policy framework affecting intercity bus service is the regulatory framework of the FMCSA. FMCSA is an agency of the U.S. DOT, and is one remnant of the regulatory authority formerly exercised by the Interstate Commerce Commission. FMCSA does not have any role in the economic regulation of the intercity bus industry, rather its focus is on ensuring that the firms providing service in interstate commerce are financially responsible (have the required levels of insurance), and operate within the federal safety requirements. Thus the FMCSA requirements are important to DRPT in that intercity bus carriers in the state that offer interline service to interstate passengers must meet FMCSA requirements, with some limited exceptions. In addition, FMCSA policing of insurance and safety allows DRPT to address these issues by requiring FMCSA registration and compliance, rather than having to do these things itself as part of its intercity bus program. The major changes in FMCSA oversight in recent years have included a stepped-up focus on intercity bus passenger carrier safety enforcement, particularly focusing on carriers that have identified safety issues. Changes have been made to make it more difficult for a carrier that is shut down for safety violations to reopen the next day under a different name.

CARRIER POLICIES

In order to use the in-kind match provisions of the Section 5311(f) program, the firm providing the in-kind miles to be valued is also considered part of the project, and it must provide written documentation of its participation in the project, the services to be considered as connecting services, and the cost of those services (to quantify the value). This means that for these intercity programs, carrier policies are also a factor.

Greyhound Lines

Greyhound Lines (including its wholly-owned subsidiaries such as Valley Transit in Texas) is the only national network of scheduled intercity bus service, and it

² 49 CFR Part 37, published in the Federal Register on September 28, 1998 (63 FR 51670).

performs a critical function in linking the other smaller regional services around the country. It is a private for-profit firm, now owned by FirstGroup PLC of the United Kingdom. Greyhound is the largest private provider of fixed-route, scheduled intercity service in Virginia, and its policies regarding coordination with other services must be recognized in the development of intercity bus programs.

Although Greyhound has discontinued many of its rural services to focus on limited-stop services between larger urban areas, it is still interested in continuing to receive traffic from the rural areas it was forced to withdraw from, primarily by increasing its coordination with smaller regional intercity carriers and increasingly with public transit providers that operate services connecting rural areas with Greyhound stops in urbanized areas.

After shedding almost all of its own Section 5311(f) funded services in the 2004-2005 period, Greyhound Lines itself will now also seek to obtain Section 5311(f) funding for its own operations, including operations, vehicle and technology capital, and capital for intermodal facilities. This represents a change from the policies expressed by the firm in 2007-8.

However, the firm is still quite supportive of rural connecting service that is operated by other providers, public and private, and it will provide the value of in-kind miles to these other operators provided the firms and the services meet Greyhound criteria. Greyhound's view of coordinated rural-intercity service includes the following elements:

- Connecting service (to Greyhound) should be scheduled, not demand-responsive (so the schedule information system can quote times to customers).
- Connecting carriers should have proper operating authority and insurance levels.
- Connecting service should be operated at least five days per week.
- Connecting service should not duplicate existing service, either by Greyhound or another carrier or subsidized transit service.
- Connecting carriers should offer proper ticketing and package express service.
- Connecting carrier information should be available nationwide as part of the national intercity bus network.

Greyhound has developed a manual outlining this overall coordination approach, which is available on the Internet³. The firm offers several ways to

³ <http://extranet.greyhound.com/revsup/rfs/>

coordinate on ticketing and information. These include a role for the rural connecting carrier as a formal interline partner (accepting Greyhound tickets and package express service over the national bus network and providing tickets that are accepted by other carriers in the interline system), or as a Commission Agent (selling Greyhound tickets and package express service for a percentage commission), or simply allowing Greyhound terminal access with no joint ticketing. If a connecting carrier wishes to be included in Greyhound's national schedules and telephone/Internet schedule information system, it must be an interline partner.

For liability reasons, Greyhound requires that its interline partners have FMCSA authority to operate (an MC number and a USDOT number)—even if they do not themselves operate in interstate service. However, Greyhound accepts different insurance levels so that an FTA funding recipient might not need the full \$5 million in coverage. Greyhound requires \$1.5 million combined single limit liability for vehicles with a seating capacity of 15 or less, \$2 million for vehicles with a capacity of 16-30, and \$5 million for vehicles with a capacity over 30. Under FMCSA rules, interstate commercial vehicle operators that receive FTA funding are only required to have the highest insurance levels required by the states served. For access to Greyhound terminals, other carriers are required to have general liability insurance with a combined single limit of at least \$1 million.

Interlining and the National Bus Traffic Association—Continuation of Previous Policies

The National Bus Traffic Association (NBTA) is a non-profit association created by the bus industry in 1933 as a clearinghouse for interline ticket revenue, as a tariff publisher, and to deal with interline baggage and package express in terms of liability and revenue. It currently has 59 member firms that provide scheduled intercity bus service. Greyhound is a member, but Megabus is not.

Interline tickets allow a passenger to buy a single ticket that provides travel over two or more different bus companies. The NBTA clearinghouse allows the different firms that provide transportation on a particular ticket to collect their proportionate share of the revenue based on the part of the trip each carrier provides. NBTA has created a category of membership called a Sponsored Membership, in which a rural connector can participate in the interline system through a member carrier that is their Sponsoring Member (most likely an interline partner). The rural connector pays only a \$100 annual membership fee to NBTA and it can then sell interline tickets on the sponsoring carrier's ticket stock from originating points on the sponsoring carrier's routes. These policies continue to be in effect.

“Curbside” Operators

A major development in the intercity bus industry over the past several years has been the growth of intercity bus services provided by firms that offer a different type of service. Often called “curbside operators” because they typically do not use bus stations, agents or terminals (but pickup and drop off passengers at the curb), these firms typically sell tickets over the Internet, operate express services with limited stops, offer low fares (sometimes selling a few seats on each departure at very low prices), and they often offer amenities such as on-board Wi-Fi. Often they cater to a specialized market, perhaps with an ethnic base. In general, they do not interline or participate in NBTA but operate very independently.

DRPT POLICIES ON INTERCITY SERVICES

As noted above, DRPT administers federal and state funding for capital and operating assistance to support local, regional, and intercity public transportation services. It oversees the FTA Sections 5311, 5311(f), and 5307 programs (for small-urbanized areas), providing funding under a competitive program of public transportation grants, in which all applicants submit grant applications every year. However, DRPT has routinely certified that there are no unmet rural intercity needs.

There were two previous efforts to look at intercity needs, the 2003 *Feasibility Study for Intercity Bus Service Between Hampton and Fredericksburg, Virginia* performed for Bay Transit, and the 2003 *Intercity Bus Needs Assessment and Six-Year Plan and Program*, but the Bay Transit effort foundered due to the lack of a local match, and the overall needs assessment was never accepted because Virginia did not have an intercity program. Part of the rationale for DRPT’s policy of certification was that no intercity carriers had applied under the S. 5311 program, and part of it was a perception that reductions in unsubsidized rural intercity bus service reflected a lack of demand or need— notwithstanding that without any assistance the private carriers were basically requiring a 100 percent farebox recovery, which no other transit projects achieve.

However, DRPT has been provided public support, including funding and policy direction, in support of intercity surface transportation through inclusion of intercity bus in intermodal transit passenger facilities, support for regional bus service, and investment in Amtrak intercity rail passenger services—so the concept of providing assistance for rural intercity services is not without precedent.

DRPT Support for Intercity Bus in Intermodal Facilities

It should be noted that although DRPT policy has not provided for any operating assistance for rural intercity services, DRPT has supported intercity bus service more

generally by including intercity services in publicly developed intermodal passenger facilities. Greyhound serves the Williamsburg Transportation Center (also served by Williamsburg Area Transit and Amtrak) which is owned by the City of Williamsburg. In Danville, the transit center also includes the Greyhound stop. In Fredericksburg, the Fred passenger station and main transfer center is also the Greyhound station. The new Petersburg transit center includes a Greyhound ticket counter and waiting area, replacing the former downtown Trailways station. In Roanoke, Valley Metro's Campbell Court transit center in downtown is also the Greyhound station, and until recently Greyhound served Charlottesville's transit center (it is now in a separate facility nearby). In Purcellville the Virginia Regional Transit operations facility originally included a ticket counter for Greyhound, but the space was converted to other uses when Greyhound dropped the route serving the town. In Lynchburg Greyhound operates out of the Amtrak station, as does the Smartway Connector bus. The station is served by the local transit system. In addition, there is a Greyhound stop at WMATA's Springfield Metro station. Thus in many key population centers around the state critical passenger infrastructure for intercity bus is already in place as a result of DRPT and local policy and funding.

DRPT Support for Smartway Regional Bus Services

DRPT has also provided funding for regional bus services that connect with intercity service. The Smartway bus services between Blacksburg, Christiansburg, and Roanoke are designed primarily to provide commuter service in this corridor, but the fact that the Roanoke destination is Valley Metro's Campbell Court station allows a connection to Greyhound services. In addition, DRPT provides funding (\$266,716 in FY 14) for the Smartway Connector, which is an extension of this service from Roanoke to Lynchburg, where it provides a connection to the Amtrak service to Washington, D.C.

DRPT Support for Amtrak Intercity Rail Passenger Services

Virginia is also providing significant support for development of Amtrak intercity rail passenger services, indicating that it feels that this is a significant need and market in the state. Operating assistance is provided for some of the Amtrak trains terminating in Richmond, for service to Lynchburg, for service through Richmond to Norfolk, and service through Richmond to Newport News. In FY 14, the operating assistance for these services is \$5,488,709, and capital equipment costs of \$3,273,750 for a total of \$8,767,549⁴. In addition, over the next six years DRPT plans to spend \$95 million on capital improvements to allow passenger rail service to be extended from Lynchburg to Roanoke, and nearly \$80 million for similar improvements between Richmond and Petersburg to increase capacity. These significant investments indicate

⁴ Commonwealth Transportation Board FY 2014 Rail and Public Transportation Improvement Program (Six-Year Plan).

that Virginia is supportive of projects that improve intercity surface transportation, and so potential investments in intercity bus services serving similar needs would not appear to be without precedent.

SUMMARY OF THE POLICY CONTEXT

This chapter has documented that there exists a federal program, the Section 5311(f) program, to assist in maintaining and developing rural intercity bus services, and that although Virginia has provided significant investment in passenger facilities and intercity rail, it has not used this program to support or develop such services. Recent changes in the program both require that the state conduct a process to document that it has no unmet rural intercity bus needs, and provide additional funding tools that make it easier to use this funding by providing flexibility in meeting local match requirements.

As will be seen in the next chapter, during the period that this funding has been available Virginia has lost a number of intercity bus routes and services, particularly in western and central Virginia and even local services paralleling the I-95 corridor. While some of these areas are now effectively served by local or regional transit that can provide linkages to intercity terminals, subsequent chapters address these changes in service and the degree to which they leave unmet rural intercity needs.

The policies of the carriers have also not changed significantly, though there is increased competitive pressure on the traditional “legacy” intercity bus carriers such as Greyhound from firms that offer “curbside” services. This could have an impact in the future if the state is called upon to provide more funding to serve smaller points that have been eliminated, or if Greyhound is forced to reduce its services providing fewer in-kind miles for match. The curbside operators do have different operating policies, generally not interlining or connecting with other carriers, and not participating in the programs such as Section 5311(f) or providing in-kind match (though Megabus has made positive statements about doing so).

Chapter 2

Inventory of Existing Intercity Bus Services

INTRODUCTION

This chapter presents an overview of Virginia’s existing intercity bus services. The study team found that there are now three broad categories of service provided in Virginia—traditional (or “legacy”) intercity bus service; services provided by “curbside” operators; and long commuter express routes operated by both private firms and public transit operators. In addition, there is Amtrak Thruway bus service on some routes that extend the reach of the Amtrak intercity passenger rail services. In addition, some rural public transit routes could be considered as potentially intercity due to the route length and their role in connecting to points outside the provider’s service area. All of these types of service are discussed in this chapter.

Traditional scheduled intercity bus service within Virginia is for the most part provided by Greyhound Lines. However, there are about 16 other private companies including Megabus, which provide intercity service from points in Virginia to other major cities outside the state with no intermediate stops.

Consequently, most of Virginia’s intercity bus routes are between major cities in the state and New York City, making stops in Washington D.C., Baltimore, and Philadelphia on the way. Service to the south of Virginia includes cities in North Carolina, South Carolina, Georgia, and Florida. A few routes are available southwest out of Virginia, traveling through Tennessee, Arkansas and terminating in Texas, and one route is available to Charleston, West Virginia. Figure 2-1 illustrates Virginia’s current intercity service.

There are four main origin/destination hubs located within Virginia: Hampton Roads, Richmond, Roanoke, and Northern Virginia, with Richmond acting as the hub for service connections. Nonetheless, there are major gaps in intercity service within the state. Bus service is not readily available between cities within Virginia due to a diminishing level of service provided, both in terms of route coverage and frequency. In addition, except for Greyhound the services generally operate only between one place in Virginia and larger destinations outside the state.

The services identified in this inventory will be compared to the intercity transportation needs as identified by respondents to the consultation process, described in the next chapter, and to demographic analysis in Chapter 4 to identify service gaps

and develop potential alternatives for improved and expanded intercity bus service, in terms of both geographic coverage and frequency.

OVERVIEW OF INTERCITY BUS SERVICES

The majority of intercity bus providers are private companies, which specialize in carrying passengers' longer distances. Other services worth considering are commuter bus, Amtrak thruway bus service and airport shuttles. A complete inventory of schedules and bus stop locations serving Virginia is included in Appendix A.

Traditional Intercity Bus Services - Greyhound Lines, Inc.

In Virginia traditional intercity bus services are essentially all now provided by Greyhound Lines. At one time, the state was also served by other regular-route intercity carriers, but all of them have either been absorbed by Greyhound or left the regular-route business. These services are characterized by long routes with multiple stops, scheduled to provide convenient arrival and departure times at the endpoints and major cities along the route. Although Greyhound substantially reduced its network in Virginia as part of its restructuring in 2004-2006, it is the only bus carrier that now provides enough service at smaller towns and intermediate points to allow travel between points in Virginia.

Greyhound is a national provider, now owned by FirstGroup PLC of the United Kingdom, and it is a member of the National Bus Traffic Association, which facilitates interline ticketing with other member carriers around the country. Greyhound service is now also distinguished by the fact that it has designated stops with terminals or commission agencies, many staffed by agents who sell tickets, handle package express, and provide information—contrasted with the “curbside” operators discussed in the next section. Information about Greyhound services is available through the carrier's own websites and public timetables, in Russell's *Official National Motor Coach Guide*, and through their telephone information system. Greyhound is now responding to competition from the “curbside” express operators by providing Greyhound Express service between major points on its network. Greyhound Express offers few intermediate stops in smaller towns, and buses are equipped with Wi-Fi, plug-in power outlets, and leather seating.

As described in Chapter 1, Greyhound is also noteworthy because of its interest in and willingness to participate in the Section 5311(f) program, and to cooperate with rural transit providers through its Rural Connect Program. Greyhound also directly operates some Section 5311(f) services in other states, which it brands as Greyhound Connect services (as seen on the firm's web page).

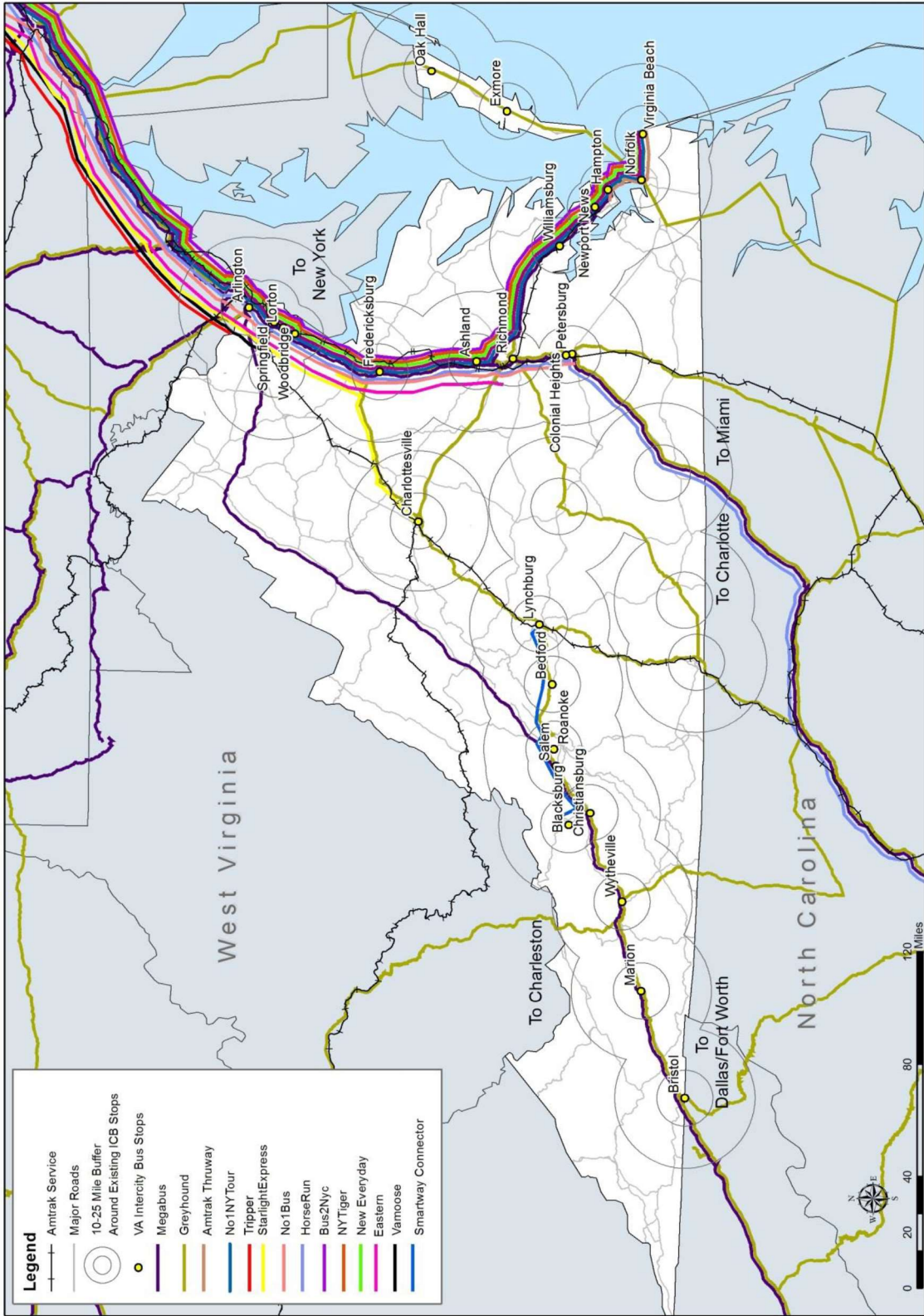
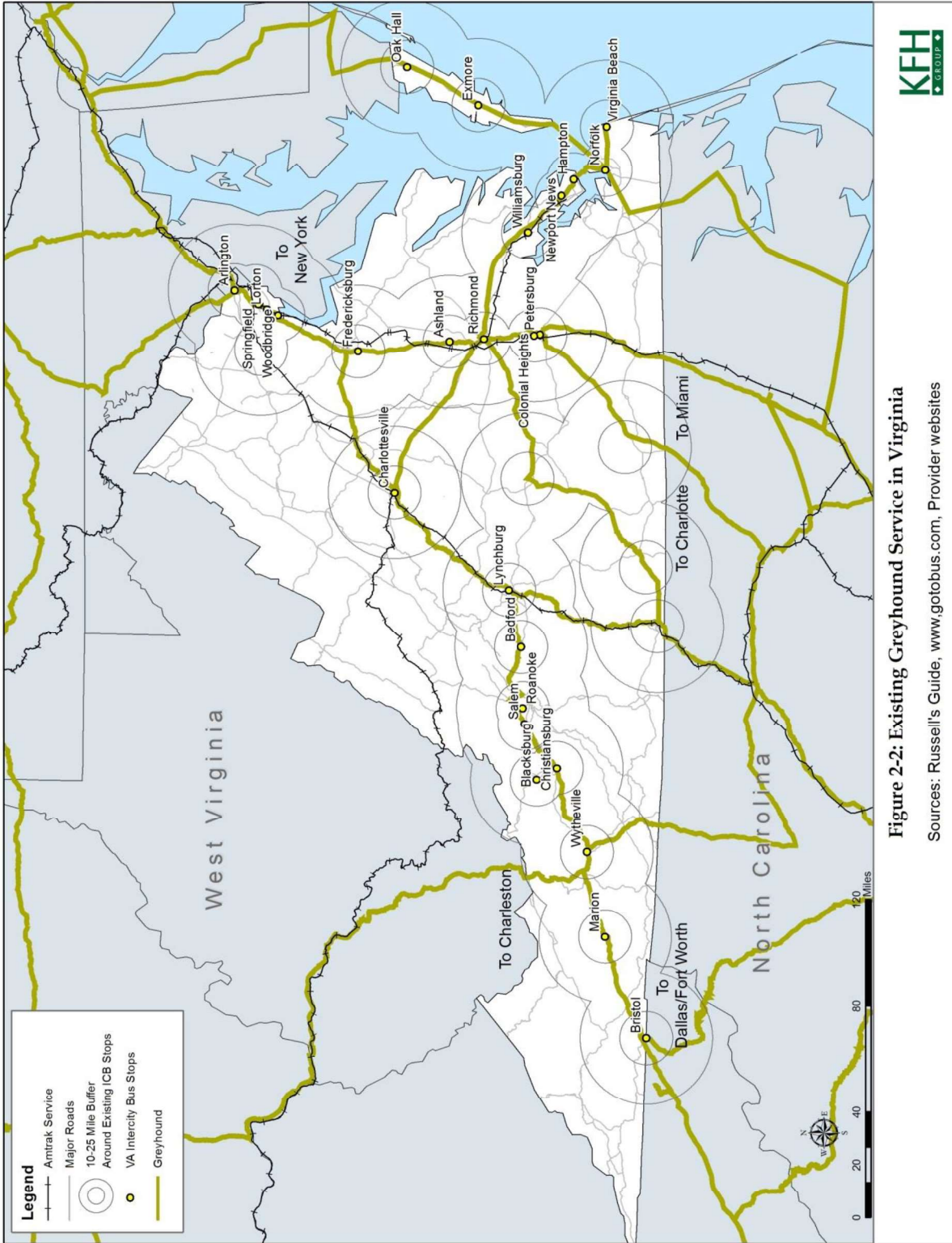


Figure 2-1: Existing Intercity Bus Service in Virginia

Sources: Russell's Guide, www.gotobus.com, Provider websites

Greyhound operates daily service throughout Virginia. The route network is depicted in Figure 2-2. Richmond acts a hub for Greyhound, offering express service to and from Charlotte, Raleigh, Norfolk, Washington D.C., and New York. Greyhound offers service from Norfolk to Raleigh, from Richmond to western Virginia and along the eastern shore between Norfolk and the northeast. Amtrak rail stations are served in Charlottesville, Lynchburg, and Williamsburg. Prices vary with distance, advanced booking and refundable versus non-refundable tickets. There also discounts for particular groups. Tickets can be purchased online at www.greyhound.com, or at stations with agents. Routes in Virginia include:

- **Norfolk - Williamsburg - Richmond (Greyhound Table 422)**: Serves Virginia Beach, Norfolk, Hampton, Williamsburg, and Richmond. Two daily roundtrips are offered between Virginia Beach and Norfolk and five daily roundtrips from Norfolk to Richmond. Of the five, three have been converted to Greyhound Express with only a single intermediate stop in Hampton. The other two are locals, with additional stops in Virginia Beach and Williamsburg. An additional trip after midnight is offered from Richmond to Hampton and Norfolk on Friday and Sunday. Fort Eustis (Newport News) is no longer served by this route.
- **Charlottesville - Washington (Greyhound Table 143)**: Two daily roundtrips are provided between Baltimore and Charlottesville (including both Charlottesville's Greyhound station and its Amtrak station) Intermediate stops along this route include Fredericksburg, Woodbridge (one stop on the southbound schedule only) and Springfield (Metrorail station). Lynchburg is no longer served by this route.
- **Richmond - Roanoke - Nashville (Greyhound Table 144)**: Serves Richmond, Charlottesville, Lynchburg Amtrak, Roanoke, Wytheville (McDonald's Max Meadows) and Marion. Also serves Bristol, Kingsport, and Johnson City, TN, which are on the state line. Three daily roundtrips are offered from Richmond to Nashville (Marion is only served on two of these trips).
- **Charleston - Charlotte - Columbia - Jacksonville (Greyhound Table 401)**: Serves Wytheville as the only Virginia stop between Winston-Salem, North Carolina and Bluefield, West Virginia. Two daily roundtrips are offered from Jacksonville to Charleston, WV. The Wytheville stop is at the Max Meadows McDonald's restaurant off of I-81. Stops are timed to allow for transfers between this route and some trips provided on the Richmond-Nashville (Table 144 route)—for example, a passenger from Marion leaving at 10:50 arrives in Wytheville at 11:30, and can transfer to a bus on this route leaving at 11:45, arriving in Winston-Salem at 1:25 p.m.



- **Philadelphia - Baltimore - Washington - Richmond (Greyhound Table 122)**: Serves Springfield/Franconia Metrorail station, Woodbridge, Fredericksburg and Richmond. Twelve daily roundtrips are offered from Washington, D.C. to Richmond, four of which stop at the intermediate Virginia stops already mentioned. The trips that do not stop except in Washington and Richmond are all now designated as Greyhound Express. There are also two additional Express trips on Friday and Sunday.
- **New York - Richmond (Greyhound Table 124)**: Serves Richmond. Eight daily roundtrips are offered between New York and Richmond, all but one of these are now designated as Greyhound Express trips. There are no other stops in Virginia.
- **Richmond - Fayetteville - Savannah - Jacksonville (Greyhound Table 400)**: Serves Richmond and Petersburg. Petersburg is served by only one daily roundtrip. Otherwise, three daily round trips are offered from Richmond to Raleigh and two daily roundtrips travel directly to Fayetteville from Richmond. Emporia is no longer served by this route.
- **Norfolk - Philadelphia/New York (Greyhound Table 420)**: Serves Norfolk, Exmore, and Oak Hall. The stop in Oak Hall is at a gas station (T's Corner). Two daily roundtrips and two trips on only Friday and Sunday are offered from Norfolk to New York. Virginia Beach is no longer served by this route.
- **Raleigh - Elizabeth City - Norfolk (Greyhound Table 423)**: Serves Norfolk and Suffolk. Two daily roundtrips are offered from Raleigh to Norfolk, one of which stops in Suffolk. Under the station locator on Greyhound's website, Suffolk is listed as having no service.
- **Richmond - Charlotte-Atlanta (Greyhound Table 424)**: Serves Richmond, Petersburg, Farmville, South Boston, Danville with one daily roundtrip on a Richmond-Charlotte route, and one daily roundtrip serving Petersburg and South Hill on the I-85 route from Richmond to Charlotte.

"CURBSIDE" SERVICES

As noted in Chapter 1, one of the major changes in intercity bus service in the last decade has been the growth of "curbside" bus services that typically do their marketing, reservations, and ticketing on the internet, and do not use stations but pickup and drop

off passengers at the curb. Most of these services offer low fares and operate with limited stops between large cities (or college towns), and some offer additional amenities such as free Wi-Fi access and electric plugs for charging laptops, phones, and other electronic devices. These services developed initially from express bus services that linked the Chinatown areas of large northeastern cities, and some firms continue to focus on particular ethnic groups, but the general service model has expanded.

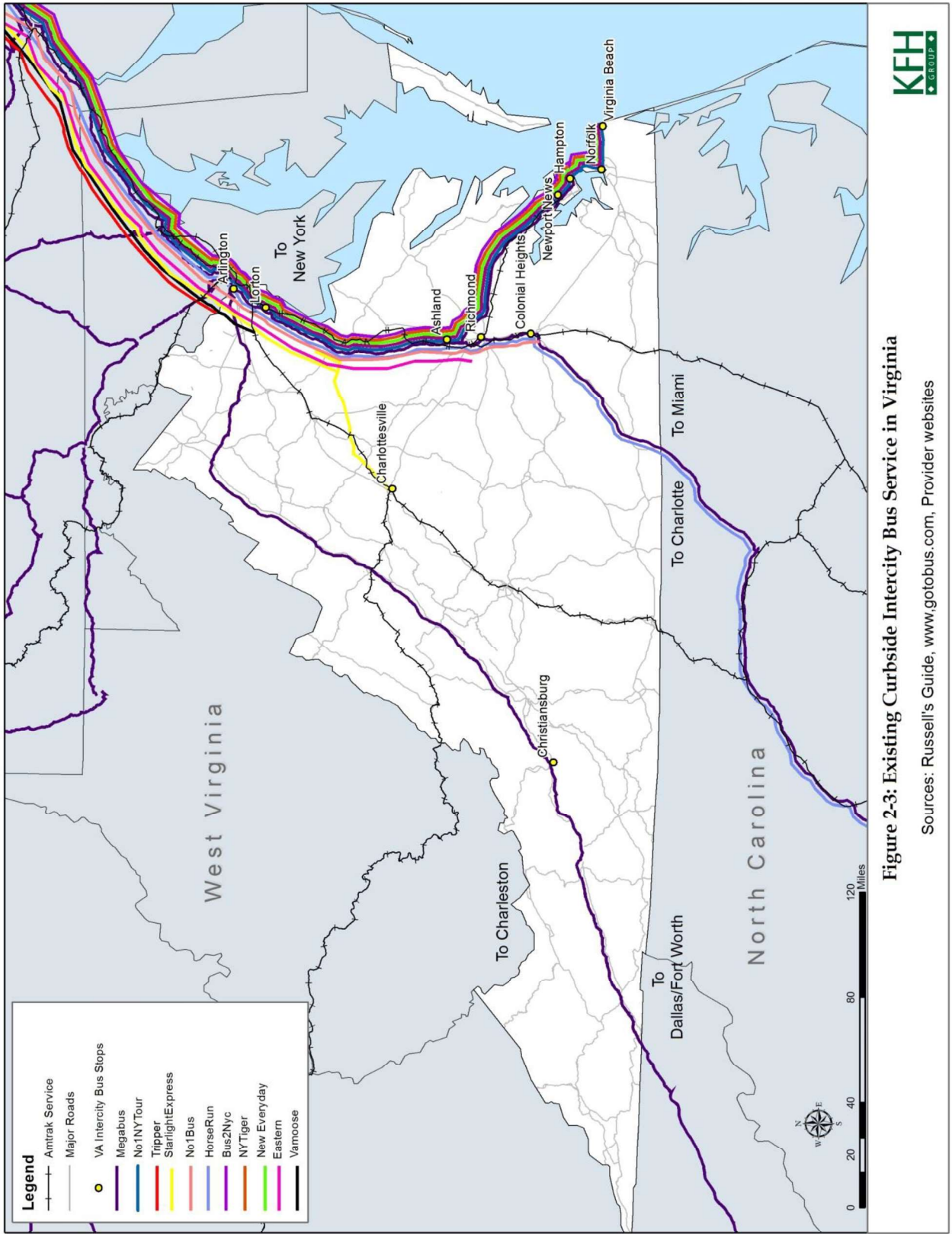
Although the concept was initially developed by bus firms connecting the Chinatowns, it is now part of the overall industry and is credited with creating an expanded market for intercity bus travel. Using this service model, Megabus has become a major competitor in regions across the country. Megabus is a brand used by Coach USA, which is owned by Stagecoach (UK). Greyhound initially sought to compete with these carriers in the northeast by developing a separate brand, Boltbus, which has now expanded to the Pacific Northwest. Greyhound has also competed with Megabus in many regions by offering its own Greyhound Express services, which emulate the amenities, pricing, and limited-stop nature of these “curbside” services.

Publicity about these new services and the fact that many more middle-class riders have used them have led some to see these services as eliminating the need to fund the more traditional type of rural intercity service. However, these operators generally do not serve small rural points, but instead link major cities, often serving smaller locations only if they have a major university population. The growth of these services may have had negative impacts on traditional (“legacy”) services with stops in smaller towns, as firms such as Greyhound have had to eliminate such stops in order to compete with the curbside operators on schedule. Also, the fact that they do not interline with the rest of intercity bus network means that development of connecting services (or use of in-kind match) has been difficult, even aside from the fact that they do not typically use existing bus or intermodal stations (unless required to by law).

In Virginia, the “curbside” service operators have focused on providing low-cost express services from major cities to Washington, D.C., New York City, and other major cities in the northeast. Details on these services are presented below, and Figure 2-3 presents a map showing the routes used by these carriers. The route map is somewhat misleading in that most of these services only make one or two stops in Virginia, and so the service is essentially point-to-point. The map does illustrate the degree to which these services are limited to points on the interstate highway corridors, with little service provided to other areas of the state.

As can be seen, this new kind of service has had a major impact on linkages between some places in Virginia and major cities outside the state; it has had no direct impact on service within Virginia. The possibility exists that more such service could develop in the state, with likely policy impacts in the sense that Greyhound might need to compete by eliminating even more stops, that applicants for Section 5311(f) might

seek to use in-kind miles from these carriers (posing issues if they do not interline or belong to the National Bus Traffic Association), or seeking to use public terminals or park and ride lots.



Many of these carriers sell tickets and provide their schedule information through a consolidated web site, www.gotobus.com; and it should be noted that discrepancies between carrier web sites, telephone information, and gotobus.com in schedule and stop locations are common. The services provided by each carrier are briefly summarized below.

Megabus

Serves Christiansburg; Richmond and Hampton. Operates one daily roundtrip from New York to Atlanta, GA, stopping in Christiansburg; two daily roundtrips between Philadelphia and Hampton; and one daily roundtrip from Charlotte to New York (serving Richmond), among other less frequent trips. About half of the trips, which serve Virginia pick up or drop off passengers between midnight and 3:30 a.m. Tickets can only be purchased on www.megabus.com. Prices can vary from \$1 to about \$80 depending on how much in advance the trip is booked and the distance between cities. There are currently two Megabus routes through Virginia, with stops in Richmond (on a route between Charlotte and Washington, D.C.) and Christiansburg (on a route between Knoxville and Washington, D.C.), but there is no service between any points in Virginia. Megabus has recently announced that it is willing to provide the value of in-kind miles to connecting carriers, though not to participate in interline ticketing arrangements with them. Megabus has also begun to seek access to public intermodal facilities.

La Cubana Omnibus

Operates roundtrip service from Miami, FL to New York City, picking up and discharging passengers in Ashland and Arlington. There is no ticket office at the Ashland stop. Tickets can be purchased by calling, emailing or visiting the agency in person, although it is located in Miami. Prices range from about \$70 to New York and \$160 to Miami from Arlington. More information can be found at their website, <http://www.lacubanabus.com>.

Tripper Bus

Operates daily roundtrip service from Arlington and Bethesda to New York City. Departure times range from 7:00 a.m. to 7:30 p.m. One-way tickets can be purchased for \$27 on www.gotobus.com or www.tripperbus.com.

Sprinter Bus

Operates one daily roundtrip from Newport News, Hampton, Norfolk, and Virginia Beach to New York City. Travels overnight to New York and departs New

York to travel back to Virginia at 4:00 p.m. Schedules differ on www.gotobus.com and <http://www.sprinterbus.net/>. Tickets can be purchased on either site and cost \$35-40 per way.

NYCShuttle/Starlight Express

Operates between Charlottesville, and New York City. A morning trip to New York is offered on Saturday mornings and an evening trip on Sunday and Thursday. On Monday, Friday and Sunday, NYCShuttle operates a trip back from New York at 5:30 p.m. One-way tickets can be purchased for \$50 on www.gotobus.com or <https://www.nycshuttle.com/>.

Vamoose Bus

Operates daily roundtrip service between Lorton, Arlington, Bethesda, MD, and New York City with headway of about an hour between 6:30 a.m. and 8:00 p.m. One-way tickets can be purchased for \$30 on <http://www.vamoosebus.com/>.

Other Operators

The following Operators were not registered on the Federal Motor Carrier Safety Administration, nor were they listed as a member of the Virginia Motorcoach Association:

Number 1 Bus

Operates daily service between Virginia Beach, Norfolk, Colonial Heights, Richmond, and New York City. Trips to New York City occur overnight, while trips depart New York in the late afternoon and evening, arriving back in Virginia around 11:00 p.m. One-way tickets can be purchased for \$15 to D.C. and \$35-40 to New York on www.gotobus.com or <http://www.number1bus.com/default.aspx>.

NYTiger Travel Bus

Operates one daily roundtrip from Virginia Beach to New York City, traveling overnight on the way to New York and departing for Virginia Beach in the evening, scheduled to arrive at 11:45 p.m. The trips to and from are separated by a 10-hour period in New York and only 15 minutes in Virginia Beach. One-way tickets can be purchased for \$35 on www.gotobus.com.

Horse Run, H & W Tour

Operates one daily roundtrip between Atlanta, Anderson, Greenville, Spartanburg, Richmond, and New York. Travel is overnight to and from Richmond. Arrival in Richmond from New York is at 4:00 a.m. One-way tickets can be purchased for \$75 to Atlanta and \$40 to New York on www.gotobus.com. However, the search engine provided on the website is unreliable. When departing Richmond, the search engine only provides Washington D.C. or New York as the arrival city options. One can manually input Atlanta, for example, as the destination city, but this may confuse people attempting to use this website to purchase tickets. If one chooses Atlanta as the departure city, Richmond is listed as an option for arrival cities.

Bus2NYC

Operates one daily roundtrip from Hampton and Norfolk to New York City, traveling overnight on the way to New York and returning to Virginia in the evening. Passengers are picked up in Norfolk after midnight on the trip to New York. The to and from trips are separated by a 9-hour period in New York and only 15 minutes in Hampton. One-way tickets can be purchased for \$35-40 on www.gotobus.com.

New Everyday

Operates between Newport News, Hampton, Norfolk, and New York City. Daily service is available, arriving and leaving Virginia around 11:00 p.m. Other trips to and from New York are available Thursday through Monday. A shuttle takes passengers from Hampton to Newport News. One-way tickets can be purchased for \$35-40 on www.gotobus.com.

Eastern Travel/NYDC Express

Operates between Richmond, Washington D.C., and New York City. Customers can choose a late night bus or an early morning bus out of Richmond to New York City. All trips from New York City to Richmond arrive around 11:00 p.m. All buses are daily except the stop in Washington at 8:30 p.m. from New York to Richmond, which is provided only Monday through Wednesday. One-way tickets can be purchased for \$15 to D.C. and \$40 to New York on www.gotobus.com or <https://www.nydccexpress.com/default.aspx>.

No. 1 NY Tour

Operates between Yorktown, Virginia Beach, Norfolk, and New York City. Daily trips are offered just before midnight to New York City and in the late afternoon back to

Virginia. A bus runs directly from Norfolk to New York City at 11:45 p.m. every day except Tuesday and Wednesday. One-way tickets are \$40 and can be purchased on www.gotobus.com.

Amtrak Thruway and Connecting Bus Service

Amtrak offers connecting bus services in some cases that provide an extension to its rail passenger services. As Amtrak Thruway bus services they can be provided in two ways, as a dedicated or charter type of service in which the bus will wait to provide a guaranteed connection, and the bus portion of the trip is included in the overall rail passenger ticket; or as an interline service, in which Amtrak includes the availability of the connection in its timetables and reservation system and sells rail passenger tickets that include the bus portion of the trip – but the bus portion is provided on a scheduled carrier that may not be required to wait for rail passengers, and the bus operator may sell its own bus tickets to passengers utilizing the bus service only. Amtrak Thruway services are included in the Amtrak reservations system. In addition, Amtrak provides information about connecting bus, van or car services that do not accept Amtrak tickets, but no reservation is required (or available) for these services. In Virginia, there are currently three Amtrak Thruway bus connection services:

Newport News-Virginia Beach

Daily roundtrip service between Newport News, Norfolk, and Virginia Beach. Service is offered in the connecting with Northeast Regional Trains 66 and 67 and daily in the afternoon, and with Trains 94 and 95 Monday through Friday. In addition, weekend service is provided to connect to and from Trains 99 and 194 on Saturday and Sunday, and from Train 83 on Friday.

Washington-Charlottesville

One daily round-trip between Washington, D.C. and Charlottesville, Virginia. Two trips between Richmond and Charlottesville. This service is operated by Greyhound Lines on its schedule (as an interline service). Reservations may be made and tickets purchased on Amtrak's reservations system. However, the service is operated as a Greyhound schedule, and passengers with no rail segment in their trip can purchase bus-only tickets from Greyhound.

Lynchburg-Roanoke-Blacksburg

In addition, Amtrak provides information about the Smartway Connector service that links Lynchburg and Roanoke. This service is funded by DRPT and it provides daily service between Roanoke and Lynchburg's Amtrak station. Amtrak's current

national timetable does not show this service as a Thruway service, but Amtrak's reservation system includes these services (not only the Roanoke to Lynchburg segment, but also from Blacksburg), and passengers can purchase one Amtrak ticket covering the Smartway Connector and the Amtrak rail passenger service. The additional fare is \$4.00.

LONG-DISTANCE COMMUTER BUS SERVICES

Although FTA distinguishes intercity bus service from commuter bus service, and in fact explicitly forbids the use of Section 5311(f) rural intercity bus funding for commuter services, commuter bus services can sometimes be used by the public to meet travel needs formerly met by intercity services, particularly if the commuter services allow for convenient connections to intercity services for onward travel to more distance points. For that reason, this study also looked at Virginia's long-distance commuter services, primarily to determine their potential connectivity with intercity service. Commuter bus services in Virginia are provided by private for-profit firms on their own, and by public entities (who may have the service provided under contract by private firms).

Private Commuter Services

Martz Virginia Commuter Service

Operates Monday through Friday from various stops in Fredericksburg, Stafford and Arlington to Washington D.C. Service is provided from 4:30 to 9:00 a.m. and 12:30 to 8:30 p.m. Fourteen schedules in each direction are provided. Pickup/drop off points in northern central Virginia are at park and ride locations, and at the destination end the services drop off and pickup at on street locations in downtown Washington, D.C. and Arlington. The buses do not make a stop at Union Station, the location of Greyhound, Megabus, and Amtrak services in Washington, and none of the schedules are timed to make connections to intercity bus services, so in that sense they do not make a meaningful connection with the national intercity network at either end of their routes. None the less, a rider could use these buses to reach a Metrorail station, and take a short Metro ride to Union Station. However, these services would not be eligible for Section 5311(f) funding.

Quick's Commuter

Operates Monday through Friday from Fredericksburg and Stafford to Crystal City, the Pentagon and Washington, D.C. Service is provided from 4:45 a.m. to 7:00 a.m. and 3:30 to 6:15 p.m. As in the case of Martz, these services operate from park and ride

and on-street locations, and are scheduled to meet the needs of commuters. They do not, as configured, make a meaningful connection with the intercity bus services located in Union Station, and so it would not be eligible for Section 5311(f) funding. Again, a passenger could use these services to reach a Metrorail stop and use that to travel to Union Station to obtain intercity bus service.

Public Commuter Services

In terms of service characteristics, these services are generally similar to the private commuter bus services, operating during peak hours from park and ride and on-street locations to major employment centers. Again, they do not make a meaningful connection with the national intercity network at either the origin end or the destination, as they do not stop at intercity bus stations (with the exception of the GRTC service which stops at the Petersburg intermodal station also served by Greyhound).

Loudoun County Commuter

Operates between Loudoun County and Rosslyn, the Pentagon and Washington, D.C. Fares, paid in cash on-board, are \$8.00 per way or \$7.00 when a SmarTrip card is used.

PRTC Omnicar

Operates from Prince William and Manassas to the Washington, D.C., Rosslyn, the Pentagon, and Crystal City. One-way cash fare is \$7.70 and SmarTrip fare is \$5.75.

Greater Richmond Transit Corporation

Operates four roundtrips per day between Richmond and Petersburg from Monday to Friday. Fares are \$3.50 per trip and can be paid with cash or a Go Card.

Valley Metro Smart Way Commuter Bus

Operates about 13 roundtrips between Blacksburg and Roanoke every day but Sunday. The fare is \$4.00 each way and can be paid on the bus with exact cash.

Rural Feeder Service

Rural feeder bus services are longer routes operated by rural transit operators. They may make meaningful connections with the national intercity bus network or

have interline ticketing. These services typically have low frequency and may be scheduled to serve medical and other human service transportation needs.

District Three Public Transit

Operates one round trip between Bland County and Winston-Salem and between Bristol and Roanoke on Monday; between Marion and Winston-Salem on Friday; between Twin County and Roanoke on Wednesday; and between Wytheville and Tri-Cities on Tuesday. Reservations are highly recommended because routes will not operate if there are no reservations. The fare is \$1.00 for a round trip.

Greene County Transit, Inc.

Operates to Charlottesville three times per day around 6:30 am, 8:00 am and 12:00 pm Monday through Friday. Trips require a reservation 24 hours in advance. The fare is \$3.00 per one-way trip for trips originating and ending in Charlottesville. Passengers are charged for scheduled trips in which they do not ride and fail to cancel.

Radford Transit

The NRV Connect route serves Radford, the Christiansburg Megabus stop, downtown Christiansburg and Blacksburg. Operates Thursday and Friday from 2:40 p.m. until 2:10 a.m. and Saturday from 10:40 a.m. to 2:10 a.m. Headway is one hour.

Four County Transit

The Four Seasons Tazewell-Bluefield Connector provides intercity service, connecting Richlands, Tazewell, and Bluefield. The schedule does not show return trips which presumably must be arranged. Four trips are offered Monday through Friday from 8:30 a.m. to 3:20 p.m. The fare is \$1.00 per trip.

FREQUENCY OF BUS SERVICE

Frequency of service is defined as the number of daily roundtrips provided to a city. An analysis of bus service frequency indicates that most trips pass through Richmond and continue to New York City. Figure 2-4 illustrates the frequency of intercity bus service within Virginia and to its destination cities. For destination cities, only those receiving three or more daily roundtrips were mapped.

CHANGES IN SERVICE

Greyhound service has been cut from over 30 Virginia cities since the previous study of intercity needs in Virginia was completed in 2003. This greatly limits the mobility of Virginia's residents within the State. Figure 2-5 illustrates the geography of the cities, which have lost service, and Appendix B lists the cities that are no longer served by Greyhound.

Christiansburg is currently served by another company, but at a lower frequency than the previous Greyhound service.

Other changes to consider since the previous study are the relocation of Greyhound stations. Since 2003, Fredericksburg, Danville, and Petersburg have acquired intermodal facilities where Greyhound is able to operate. The Greyhound stop in Virginia Beach, however, moved to a Circle D Mart in 2010. According to the 2003 plan, an intermodal facility is located in Virginia Beach. In addition, in Charlottesville the Greyhound agency was recently moved out of the public transit facility.

FACILITIES

Intercity bus operators often do not drop or pick up passengers at an official bus station with passenger amenities. Curbside operators are just that, their bus stop is an available curb sometimes adjacent to an intermodal transit facility. Figures 2-6 through 2-8 are maps of all of the bus stop locations for the intercity carriers in Hampton Roads, Richmond, and Charlottesville, respectively.

As can be seen from the maps, the boarding locations for the different carriers are spread over numerous locations, particularly considering the stop locations for the curbside operators. This is significant only in the sense that it makes any effort to have rural feeder services connect with the curbside services difficult at best.

SUMMARY AND CONCLUSIONS

Over the past decade, the intercity bus network serving Virginia has evolved in several significant ways. The "legacy" network of traditional intercity bus services, now essentially all operated by Greyhound Lines, shrank in terms of coverage and frequency. However, it remains the only network that serves smaller cities and provides for the possibility of intercity trips within Virginia. More recently, Virginia's

population centers have been linked with major destinations outside the state by a new service model, the “curbside” services. These are low-fare services that pickup and drop off passengers on the street, and operate as express services from point to point, serving few if any intermediate stops. There are a large number of these operators linking points in Virginia to places outside the state, but offering no connectivity within the state. It is not clear whether they have created a new market of passengers who did not formerly use buses, or whether they have siphoned off passengers from the legacy carrier—but Greyhound is responding by revising its schedules and services to a new brand, Greyhound Express, with many of the same characteristics. As this occurs, frequencies at the smaller intermediate stops decline, and it is possible that some may lose all service.

Some of the loss in traditional intercity bus service has been addressed through the development of private and public commuter bus services, which may seem to be similar in that they use similar equipment and have long routes. However, the schedules and routes are tailored to meet the needs of daily long-distance commuters, and so they do not connect with the national intercity bus network at common stations or convenient times. Nor do they operate on weekends, when intercity bus ridership peaks. They are not a substitute for intercity bus service, or likely to work (except in particular situations) as links to the broader intercity network. Rural transit operators have also sought to provide some of the mobility options that have been lost, but most of the long-distance services they operate are very low frequency, and operate on schedules oriented to human service/medical needs with a morning trip into the population center and a late afternoon/evening return trip. Routes could provide a linkage to intercity bus services to more distant places, but the schedules do not often mesh. Rural transit operators could provide feeder service to connect with the intercity network, but it would require some additional funding and redesign of the services.

DRPT has sought to address the decline in intercity public transportation by providing funding and encouragement for local transit systems to include intercity bus in their intermodal centers, and through substantial investments in Amtrak intercity rail passenger service. However, the provision of station facilities will not provide enough of a boost in ridership or reduction in costs to maintain the remaining rural/small town bus services. Improved Amtrak services are attractive, but are provided in a limited number of corridors.

In the next chapters, the degree to which this network meets the needs of providing service to areas with high needs populations and to key destinations will be described, along with the results of a survey of stakeholders about unmet needs.

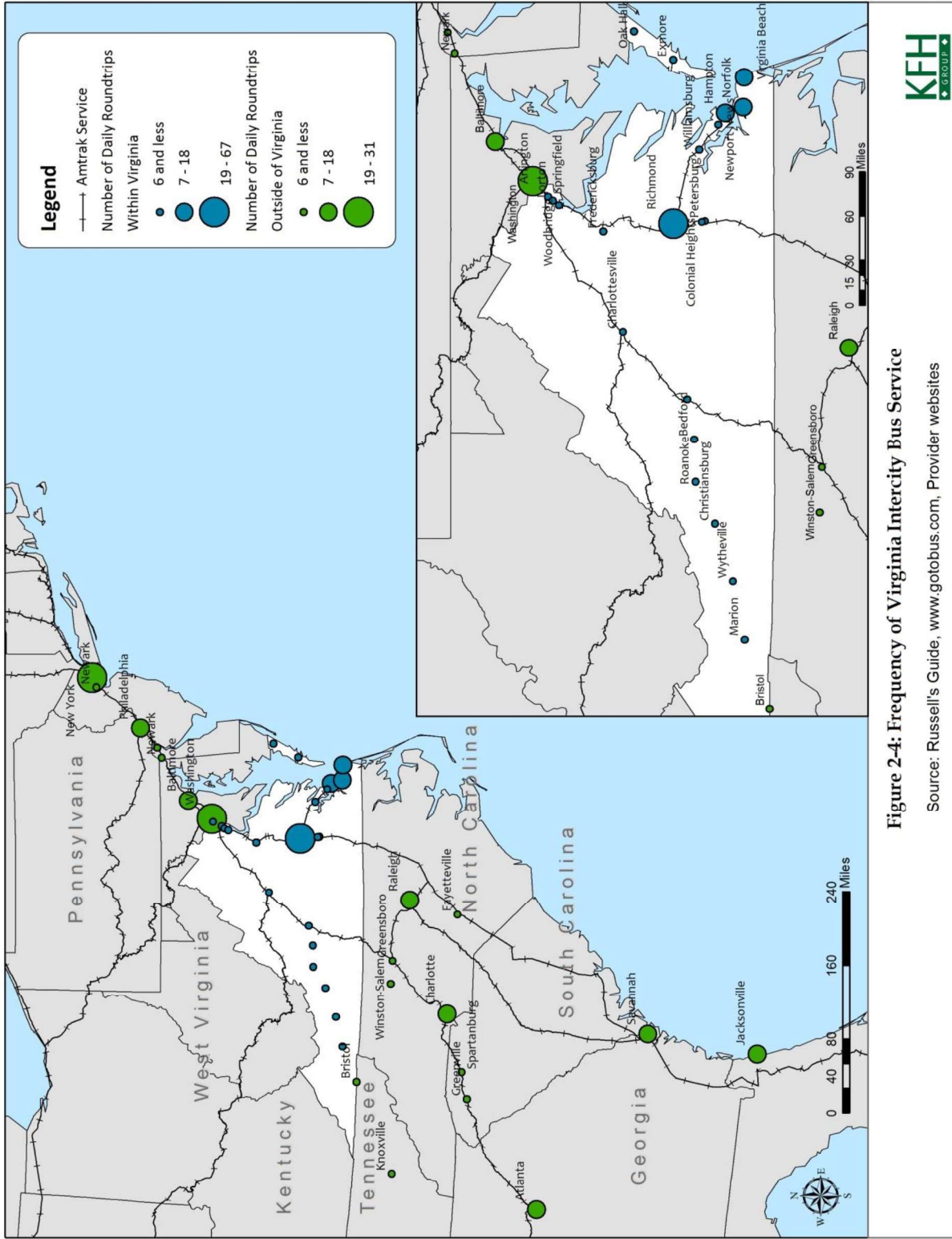


Figure 2-4: Frequency of Virginia Intercity Bus Service

Source: Russell's Guide, www.gotobus.com, Provider websites

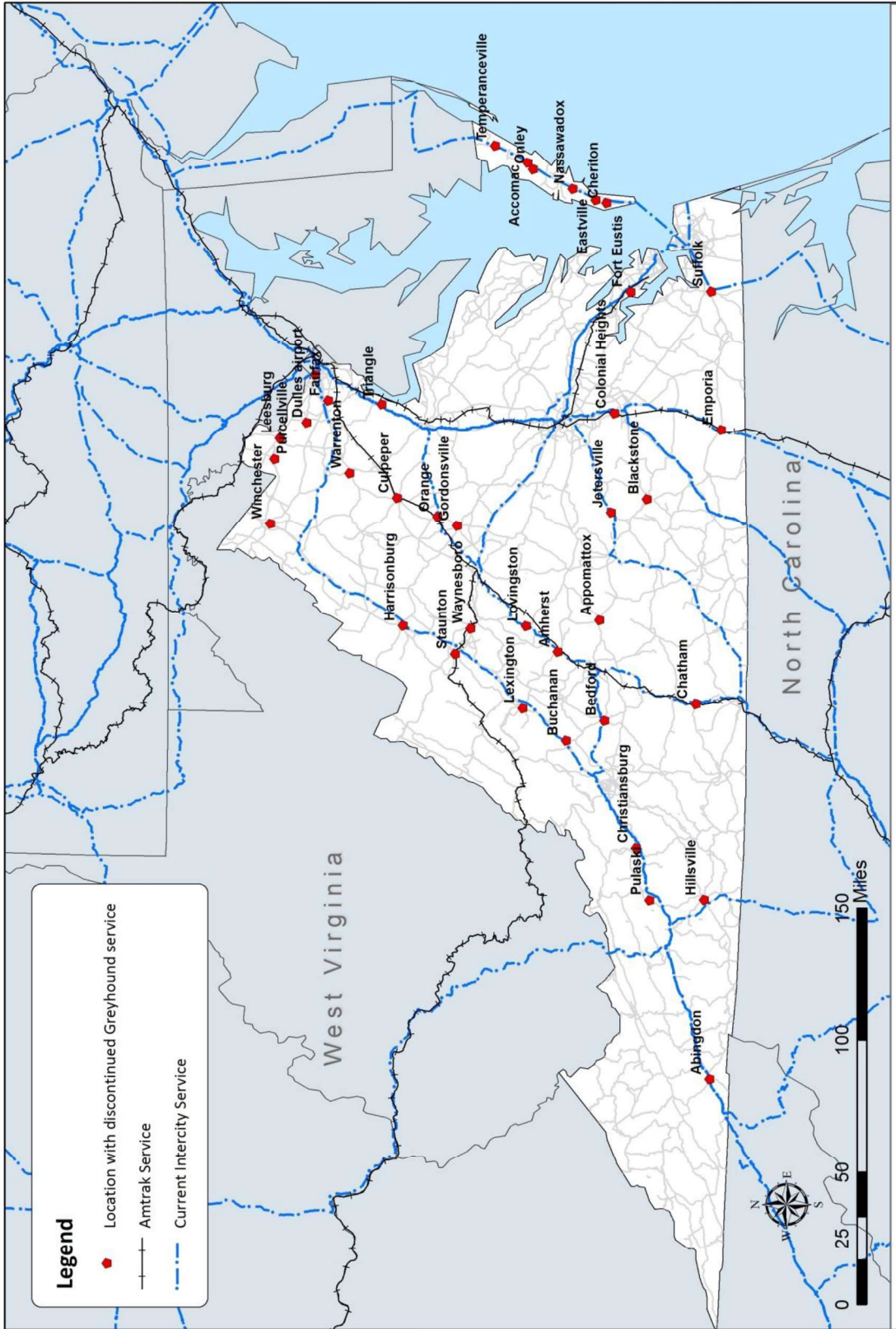


Figure 2-5: Change in Intercity Bus Service since 2003

Source: www.greyhound.com; 2003 Intercity Bus Needs Assessment and Six Year Plan and Program

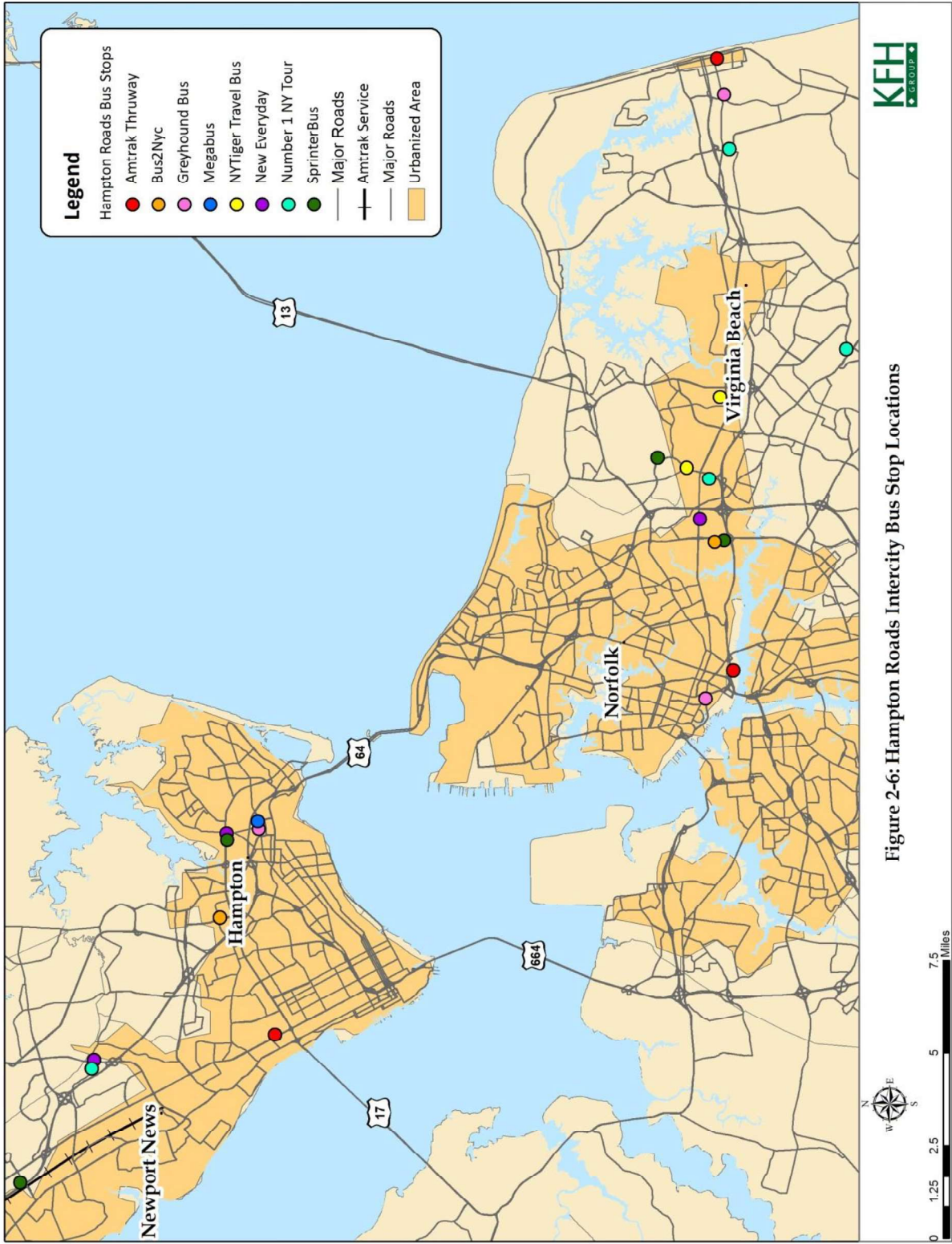


Figure 2-6: Hampton Roads Intercity Bus Stop Locations

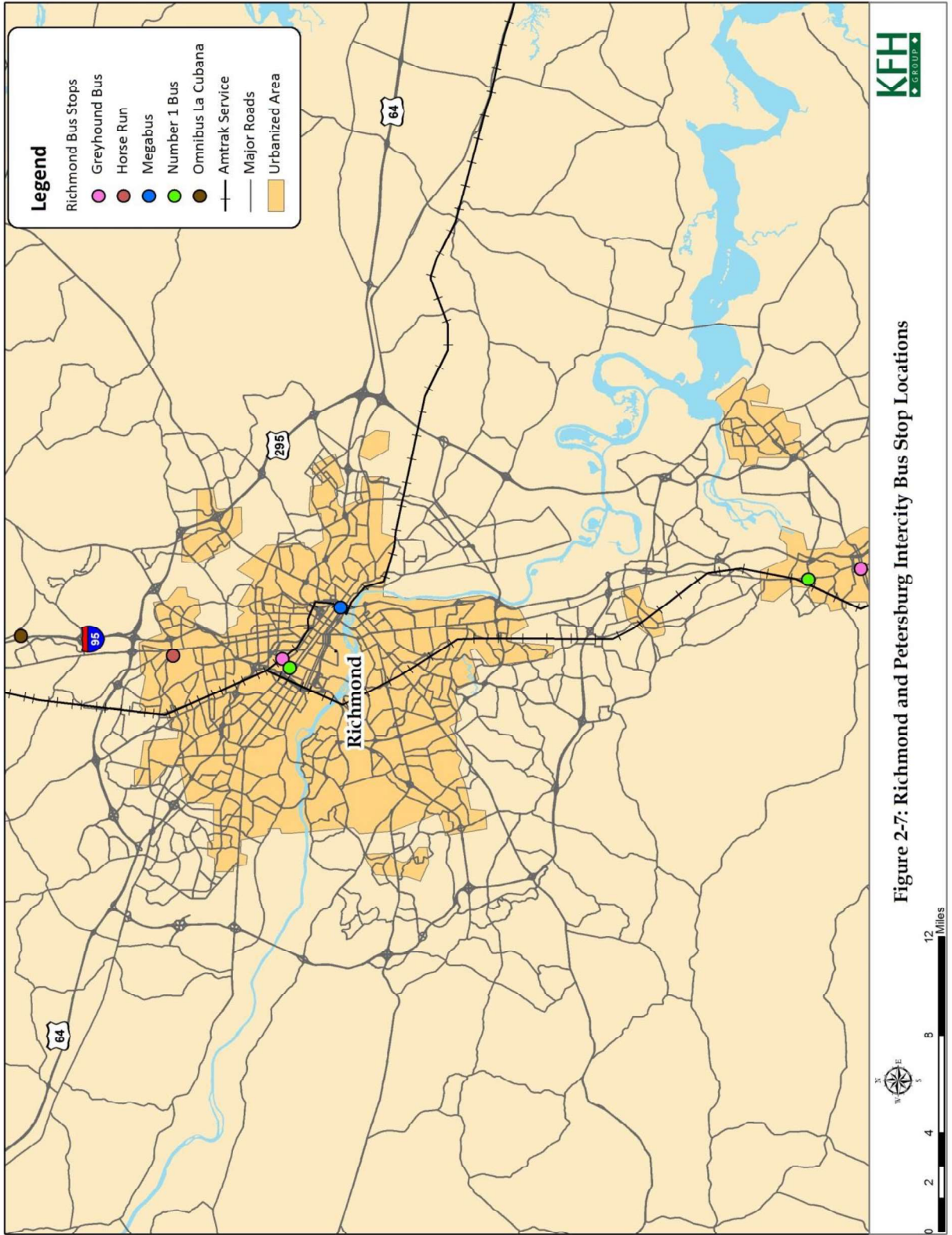


Figure 2-7: Richmond and Petersburg Intercity Bus Stop Locations

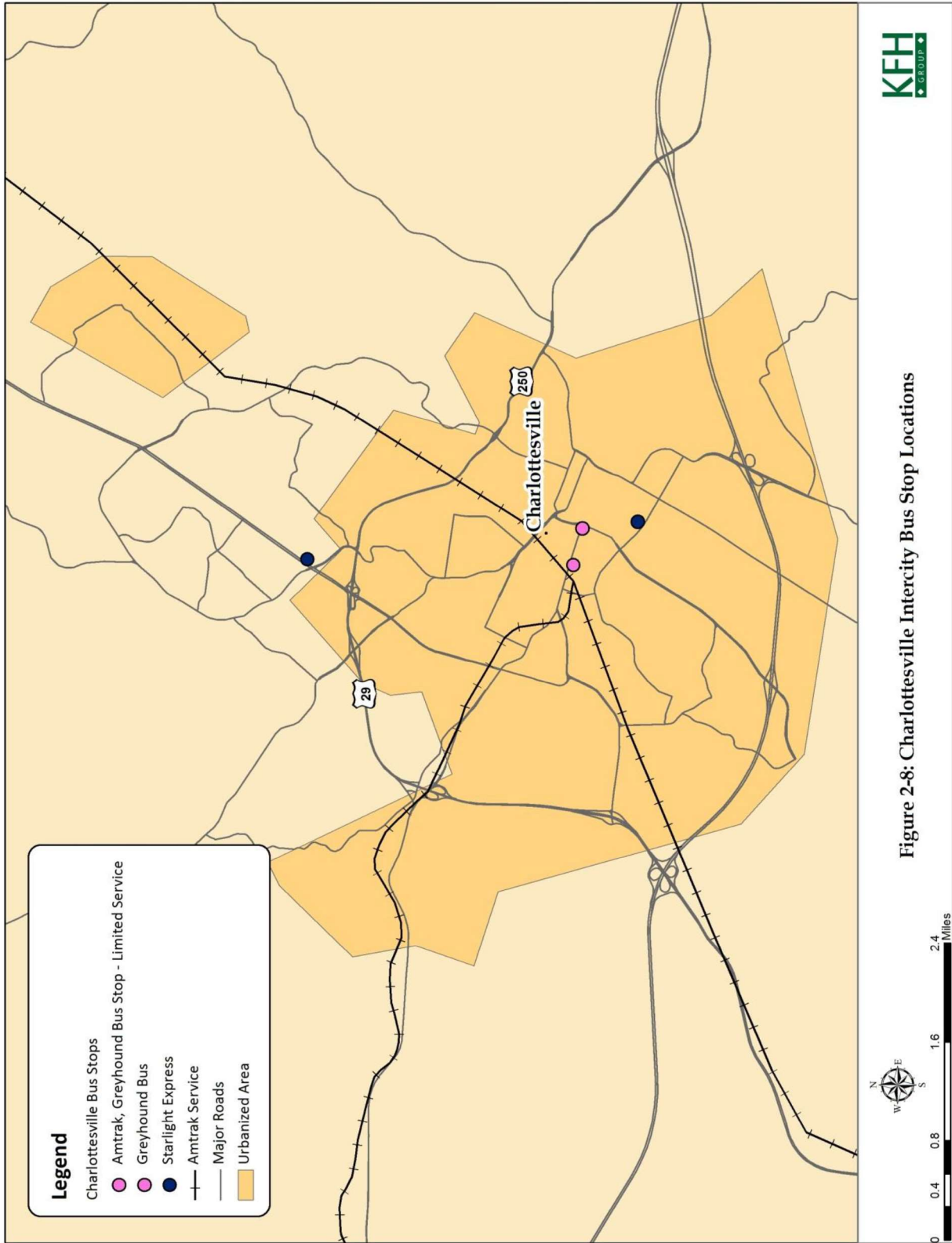


Figure 2-8: Charlotteville Intercity Bus Stop Locations

Chapter 3

Virginia Intercity Consultation Process

As now required by FTA under the Section 5311(f) certification process, Virginia conducted a consultation process to solicit specific input about the need for intercity bus services. This chapter documents that process, which took place from April to September 2013. It included a survey and a statewide consultation conference call.

CONSULTATION PROCESS

The consultant team conducted an outreach effort to identify perceived needs for intercity bus services in Virginia. Surveys were sent to over 100 individuals and groups, including potential providers of intercity bus services, public transit operators, and regional planning agencies. A total of 34 survey responses were received.

Survey Form

A survey form was developed to solicit input on intercity needs, and it asked questions about current services, information and marketing, perceived service needs, areas or groups needing services, and other needs (such as facilities, etc.). Three versions of the survey were developed so that the language was appropriately tailored to each audience. A cover letter was developed for each survey form as well. Examples of the letters and blank surveys are included in Appendix C.

Mailing List

A list of potential intercity bus carriers was developed to include firms currently providing scheduled intercity service in Virginia, and firms offering charter or airport limousine-type service. Information on potential providers and contact information for local and regional transit operators and planners was obtained from internet searches, membership rosters of the Virginia Motorcoach Association available on-line and contacts provided by DRPT. Appendix D presents a list of the intercity providers who were sent survey forms.

SURVEY RESULTS

Detailed survey results are located in Appendix E. A summary is provided below by survey subsection.

Areas or Corridors in Need

Respondents listed a variety of cities and corridors in need of transit service. New or expanded intercity bus service was requested in many rural areas of Virginia including:

- Northwestern Shenandoah – Winchester, Front Royal, Harrisonburg, Staunton.
- Southwestern region – Roanoke, Abingdon, Wytheville.
- South-central region – Danville, Altavista, Lynchburg, South Hill.

Destinations for Particular Groups

Many respondents listed the need for transit service to local medical, shopping and employment destinations. These destinations are important to consider, however they will not usually be served directly by intercity service, but would more likely be served by regional or local transit service. Other destinations were mentioned as needs for particular population groups, such as:

- Persons with lower income levels without transportation options. People want to connect to Bristol, Roanoke, and Wytheville.
- Elderly need to go to Lynchburg for medical needs; Liberty University students are also potential riders.
- Tourism - Caverns, Battlefields, Shenandoah National Park, George Washington National Forest.

Needed Improvements to Intercity Services

Aspects of intercity service needing improvement include vehicles, bus facilities, schedule information, wheelchair accessibility, and marketing. Respondents listed the need for aggressive marketing, improved stations and extended hours. A few examples of comments include:

- Private carriers need access to stop at locations/facilities which enable customers easy transfer to local services,
- Sidewalks, built environment, wheelchair access, mobility services,
- Lack of intercity bus facilities outside of Washington, D.C.

Marketing

Respondents described how they currently market their transit services. Posting schedules online and brochures were the most common responses. Other marketing tactics include:

- Newspaper and radio advertisements,
- Posted schedules,
- Reservation systems,
- Google Transit,
- Verbal scheduling,
- Smart phone application; and
- Word of mouth.

Expansion of Local Service

Respondents described whether they see the need or opportunity to expand local service to connect to existing intercity services. Some comments include:

- We see benefits where local/rural services feed in to us (Megabus) providing people with long distance options,
- In the future, extended Charlottesville hours would be a benefit,
- Have been approached by GLTC and Liberty University about expanding services to connect with intercity; and
- Yes, but funding is always the issue in southern Virginia.

Greyhound Lines' Comments

Greyhound Lines is the main provider of scheduled intercity service in Virginia, and it provided information about its perception of unmet needs for rural intercity bus service as well as those services currently operated that are potentially vulnerable to being discontinued.

Greyhound suggested the following routes or corridors for consideration if funding for new services becomes available:

1. Richmond to Norfolk through Suffolk and Waverly,
2. Norfolk to Fredericksburg via Gloucester, Tappahannock and Warsaw (potentially continuing north via Route 301 through Maryland to either Washington, D.C. or Baltimore),
3. The northwest region of Virginia, from Roanoke north through Harrisonburg, Front Royal and Winchester to Loudoun County, Dulles Airport, and Washington, D.C.

4. Washington, D.C. to Charlottesville on Route 29, via Warrenton, Culpeper, etc.
5. Additional service from Charlottesville to Washington, D.C. via Fredericksburg, Springfield and Washington, D.C.

It should be noted that several of these corridors received Greyhound service in the past, most of them up until the 2005 network restructuring.

Greyhound also shared information about the potential vulnerability of service it provides to small town stations producing low ridership. In response to market forces and competition, Greyhound is continually evaluating where to best utilize its resources, and as a consequence small towns are continuing to be cut as Greyhound creates express routes between larger city endpoints to attract ridership. Virginia stations that could be at risk of losing service include those places with only one bus a day each way, operated as local service. This list potentially includes the current services to/from Farmville, Danville, South Boston, and South Hill. Emporia, Virginia also recently lost service, despite its location on the I-95 corridor.

Another region of the state that has expressed a need for more intercity service or connections to intercity service is the southwest corner, but Greyhound indicated that it would not be in a position to implement additional services in that region because it does not have buses or drivers based in the region. However the firm would be supportive of feeder services provided by rural transit operators to connect with its existing services in the I-81 and I-77 corridors. These services currently connect in Wytheville at a McDonald's restaurant. It is possible that a dedicated bus facility at that location would make sense to serve as a regional hub for local and transferring passengers.

In its written comments, Greyhound has expressed its interest in and support for a Virginia rural intercity bus program that could utilize available Section 5311(f) funding to re-establish or maintain rural intercity bus connections. The letter noted the firm's willingness to provide in-kind match for rural public transit operators to provide connecting services.

NEED FOR CONSULTATION FOLLOW-UP

In addition to the written survey, respondents specified whether they would want to be notified of the statewide consultation meeting details once it was scheduled. Once DRPT reviews this draft study document, those wishing additional contacts can be contacted with information about unmet needs and proposed state responses, and they can be contacted regarding either a public meeting or a conference call that will allow them to provide comments.

Chapter 4

Intercity Bus Service Needs Analysis

This chapter examines the need for intercity bus services in four different ways.

1. It examines the demographic and economic characteristics of the population to identify the locations that have a concentration of potential need for public transit services, either because of the characteristics of the population, the overall size of the population, or the density of the population.
2. A second aspect of the needs analysis focuses on the potential destinations for intercity trips. They may have a need for intercity bus service because a major activity attracts persons from distant locations. These places may have colleges and universities, military bases, major regional medical facilities, and state or federal correctional facilities (both for visitors and release of inmates). The areas of high potential need (trip origins) and potential destinations are then compared to the existing network to identify potential gaps in service.
3. A third element in this needs analysis has been provided by a review of local plans.
4. The final step of the needs analysis is a review of how the current intercity bus network serves areas in need, using the Transit Dependence Index; and attempting to fill in gaps in service by suggesting areas which may be the most suitable for expanded service.

DEMOGRAPHIC ANALYSIS OF INTERCITY BUS NEEDS

This analysis identifies the location of population segments that tend to be more dependent on intercity bus services, and compares these areas to the

existing intercity bus network to determine gaps where service might be expanded or new services implemented. A combined analysis of the density of these populations indicates areas that may have higher potential needs for intercity bus service. The methodology for the demographic analysis is described below.

Population Density

The initial analysis of population characteristics includes mapping the density of Virginia's population. The measure of density used in this analysis was the number of people per square mile within each block group. Population density is often an effective indicator of the types of public transit services that are most feasible within a study area. While exceptions exist, an area with a density of at least 2,000 persons per square mile will generally be able to sustain frequent, daily fixed-route transit service. Virginia's population density can be seen in Figure 4-1.

Methodology

The second step of the demographic assessment involves a combined analysis, called the Transit Dependence Index (TDI). The TDI is an aggregate measure that may be used to effectively display relative concentrations of transit dependent populations within a study area. The framework for the TDI is based on the findings of a 2004 National Cooperative Highway Research Program (NCHRP) report that examined the process of assessing environmental justice concerns and, subsequently, produced an index to identify concentrations of minority and low-income populations. The NCHRP report introduced the Environmental Justice Index (EJI), which the report's authors stated may be modified to include additional protected population factors.¹

Population Groups

The demographic analysis examines five potentially transit-dependent population segments:

- **Older adults** – Persons age 65 and above. This group may include those who either choose not to drive any longer, have previously relied on spouse for mobility, or because of factors associated with age can no longer drive.

¹ Forkenbrock, D. and Sheeley, J. 2004. *Effective Methods for Environmental Justice Assessment*. NCHRP Report 532. Transportation Research Board, National Research Council. Washington, DC: National Academy Press.

- **Persons with disabilities** – Persons age 16 and over who have a disability lasting six months or more that makes leaving the home alone for simple trips such as shopping and medical visits difficult.
- **Low-income residents** – Persons living below the poverty level who may not have the economic means to either purchase or maintain a personal vehicle.
- **Autoless households** – Number of households without an automobile. One, if not the most, significant factor in determining transit needs is the lack of an available automobile for members of a household to use.
- **Young adults** - Persons 18 to 34 years of age. This group may include persons who do not have a vehicle available for the trip, cannot have a vehicle at the destination, or have chosen not to use private vehicles.

It should be noted that this methodology focuses mainly on the likely ridership for “traditional” intercity bus services, persons with higher transportation need characteristics who are also likely to need local public transit. Potential “choice” riders of intercity bus service are not captured through this demographic analysis because quantifying such demand is difficult, and public input is often a more feasible approach for collecting and analyzing data about choice markets. Young adults may be the exception, in representing both potentially transit-dependent riders and choice riders, because this age group constitutes a large portion of riders that choose to use “curbside” intercity bus services, and represents a significant share of the ridership on “traditional services”.

Data Sources

The most recent data available for these population segments are collected from the American Community Survey (ACS) five-year estimates, which permit an analysis of socioeconomic characteristics at the block group level, in addition to geographic information (e.g., block group boundaries) supplied by the United States Decennial Census. An exception to the use of ACS five-year estimates for socioeconomic characteristics is made when measuring disabled populations, where an alteration to the question in the ACS made during the latest collection period resulted in a disruption in reporting consistency². Therefore, recent US Decennial Census data is used to calculate ten-year population shifts per block group, with this percent change being factored to the most-recent disabled

²Brault, M., Stern, S., and Raglin, D. 2007. *Evaluation Report Covering Disability*. Available at: http://www.census.gov/acs/www/Downloads/methodology/content_test/P4_Disability.pdf

population data that is available at the block group geography. The data sources for this analysis can be viewed in Table 4-1.

Table 4-1: Data Sources

Population Category	Table Source and Number	Table Description
Population Density	ACS - B01003 US Census - AREALAND	Total Population Area in Square Miles (converted from meters)
No Vehicle Household	ACS - B25044	Tenure by Vehicles Available
Older Adult Population	ACS - B01001	Sex by Age (65 years & over)
Young Adult Population	ACS - B01001	Sex by Age (18-34 years)
Disabled Population	US Census - P041012 US Census - P041019	Go-Outside-Home Disability (16 - 64 years) Go-Outside-Home Disability (65 years & over)
Below-Poverty Population	ACS - B17021	Poverty Status of Individuals in the Past 12 Months by Living Arrangement

Transit Dependence Index

As previously mentioned, the TDI is an aggregate measure which displays relative concentrations of people who may be reliant on intercity bus services for mobility needs. The formula below outlines the population groups included and how the calculations were completed. Figure 4-2 displays the results of the TDI in Virginia.

$TDI = PD \times [AVNV + AVE + AVY + AVBP]$, where:

- PD = population per square mile
- AVNV = amount of vulnerability based on presence of no vehicle households
- AVE = amount of vulnerability based on presence of older adult population
- AVY = amount of vulnerability based on presence of youth population
- AVBP = amount of vulnerability based on presence of below-poverty population

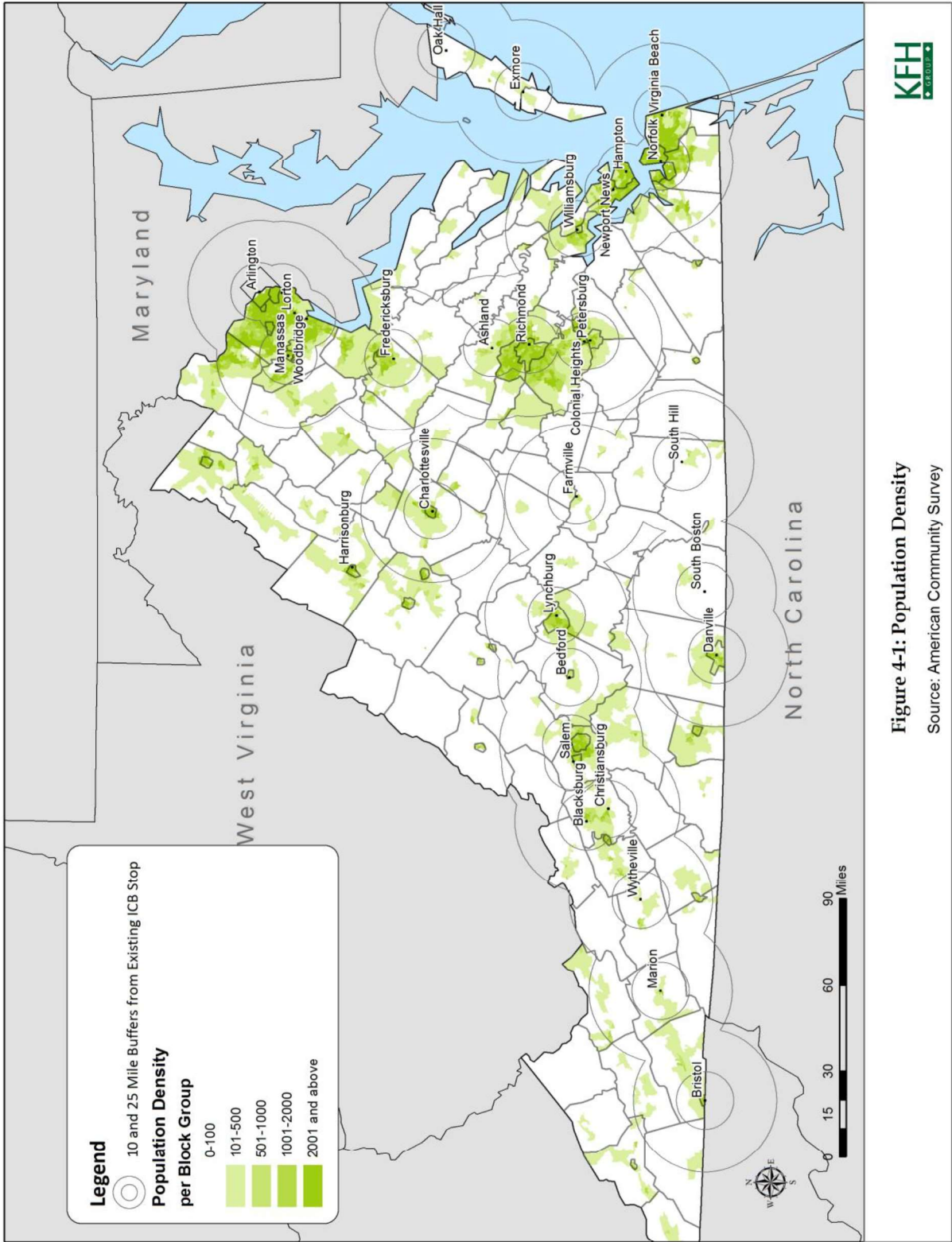
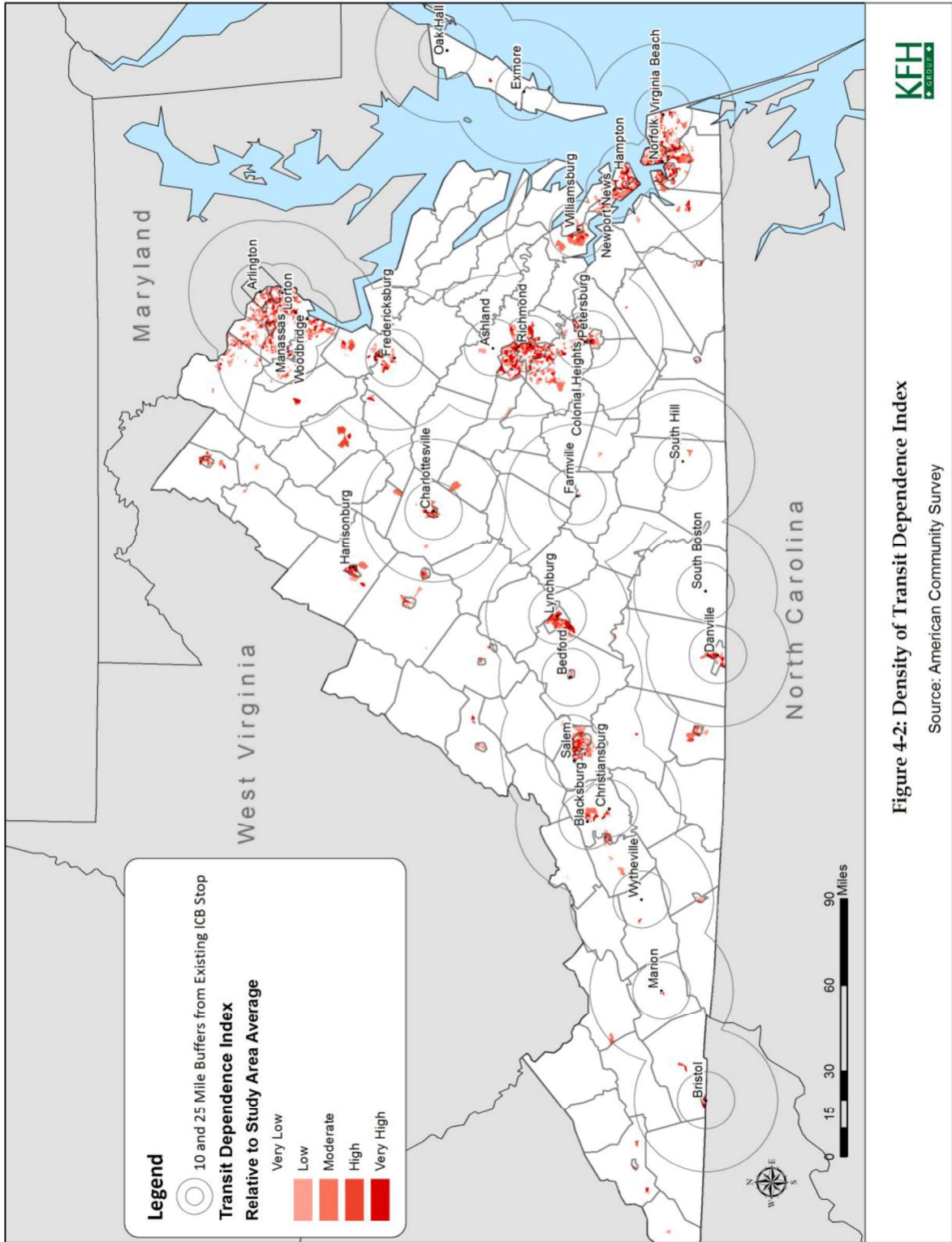


Figure 4-1: Population Density
 Source: American Community Survey



Transit Dependence Index Percentage

The Transit Dependence Index Percentage (TDIP) is similar to the TDI in data composition and function. However, slight distinctions exist between the two indices in their factor determination and range in produced scores. The TDIP measures the *degree of vulnerability*, or percentage of vulnerable persons or households per unit of analysis, while the TDI measures the *amount of vulnerability* in comparison to the average of the overall study area.

TDIP = [DVNV + DVE + DVY + DVBP], where:

- DVNV = degree of vulnerability based on presence of no vehicle households
- DVE = degree of vulnerability based on presence of older adult population
- DVY = degree of vulnerability based on presence of youth population
- DVBP = degree of vulnerability based on presence of below-poverty population

These aforementioned factors need to be calculated at both the selected geography of analysis (e.g., block group) and the overall study area (e.g., county) for comparison purposes. Each block group is ranked from 1 to 5 based on its relation to Virginia's average. The breakdown can be viewed in Table 4-2, and the results presented on a map in Figure 4-3.

Table 4-2: Breakdown of 1 to 5 Index Rankings

Number of Vulnerable Persons/Households	TDI Rankings
< Study Area Average (SAA)	Very Low (1)
≥ SAA and < 1.33 times the SAA	Low (2)
≥ 1.33 times the SAA and < 1.67 times the SAA	Moderate (3)
≥ 1.67 times the SAA and < 2.00 times the SAA	High (4)
≥ 2.00 times the SAA	Very High (5)

Persons with Disabilities

As previously mentioned, the data on disabled persons is ranked separately from the combined analysis. Analyzing the densities of these population segments helps identify service gaps and the types of transit service that may be most appropriate for those areas. Figure 4-4 provides a visual representation of the location of concentrations of persons with disabilities.

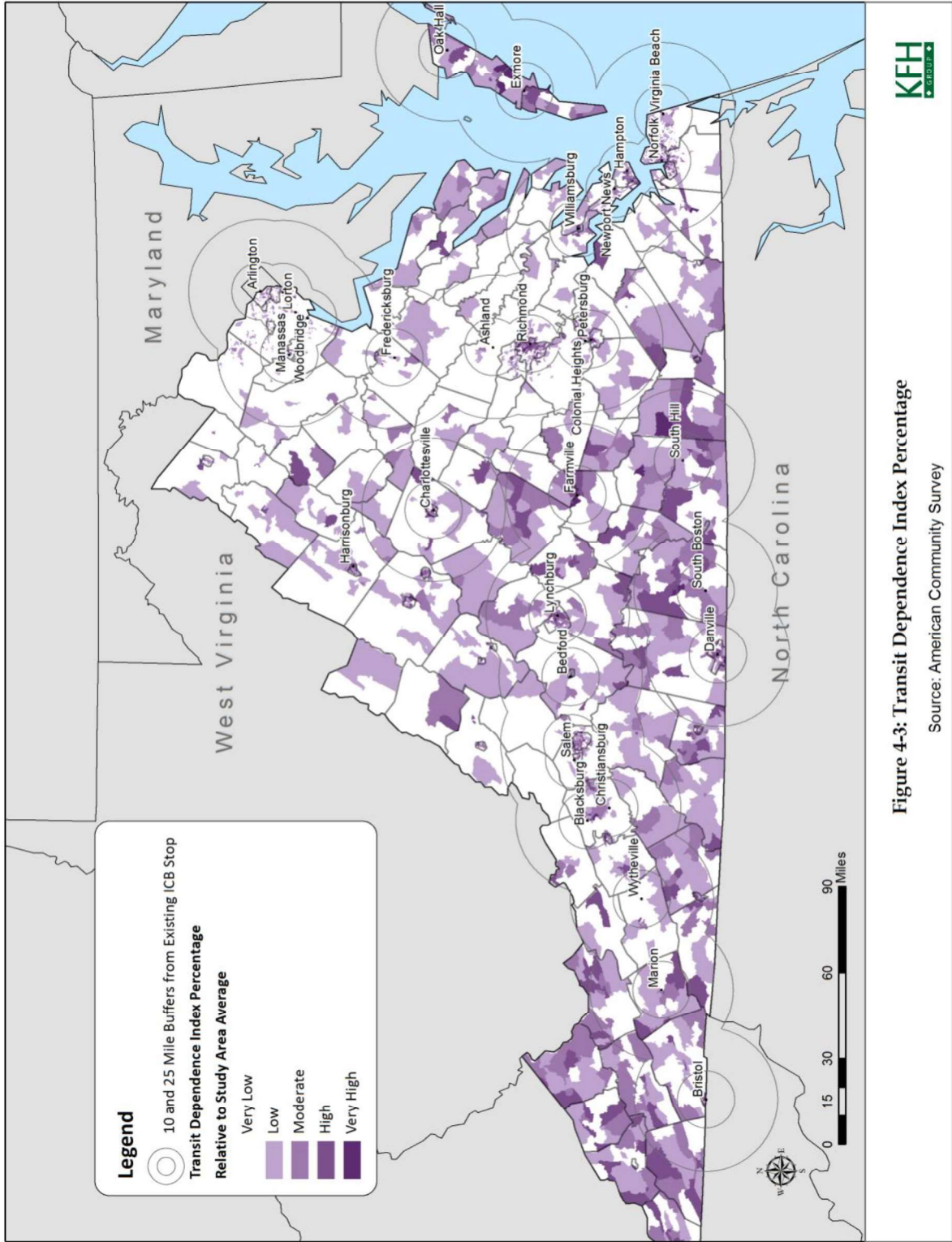


Figure 4-3: Transit Dependence Index Percentage

Source: American Community Survey

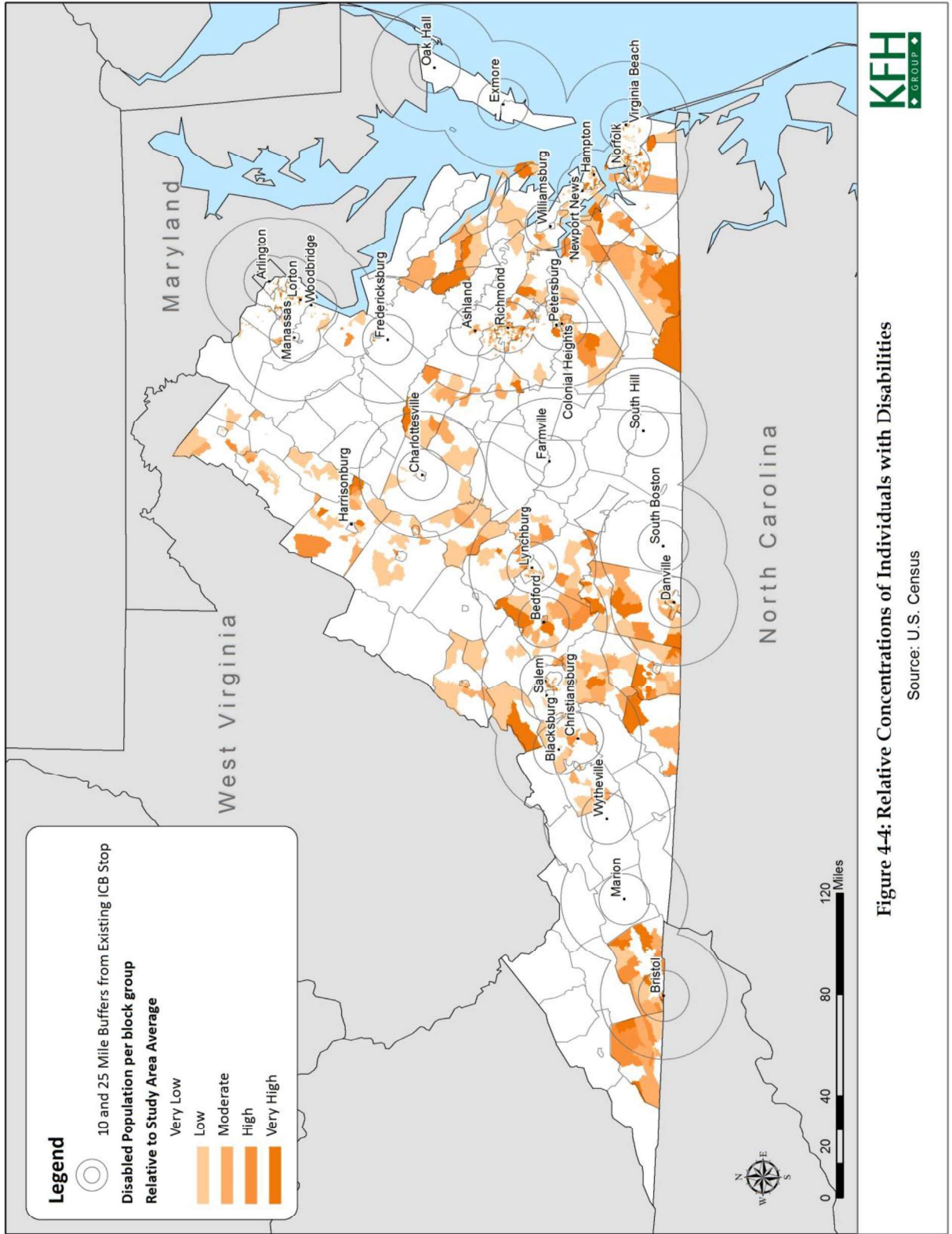


Figure 4-4: Relative Concentrations of Individuals with Disabilities

Source: U.S. Census

DESTINATIONS AND FACILITIES

The proximity of major destinations and facilities to intercity bus stops is important to evaluate. Key potential destinations include major medical facilities, correctional facilities, employment centers, intermodal connection points, higher education facilities, major shopping destinations, key tourism destinations and commercial airports. Reference Appendix F for the list of key destinations throughout the State.

Colleges and Universities

As discussed previously, a major segment of the intercity bus market is the young adult population, persons 18-34 years old.³ A portion of this demographic includes college students traveling between home and school. The availability of intercity bus service on or near college campuses greatly determines the ridership within this age demographic. Figure 4-5 displays the locations of 2 - year colleges and technical schools, 4-year public and private colleges and universities with enrollment over 500 students in relation to the intercity bus stop locations.

Although colleges and universities are clustered in metropolitan areas for the most part in the State of Virginia, there are many in less urbanized areas that are in need of intercity service. Major colleges and universities located in communities without intercity service includes James Madison University (Harrisonburg), Washington and Lee University and Virginia Military Institute (Lexington), and Virginia Tech (Blacksburg).

Shopping and Tourism Destinations

Passengers may travel regionally or nationally in order to visit popular shopping or tourism destinations in Virginia. This form of transportation is an inexpensive way for potential visitors and Virginia's residents to support the State economically. Figure 4-6 presents a map of shopping and tourist destinations.

Leesburg contains an outlet shopping mall and is not served by intercity bus service; although there is commuter service to Northern Virginia and Washington, D.C. In addition, Bryce Resort, Luray Caverns and Massanutten Resort near Harrisonburg are many miles away from intercity bus service, with the closest stop in Charlottesville.

³ http://usatoday30.usatoday.com/news/nation/2011-01-31-buses31_ST_N.htm

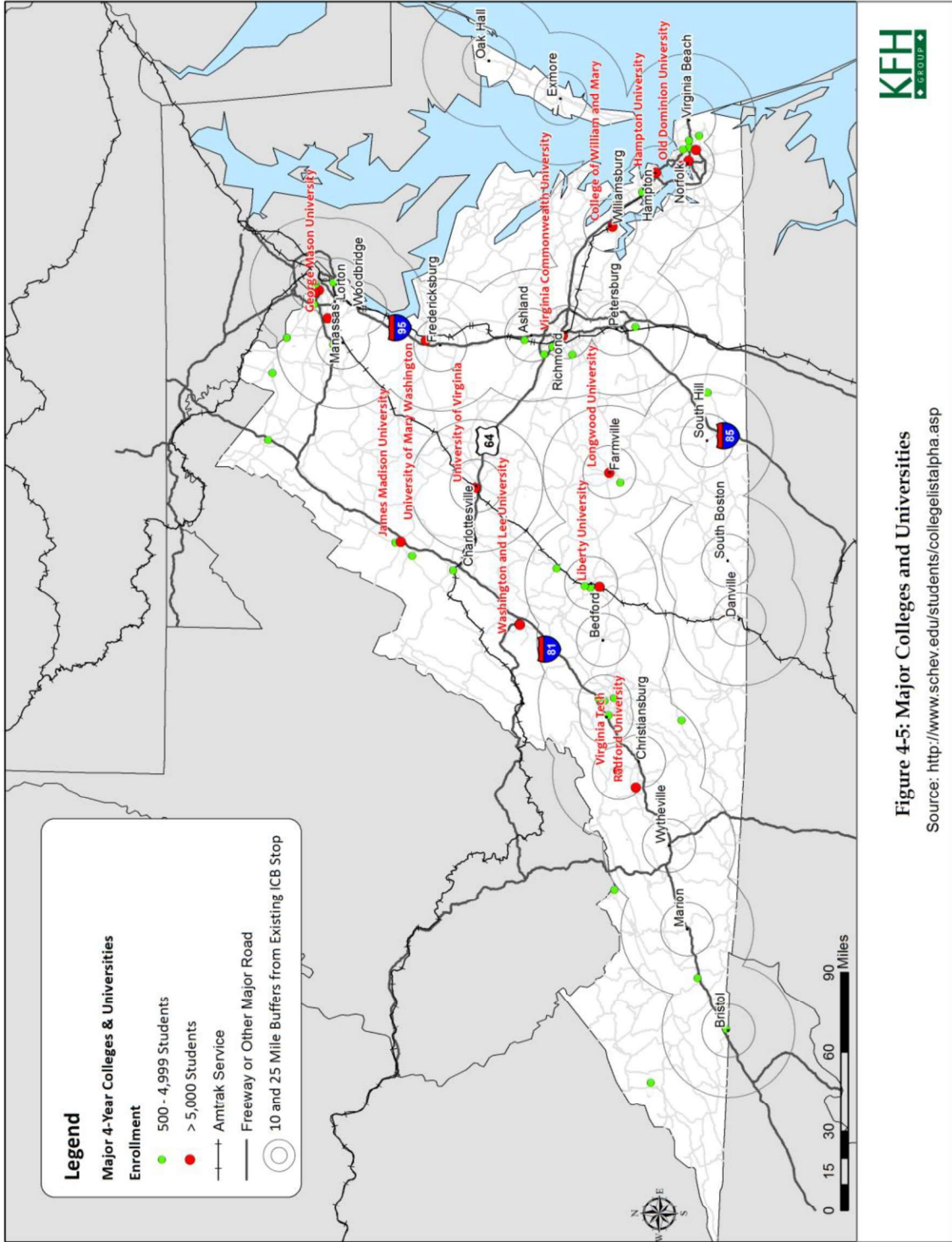


Figure 4-5: Major Colleges and Universities

Source: <http://www.schev.edu/students/collegelista1pha.asp>

Hospitals

Although medical trips make up a small percentage of intercity bus trips, the ability to make trips from rural areas and small towns to major medical facilities is often a policy consideration for maintaining bus services. It may be less of a consideration for patient transportation than for family and friends to visit, simply because most intercity services are not frequent enough to permit same-day outpatient visits. In addition, use of intercity bus services to provide regional medical trips requires a ride to and from the bus station at either end of the bus trip, adding to the cost, time, and physical effort required. However, in some states (for example Texas), long-distance medical trips under Medicaid do utilize intercity bus services. Employees at regional medical centers are another potential market for intercity bus services, though intercity bus schedules may not be conducive for commuter use.

There are several major hospitals or medical facilities which are not within a 10 to 25 mile radius of an existing intercity bus stop. These facilities are scattered throughout the state, located in urban and rural areas. Figure 4-7 displays the locations of major hospitals and medical facilities throughout the State in relation to the intercity bus stop locations. Major hospitals and medical facilities are considered facilities with over 200 beds.

The following major hospital and medical facilities are located in communities without existing intercity service: Memorial Hospital of Martinsville and Henry County (Martinsville), Lewis Gale Hospital - Alleghany (Low Moor), Valley Health Medical Center (Winchester), Rockingham Memorial Hospital (Harrisonburg), Western State Hospital (Staunton), and Augusta Medical Center (Fishersville).

Intermodal Transportation Hubs

This category of destinations includes commercial airports and Amtrak stations, where passengers can connect between intercity bus, rail, flights, local public transportation, and/or private transportation options such as taxis. These transportation hubs are shown in Figure 4-8.

Most Amtrak stations and airports are close to or are within a 10 to 25 mile radius of existing intercity bus stops. The main Amtrak stations that are not served by intercity bus in Virginia are Manassas, Culpeper, Staunton, and Clifton Forge.

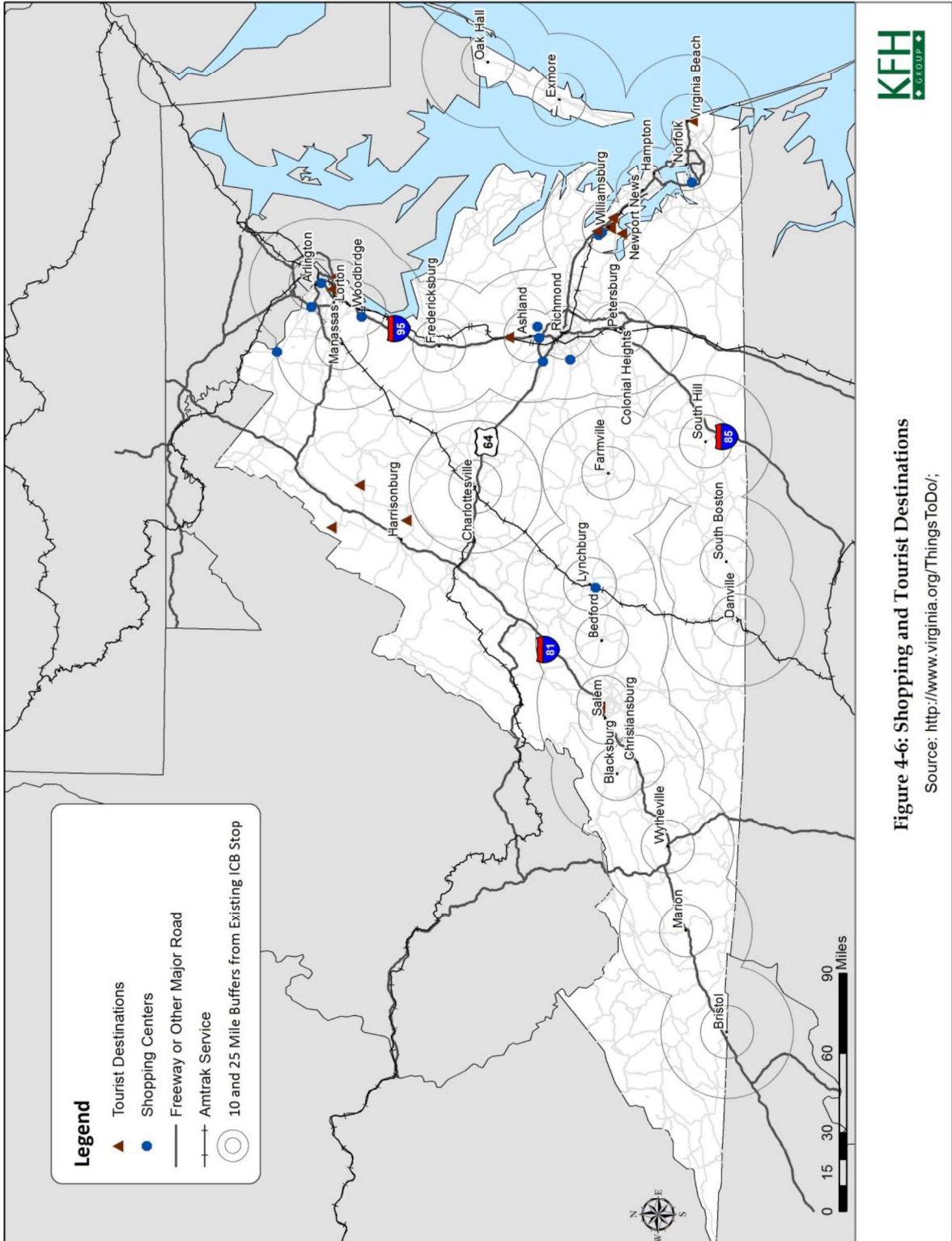


Figure 4-6: Shopping and Tourist Destinations

Source: <http://www.virginia.org/ThingsToDo/>;

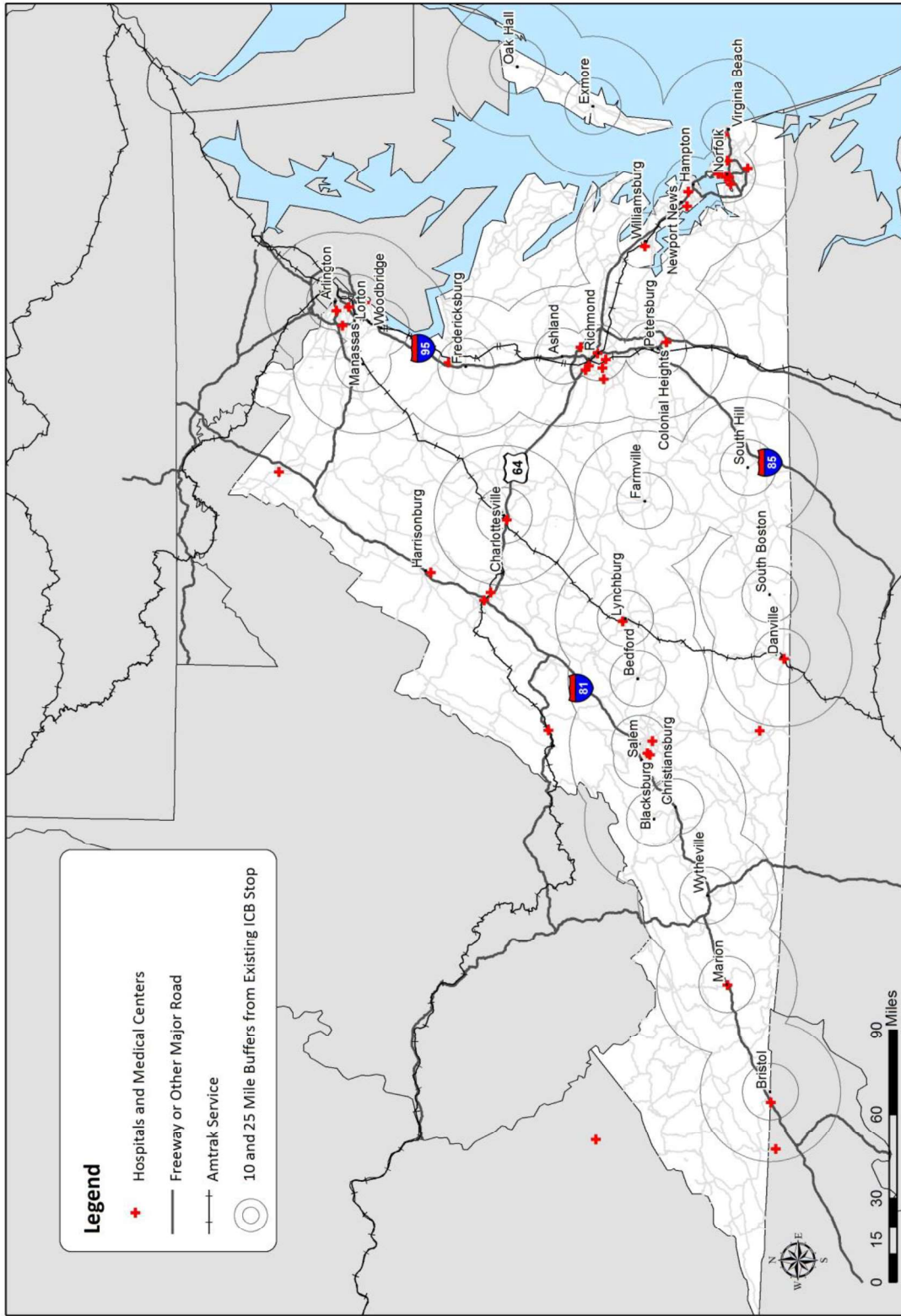


Figure 4-7: Major Hospitals and Medical Facilities

Source: <http://health.usnews.com/best-hospitals/area/va>; <http://www.thirdage.com/d/h/virginia-hospitals>

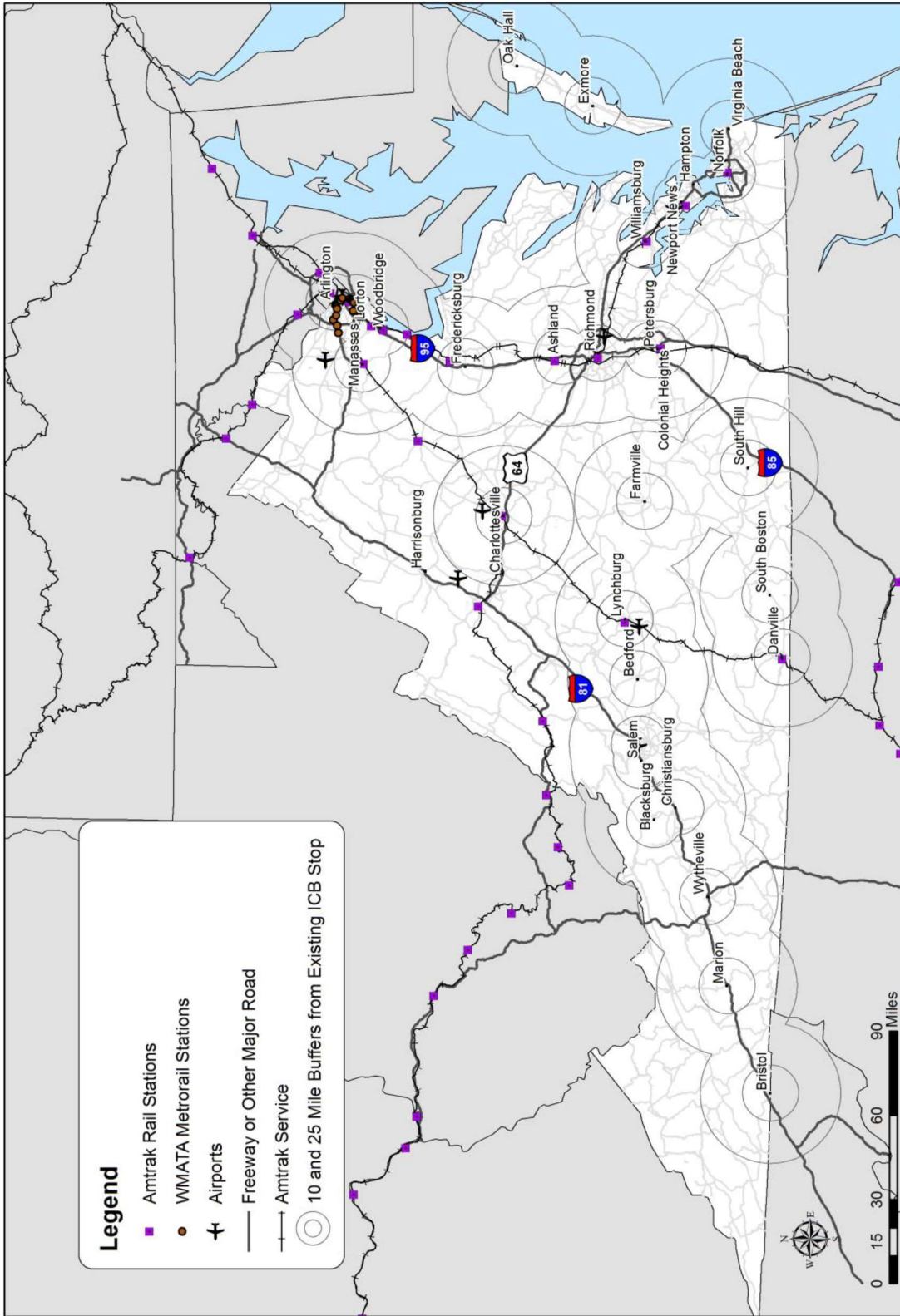


Figure 4-8: Intermodal Transportation Facilities

Source: U.S. Census

Correctional Facilities

The demand for correctional facility trips accounts for a small percentage of intercity bus trips, but the ability to make these trips from rural areas and small towns may be crucial to visiting family members, released inmates, and employees. The majority of Virginia's facilities are not within a 10 to 25 mile radius of an existing intercity bus stop, which is displayed in Figure 4-9.

Military Installations

Military bases are often located on a large tract of land in a rural setting, attracting visiting military employees. Fort A.P. Hill is close to Fredericksburg and partly within 10 miles of an intercity bus stop, but the majority of it may be inaccessible for someone arriving by bus or rail. Quantico Marine Corps Base is close to Manassas and Woodbridge, but is mostly outside of the 10 mile radius. Fort Pickett is not served by intercity, regional or local transit. Blackstone is the nearest city to Fort Pickett, but Greyhound service was discontinued within the last 10 years. Military installations in Virginia can be viewed in Figure 4-10.

REVIEW OF LOCAL PLANS REGARDING INTERCITY NEEDS

A review of local Transportation Development Plans (TDP) and Coordinated Human Services Mobility Plans depicts locally-identified needs for intercity service.

The last round of Coordinated Human Services Mobility Plans was conducted in 2008. In general, connections to key destinations outside of the region⁴ and opportunities to coordinate service to improve connections between providers and expand access within and outside of the region⁵ were mentioned in the plans. The Coordinated Human Services Mobility Plans for Region 2000 and West Piedmont Limited specifically mentioned needing improved access to medical facilities outside the county/city.

⁴ LENOWISCO/Cumberland Plateau/Mount Rogers/New River Valley/Roanoke Valley-Alleghany Regional Commission/Central Shenandoah/Northern Shenandoah Valley RC/Southside/Commonwealth Regional Council/Northern Neck/Middle Peninsula/Crater Coordinated Human Services Mobility Plans

⁵ Northern Virginia/Thomas Jefferson Planning District Commission/Region 2000/West Piedmont/Southside/Commonwealth Regional Council/George Washington Regional Commission/Northern Neck/Middle Peninsula/Crater/Accomack-Northampton Coordinated Human Service Mobility Plan

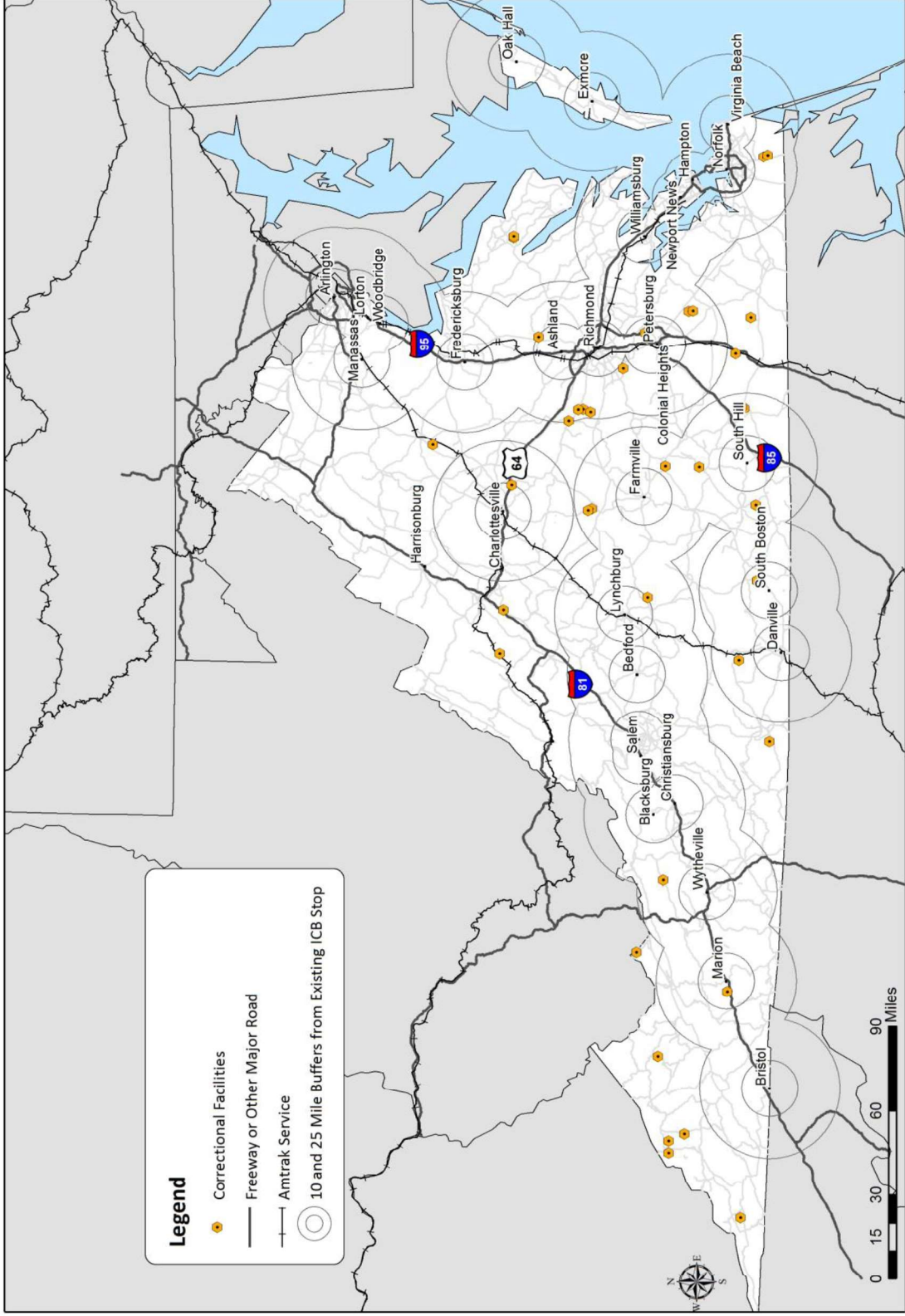


Figure 4-9: Correctional Facilities

Source: U.S. Census

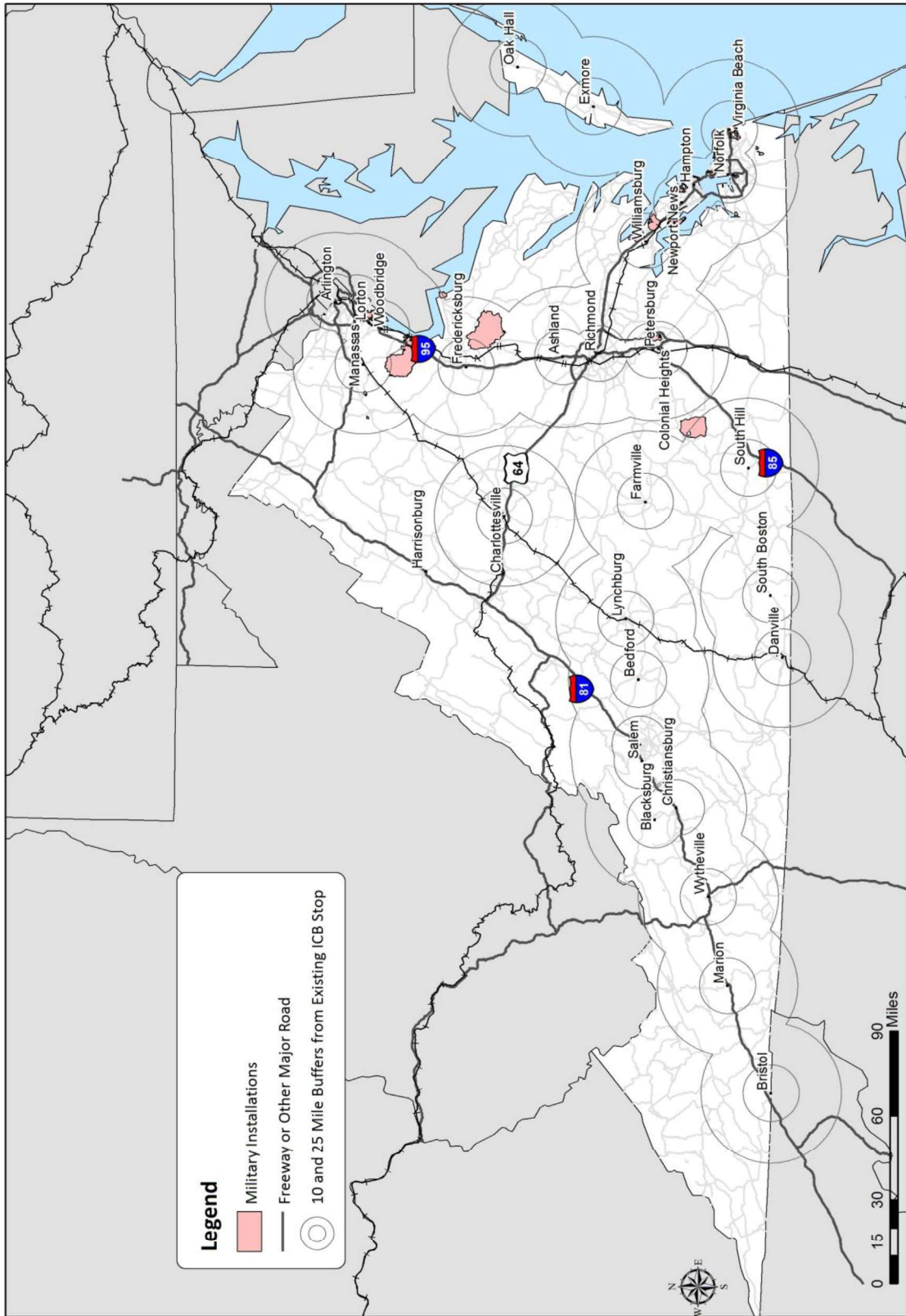


Figure 4-10: Military Installations

Source: U.S. Census; <http://militarybases.com/virginia/>

Summaries of each transportation plan are separated by region.

Northern

In the 2011 City of Winchester TDP, local transit riders who completed an on-board survey listed “outside Winchester” as one of the top three geographic locations they would like served. In addition, the Latino community voiced concerns that transportation is needed to access locations just outside Winchester and not currently served by Winchester Transit. Service from Winchester to Northern Virginia and Washington, D.C. and Winchester to Harrisburg was also requested by riders.

The FY 2012-2017 Potomac and Rappahannock Transportation Commission TDP suggests improved service from Prince William County to Northern Virginia and Washington D.C.

Southwestern

In the 2011 Mountain Empire Older Citizens TDP, 78 percent of rider survey respondents stated that they would like to have access to places in the region that are not currently served by transit. The most popular responses included Abingdon, Kingsport, and Gate City to Big Stone Gap. Also, two service alternatives recommended in the plan would connect residents regionally and nationally. The first recommendation is for county connectors, which would connect major population centers as well as provide connections to Mountain Empire Community College and the University of Virginia - Wise. The second recommendation is for a regional connector service that would connect the LENOWISCO region to Kingsport, including the Greyhound Station. The recommendation specifies that the route would originate in Big Stone Gap and travel south through the region, following U.S. 23 and that the park and ride lots in the region would serve as pick-up locations.

The FY 2010-2015 Bristol Virginia Transit TDP also suggests improving regional transit to other cities in the Tri-Cities region, including northeast Tennessee and southwest Virginia.

The Blacksburg-Christiansburg-Montgomery Area 2030 Transportation Plan calls for the re-establishment of intercity service in the New River Valley. The plan also supports the expansion of Blacksburg Transit service to the Christiansburg train station and the proposed station in Roanoke.

West

In the 2011 City of Harrisonburg TDP, the lack of intercity service is mentioned as a concern and an area for future service expansion. Recommended regional alternatives which address destinations identified by locals as needing improved transit access include:

- A regional north south route serving the Route 42 Corridor from Timberville through Broadway, through Harrisonburg, including the new Walmart on Route 42, and then on to Dayton and Bridgewater.
- Another regional need that was mentioned in the 2006 TDP, the Comprehensive Plan, and by a few stakeholders, was the need to provide service for the Route 33 Corridor (east) into Harrisonburg.

Recommendations for intercity service improvement include:

- Advocating to Megabus to add a stop in Harrisonburg.
- Soliciting service for the I-81 Corridor through the Section 5311 (f) program. This would likely entail service to Charlottesville, VA, as the closest location of a Greyhound route.
- Allowing the intercity bus carrier to stop at Harrisonburg Department of Public Transportation's (HDPT) transfer center (when moved to a larger facility) or HDPT to provide regularly scheduled service to the stop.

Central

The FY 2012-2017 GRTC Transit System TDP lists a need for commuter buses or intercity rail between Richmond and Fredericksburg; Short Pump and Charlottesville; and Richmond, New Kent and Williamsburg.

Based on the transit needs analysis in the 2011 Greene County Transit TDP, recommendations for service include expansion to Charlottesville and creating service to neighboring Orange and Madison Counties.

The FY 2012-2017 JAUNT TDP lists demand for the following service:

- Nelson County to Lynchburg and Amherst,
- Buckingham County to Appomattox and Lynchburg,
- Louisa County to Fredericksburg and Richmond,
- Connections between Charlottesville and Lynchburg; and
- Connections between Goochland, Fluvanna and Louisa Counties.

South

The 2011 Lake Country Area Agency on Aging: Lake Area Bus/Halifax Area Rural Transit TDP suggests creating local service from La Crosse to South Hill to Boydton and a regional connector between South Boston and South Hill.

At the Danville Stakeholder meeting for the FY 2010-2015 Danville Transit TDP, participants asked if DRPT could fund regional service. One of the service recommendations is to provide service outside of the city and into unincorporated Pittsylvania County.

Northern Neck/Middle Peninsula

Stakeholder meetings and passenger surveys for the FY 2010-2015 Williamsburg Area Transit Authority TDP revealed a need for service to Newport News and New Kent and express service to Richmond.

The 2003 Feasibility Study for Intercity Bus Service between Hampton and Fredericksburg, VA describes that this area had not been served by intercity bus service since 1988. Once service terminated in this area, residents were forced to travel farther distances access bus, rail, or air services.

Eastern Shore

The FY 2010-2015 Star Transit TDP suggests implementing a service to connect to Hampton Roads.

The 2011 Town of Chincoteague TDP suggests a regional connector to Salisbury, MD and University of Maryland Eastern Shore in Princess Anne.

Summary

A review of local plans indicates that most needs identified are regional, rather than statewide. However, the review found that intercity services needs were identified for the following corridors:

- Winchester to Washington, D.C.
- Harrisonburg to Washington, D.C.
- Hampton Roads area to Fredericksburg via Tappahannock and Warsaw.
- Southwest Virginia to Kingsport Greyhound Station.

CANDIDATE STOPS

To identify the need for additional intercity bus service corridors (in addition to the existing network), a multi-step process was applied. Utilizing the TDI ranking of each block group, communities with medium, high or very high need block groups were deemed possible candidates for additional or improved services.

The next step involved overlaying the existing intercity and regional bus network on the density ranking and creating 10-mile and 25-mile market area buffers around each existing intercity bus stop. Individuals who live within 10 miles of existing service are considered to have reasonably good and feasible access to the service. Those that live more than 10 miles away, and especially more than twenty-five miles away, have much more limited access. Therefore, places that are more than 10 miles away and are not currently served by local transit which could connect them to intercity bus services would be good candidates for stops on new and improved routes.

As ridership is generally proportionate to the overall population served, an additional analysis step involved eliminating (as potential intercity bus stops) those places (cities, towns and Census Designated Places (CDPs)) with a 2010 Census population of less than 2,500.

The final step involved an analysis of the existing local transit connections from places currently not served by the intercity bus network that have over 2,500 people and include block groups ranked as medium-, high- or very high-need. Local transit connections to the nearest existing intercity bus stops from these places were identified. In most instances, these places did not have any local transit providers, and thus no transit connection to the intercity bus stop. In instances where places were served by local transit, the connections from these places to the nearest stops were analyzed for feasibility. If the regional transit connection required over three transfers and over two hours of travel time, or required a significant wait time at the bus stop, it was determined that the place did not have a reasonable connection to the existing intercity bus network. For places without a reasonable connection, or no connection at all, it was determined that the place was a suitable candidate for intercity bus service.

Table 4-3 summarizes the population, distance from existing intercity bus stop, local transit provider and presence of an Amtrak stop for each candidate location. As shown in Figure 4-11, the following 21 places meet these criteria.

Table 4-3: Candidate Stops for Intercity Bus Service

Place	Census 2010 Population	Distance From Existing Intercity Bus Stop (miles)	Local Transit Provider	Amtrak Stop
Altavista	3,450	within 10-25 mi buffer of Lynchburg	ACTS	No
Big Stone Gap	5,614	> 25	--	No
Buena Vista	6,650	> 25	RADAR	No
Clifton Forge	3,884	> 25	RADAR	Yes
Covington	5,961	> 25	RADAR	No
Culpeper	16,379	> 25	VRT	Yes
Emporia	5,927	> 25	--	No
Franklin	8,582	> 25	--	No
Front Royal	14,440	> 25	VRT	No
Lake of the Woods	7,177	within 10-25 mi buffer of Fredericksburg	--	No
Lexington	7,042	> 25	RADAR	No
Martinsville	13,559	> 25	PART	No
Norton	3,958	> 25	--	No
Pulaski	9,086	within 10-25 mi buffer of Wytheville	--	No
Richlands	5,823	within 10-25 mi buffer of Richlands	Four County Transit	No
Staunton	23,746	> 25	CATS	Yes
Suffolk	84,585	within 10-25 mi buffer of Norfolk	Suffolk	No
Warrenton	9,611	> 25	VRT	No
Waynesboro	21,006	within 10-25 mi buffer of Charlottesville	CATS	No
Winchester	26,203	> 25	WinTran	No

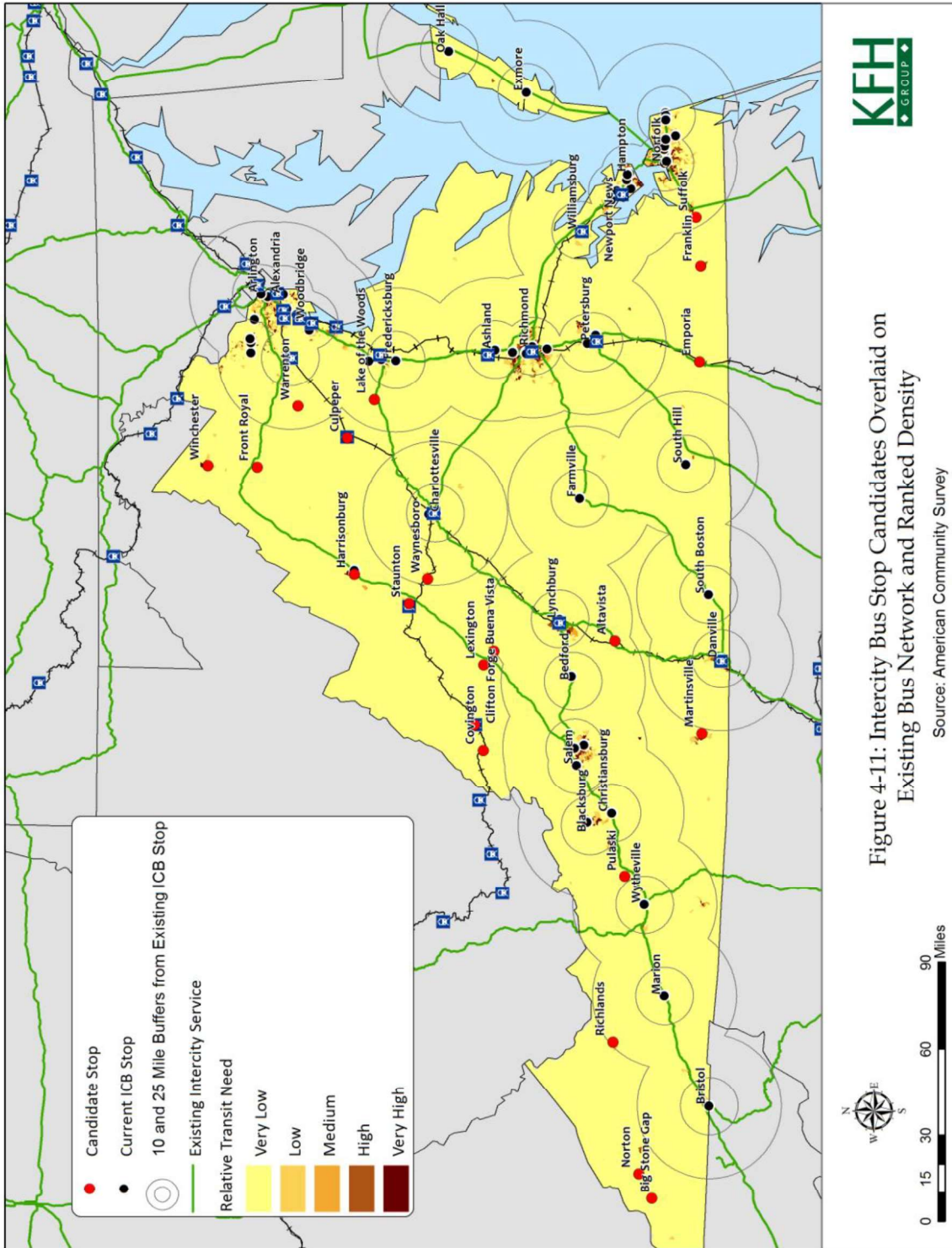


Figure 4-11: Intercity Bus Stop Candidates Overlaid on Existing Bus Network and Ranked Density

Source: American Community Survey

Chapter 5

Potential Network

This chapter provides an assessment of potential intercity routes that would improve the performance of Virginia's existing intercity bus network. Alternatives were developed based on an inventory of existing service in Chapter 2, input from the consultation process documented in Chapter 3, and the demographic needs analysis presented in Chapter 4.

POTENTIAL INTERCITY ROUTES

To identify potential intercity bus service corridors in the state, a survey of local transit providers, intercity bus operators, and metropolitan planning organizations was conducted. The goal of the survey was to identify corridors within Virginia that are currently underserved or not served at all by the existing intercity network. The results of that survey are presented in Chapter 3.

The subsequent step by the study team was to develop hypothetical routes that could serve these potential corridors and candidate stops identified in Chapter 4. Figure 5-1 identifies potential intercity bus service corridors in the state. Table 5-1 identifies the stops along each of the potential bus service corridors in the state.

The potential intercity routes would stop in communities such as Harrisonburg, Staunton, Winchester, Blacksburg, Radford, Warrenton, and others that have key destinations identified in Chapter 4, but no existing service. These potential routes would improve intercity bus service to major universities and colleges, medical centers, correctional facilities, and intermodal stations across the state.

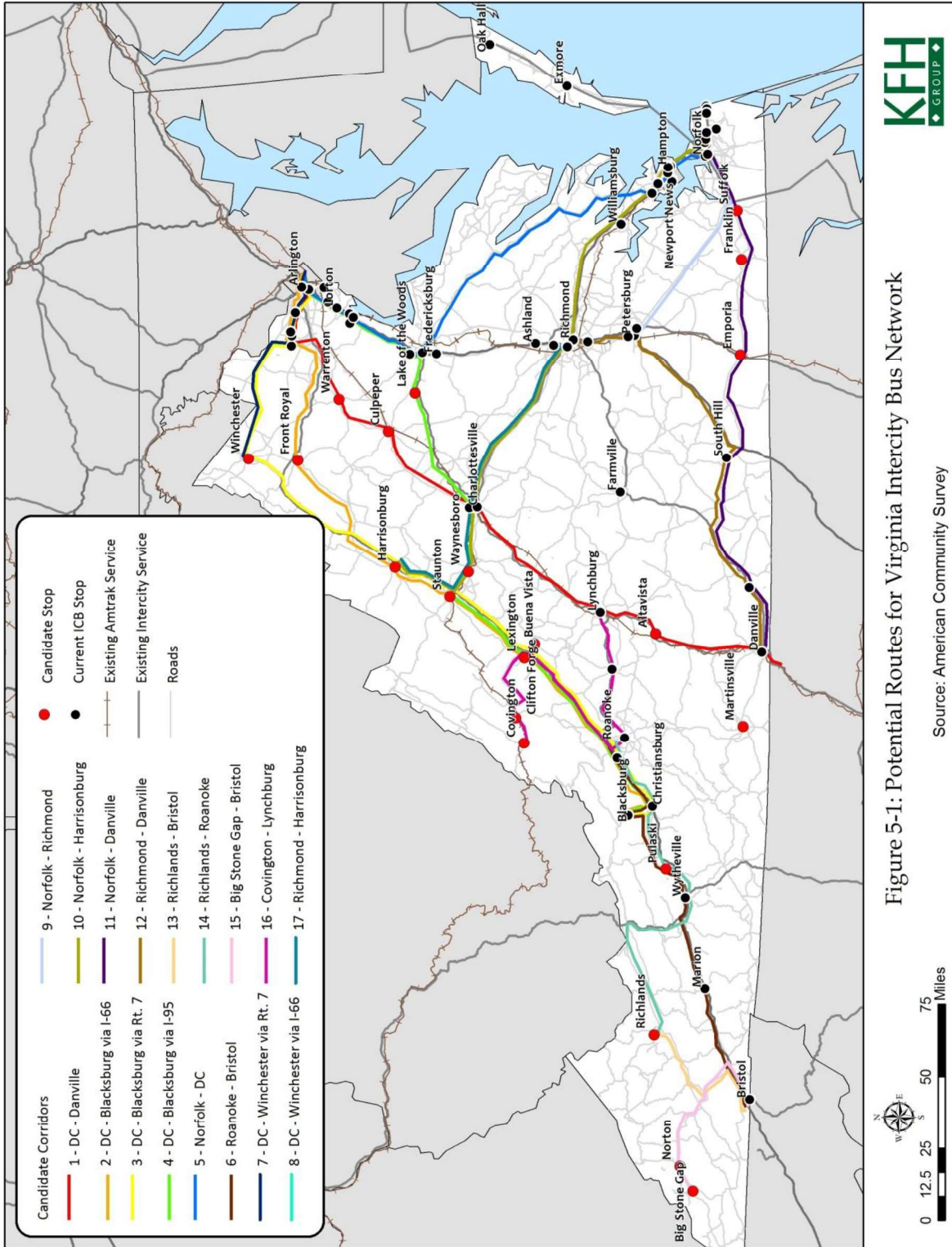


Figure 5-1: Potential Routes for Virginia Intercity Bus Network

Source: American Community Survey

Table 5-1: Stops for Potential Virginia Intercity Routes

Route Description	Stops
Washington, DC - Danville via US-29	Washington, Warrenton*, Culpepper, Charlottesville, Lynchburg, Altavista*, Danville
Washington, DC - Blacksburg via I-66	Washington, Dulles Airport, Front Royal*, Harrisonburg*, Staunton, Lexington*, Roanoke, Christiansburg, Blacksburg*
Washington, DC - Blacksburg via Rt. 7	Washington, Dulles Airport*, Leesburg*, Winchester*, Harrisonburg*, Staunton, Lexington*, Roanoke, Christiansburg, Blacksburg*
Washington, DC - Blacksburg via I-95	Washington, Springfield, Woodbridge, Fredericksburg, Charlottesville, Waynesboro*, Staunton, Lexington*, Roanoke, Christiansburg, Blacksburg*
Norfolk - Washington, DC via Tappahannock	Norfolk, Hampton, Newport News, Tappahannock*, Fredericksburg, Woodbridge, Springfield, Washington
Roanoke - Bristol	Roanoke, Christiansburg, Blacksburg*, Radford*, Pulaski*, Wytheville, Marion, Bristol
Washington, DC - Winchester via Rt. 7	Washington, Dulles Airport*, Leesburg*, Purcellville*, Winchester*
Washington, DC - Winchester via I-66	Washington, Dulles Airport, Front Royal*, Winchester*
Norfolk - Richmond via I-460	Norfolk, Suffolk*, Waverly*, Petersburg, Richmond
Norfolk - Harrisonburg via Richmond	Norfolk, Hampton, Newport News, Williamsburg, Richmond, Charlottesville, Waynesboro*, Staunton, Harrisonburg*
Norfolk - Danville via US-58	Norfolk, Suffolk*, Franklin*, Emporia*, South Hill, South Boston,
Richmond - Danville via I-85 and US-58	Richmond, Petersburg, South Hill, South Boston, Danville
Richlands - Bristol	Richlands*, Abingdon*, Bristol
Richlands - Roanoke	Richlands*, Bluefield, Wytheville, Pulaski*, Radford*, Blacksburg*, Christiansburg, Roanoke
Big Stone Gap - Bristol	Big Stone Gap*, Norton*, Abingdon*, Bristol
Covington - Lynchburg	Covington*, Clifton Forge, Lexington*, Roanoke, Bedford, Lynchburg
Richmond - Harrisonburg	Richmond, Charlottesville, Waynesboro*, Staunton, Harrisonburg*

* = City with no existing intercity or Amtrak service

FEASIBILITY OF POTENTIAL ROUTES

In order to do a preliminary assessment of feasibility, the TCRP 147 Rural Intercity Demand Toolkit was used to estimate ridership for the potential routes.¹ The Toolkit includes two models that generate estimates of annual ridership, based on user inputs. The first, a regression model, is a statistical equation based on the length of the route and the average population of the stops served (excluding the largest population stop, which is assumed to be the destination). The trip rate model is a different approach using National Household Travel Survey (NHTS) data. It accounts for regional variation in long-distance trip rates made by rural residents using public transportation.

Inputs into the two models include stop population (either Urbanized Area or Urban Cluster population) and route length. The population data was based on the 2000 Census (part of the Toolkit CD), and the one-way route lengths were obtained using Google Maps. Other required information also affects the Toolkit results, including whether the route would serve a commercial airport, whether it would serve a correctional facility, and whether it would be operated by a national intercity bus operator. Non-intercity bus operators are not interlined with the national intercity bus network – they have separate fares, no interline agreements, and are not included in the internet and telephone information systems of national carriers.

The Toolkit can be adjusted to evaluate particular situations that may affect potential ridership. Both models already eliminate the population of the destination city as it is assumed that very few residents there would take advantage of a new opportunity for travel to a rural area that was previously unserved. In some cases, it is also useful to remove other cities that already have substantial intercity bus service, where the potential impact of a small incremental expansion of service would be limited. For example, this analysis dropped Washington, D.C. from the Danville – Washington, D.C. route, leaving Fredericksburg as the destination. The ridership estimate thus reflects the remaining towns along the route and is much closer to likely demand. Rather than dropping a location altogether, the user can also adjust for demand that is already served directly in the trip rate model. For example, the Norfolk – Richmond via US-460 route was manually adjusted to allocate the estimated demand at stops between the potential route and other existing services, as a percentage of the daily departures from each stop.

Because of differences between the regression and trip rate models results in many of the corridors, the two demand estimates were averaged to provide a single

¹ TCRP Report 147: Toolkit for Estimating Demand for Rural Intercity Bus Services. Transportation Research Board. Washington, D.C. 2011. http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_147.pdf.

demand number. This was done to be on the conservative side with regard to potential ridership. It is also important to note that the Toolkit makes a significant distinction between services that are and are not interlined with the national network. As described above, national intercity services are fully interlined in terms of ticketing, resulting in a higher ridership base. Several potential routes tested with the Toolkit had demand estimates of zero due to a non-intercity designation. In these cases the model, which was calibrated on intercity route data, estimated demand that was less than the error term of the equation. The Toolkit is also limited in that the models do not provide for testing the impact of multiple frequencies.

Predicted Ridership for Potential Virginia Intercity Routes

Table 5-2 (Predicted Ridership for Potential Virginia Intercity Routes) presents estimated ridership for routes classified as intercity in nature.

The routes range in length from about 60 miles to over 300 miles. Estimated ridership ranges from only 900 annually on the non-intercity operated Richlands - Bristol route to over 15,000 on the Washington, DC - Blacksburg via Route 7.

It should be noted that in a number of cases different route alternatives serve the same corridors using different highways or with variations in some stops, so it would not make sense to implement multiple alternatives serving the same general corridor, but to pick the one that provides the highest ridership/revenue while offering attractive service. For example there are several routes tested that link the I-81 corridor with Northern Virginia and Washington, D.C. but it does not make sense to implement several of them as they would compete for the same potential riders.

Revenues and Costs for Potential Virginia Intercity Routes

Table 5-3 (Revenue and Costs for Potential Virginia Intercity Routes) presents estimated operating costs and revenues for the potential routes. For routes assumed to use national intercity operators, a cost of \$4.40 per revenue bus mile was used. For the non-intercity operators, \$2.30 per mile was used². These figures were multiplied by the number of round-trip miles for the proposed service. Intercity services generally operate 365 days per year, so that level of service was used for all cost estimates. For revenue estimates, this analysis assumed that average passenger trip-length is 80 percent of route length (as some passengers will not ride the entire length of the route). Revenue per passenger mile was assumed to be \$0.15, based on estimates from current services.

² The estimated cost of \$4.40 per revenue bus mile for national intercity operators is generally based on fully-allocated Greyhound costs. The estimated cost of \$2.30 per revenue bus mile for non-intercity operator is based on costs for similar services in recent intercity bus network plans.

Table 5-2: Predicted Ridership for Potential Virginia Intercity Routes

Route Description	One-Way		Serves Airport	Serves Correc. Facility	Likely Operator	Regression Model		Adjusted Trip		Estimated Average Ridership
	Miles					Model Ridership	Rate Model Ridership			
Washington, DC - Blacksburg via Rt. 7	310	Yes	--	--	Intercity	22,700	8,400	15,550		
Washington, DC - Blacksburg via I-66	307	Yes	--	--	Intercity	21,700	6,800	14,250		
Washington, DC - Blacksburg via I-95	299	--	--	--	Intercity	19,200	5,000	12,100		
Richmond - Harrisonburg	138	--	--	--	Intercity	13,600	5,100	9,350		
Norfolk - Harrisonburg via I-64	246	--	--	--	Intercity	13,600	5,200	9,150		
Washington, DC - Winchester via I-66	114	Yes	--	--	Intercity	15,400	1,600	8,500		
Washington, DC - Danville via US-29	262	--	--	--	Intercity	13,600	3,300	8,450		
Roanoke - Bristol	168	--	Yes	Yes	Non-Intercity	10,500	5,900	8,200		
Washington, DC - Winchester via Rt. 7	84	Yes	--	--	Intercity	14,700	1,200	7,950		
Norfolk - Danville via US-58	200	--	Yes	Yes	Intercity	8,800	6,200	7,500		
Norfolk - Richmond via US-460	103	--	--	--	Intercity	7,100	7,400	7,250		
Norfolk - Washington, DC via Tappahannock	207	--	--	--	Intercity	13,700	400	7,050		
Richlands - Roanoke	171	Yes	--	--	Non-Intercity	9,100	4,300	6,700		
Richmond - Danville via I-85	160	--	Yes	Yes	Intercity	8,400	3,700	6,050		
Covington - Lynchburg	154	Yes	--	--	Non-Intercity	9,000	2,700	5,850		
Big Stone Gap - Bristol	75	--	Yes	Yes	Non-Intercity	0	7,700	3,850		
Richlands - Bristol	64	--	--	--	Non-Intercity	300	1,500	900		

The projected farebox recovery levels of the potential routes range from 6 percent for Richlands - Bristol to 58 percent for Washington, DC - Blacksburg via Route 7. Net deficit per passengers ranges from \$112 on the Richlands - Bristol to as low as \$22 for the Richlands - Roanoke route. It should be noted again that these are estimates based on a chain of assumptions.

This process developed potential intercity service options based upon an assumed goal of providing a minimum level of access to the national intercity bus network to as many Virginia residents as feasible. The objective might be further specified as providing access to the national intercity bus network, to all places with a population of 2,500 people and above, and ranked as having a high- or medium- need for transit based on demographic data.

RECOMMENDED ALTERNATIVES

Prioritization of Potential Virginia Intercity Routes

Given limited financial resources to fund additional intercity bus service, a prioritization of potential intercity routes is important to determine which routes to fund. Table 5-4 (Prioritization of Potential Virginia Intercity Routes) presents a means of ranking each potential route by its performance estimated in the model. Four factors are used in prioritizing the potential routes by overall need. The factors include estimated annual ridership, net deficit per passenger, farebox recovery ratio, and existing level of service on the corridor.

Based on the prioritization of potential intercity routes, the study team identified several potential routes that merit consideration for initial implementation given their overall need and location in relationship to the existing intercity bus network. The routes identified are:

- Washington, D.C. - Blacksburg via Route 7 or I-66,
- Washington, D.C.- Winchester via Route 7 (if the Blacksburg-DC service uses I-66),
- Richmond - Harrisonburg via Charlottesville,
- Richlands - Roanoke via Wytheville.

Figure 5-2 (Recommended Routes to Virginia Intercity Bus Network) maps the recommended routes, in relationship to the existing intercity bus and rail network. The recommended routes provide service to communities and corridors that do not have existing service or a very low level of service.

Table 5-3: Revenue and Costs for Potential Virginia Intercity Routes

Route Description	One-Way Miles	Estimated Ridership	Estimated Revenue	Est. Annual Operating Cost	Est. Farebox Recovery	Net Operating Deficit	Net Deficit/ Passenger
Washington, DC - Blacksburg via Rt. 7	310	15,550	\$578,460	\$995,720	58%	-\$417,260	-\$27
Washington, DC - Blacksburg via I-66	307	14,250	\$524,970	\$986,084	53%	-\$461,114	-\$32
Washington, DC - Blacksburg via I-95	299	12,100	\$434,148	\$960,388	45%	-\$526,240	-\$43
Richmond - Harrisonburg	138	9,350	\$154,836	\$443,256	35%	-\$288,420	\$31
Norfolk - Harrisonburg via I-64	246	9,150	\$270,108	\$790,152	34%	-\$520,044	-\$57
Washington, DC - Winchester via I-66	114	8,500	\$116,280	\$366,168	32%	-\$189,672	-\$24
Washington, DC - Danville via US-29	262	8,450	\$265,668	\$841,544	32%	-\$575,876	-\$68
Roanoke - Bristol	168	8,200	\$106,848	\$282,072	38%	-\$175,224	-\$82
Washington, DC - Winchester via Rt. 7	84	7,950	\$80,136	\$269,808	30%	-\$189,672	-\$24
Norfolk - Danville via US-58	200	7,500	\$180,000	\$642,400	28%	-\$462,400	-\$62
Norfolk - Richmond via US-460	103	7,250	\$89,610	\$330,836	27%	-\$241,226	-\$33
Norfolk - Washington, DC via Tappahannock	207	7,050	\$175,122	\$664,844	26%	-\$489,762	-\$69
Richlands - Roanoke	171	6,700	\$137,484	\$287,109	48%	-\$149,625	-\$22
Richmond - Danville via I-85 and US-58	160	6,050	\$116,160	\$513,920	23%	-\$397,760	-\$66
Covington - Lynchburg	154	5,850	\$108,108	\$258,566	42%	-\$150,458	-\$26
Big Stone Gap - Bristol	75	3,850	\$34,650	\$125,925	28%	-\$91,275	-\$24
Richlands - Bristol	64	900	\$6,912	\$107,456	6%	-\$100,544	-\$112

Table 5-4: Prioritization of Potential Intercity Routes in Virginia

Route Description	Estimated Annual Ridership	Ridership Ranking	Net Deficit per Passenger	Net Deficit per Passenger Ranking	Farebox Recovery Ratio	Farebox Recovery Ratio Ranking	Existing LOS	Existing LOS Ranking	Total Score	Overall Need Rank
Washington, DC - Blacksburg via Rt. 7	15,550	17	-\$26.83	12	58%	17	2	2	94.0	1
Washington, DC - Blacksburg via I-66	14,250	16	-\$32.00	10	53%	16	2	2	86.0	2
Richlands - Roanoke	6,700	5	-\$22.33	17	48%	15	4	4	78.0	3
Washington, DC - Blacksburg via I-95	12,100	15	-\$43.00	8	45%	14	2	2	76.0	4
Washington, DC - Winchester via I-66	8,500	12	-\$24.00	15	32%	9	4	4	76.0	4
Richmond - Harrisonburg	9,350	14	-\$30.85	11	35%	11	4	4	76.0	4
Washington, DC - Winchester via Rt. 7	7,950	9	-\$24.00	14	30%	7	3	3	63.0	7
Norfolk - Harrisonburg via I-64	9,150	13	-\$57.00	7	34%	10	3	3	63.0	7
Covington - Lynchburg	5,850	3	-\$25.72	13	42%	13	3	3	61.0	9
Big Stone Gap - Bristol	3,850	2	-\$23.71	16	28%	6	4	4	52.0	10
Roanoke - Bristol	8,200	10	-\$81.65	2	38%	12	3	3	51.0	11
Washington, DC - Danville via US-29	8,450	11	-\$68.00	4	32%	8	2	2	48.0	12
Norfolk - Richmond via US-460	7,250	7	-\$33.00	9	27%	4	2	2	42.0	13
Norfolk - Danville via US-58	7,500	8	-\$62.00	6	28%	5	3	3	41.0	14
Norfolk - Washington, DC via Tappahannock	7,050	6	-\$69.00	3	26%	3	2	2	26.0	15
Richmond - Danville via I-85	6,050	4	-\$66.00	5	23%	2	2	2	24.0	16
Richlands - Bristol	900	1	-\$111.72	1	6%	1	4	4	10.0	17

Factors Ranked

- 1) Estimated Annual Ridership (ranked highest to lowest, 17 through 1) | Score Factor of 2
 - 2) Net Deficit per Passenger (inversely ranked, i.e. greatest deficit per passenger has a higher ranking, 17 through 1) | Score Factor of 2
 - 3) Farebox Recovery Ratio (ranked highest to lowest, 17 through 1) | Score Factor of 2
 - 4) Existing Level of Service (ranked highest to lowest, 4 through 1) | Score Factor of 1
- 4 = no intercity or regional service for all of the corridor
3 = no direct service, limited service on corridor
2 = service between route end points, limited service on corridor
1 = direct daily bus service

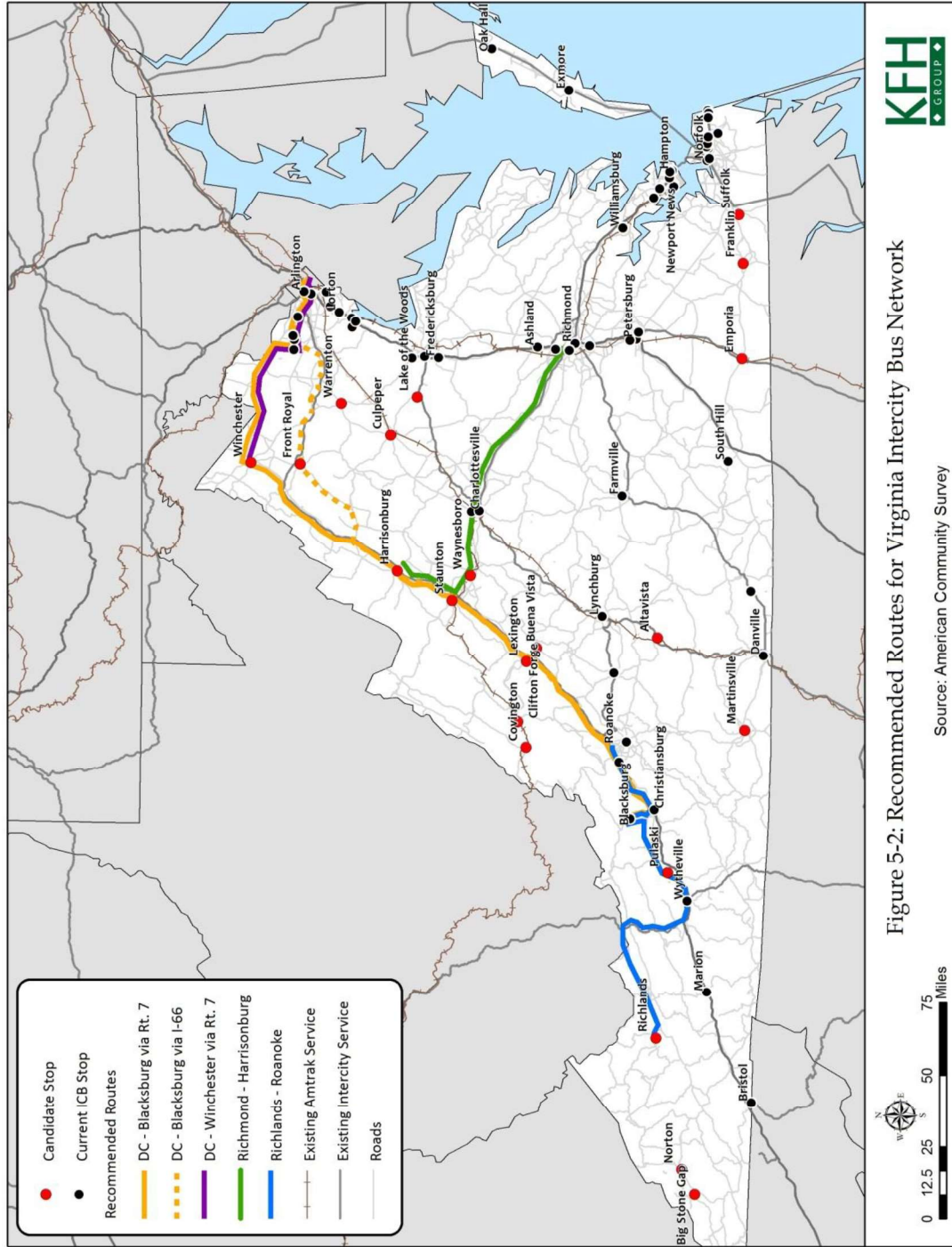


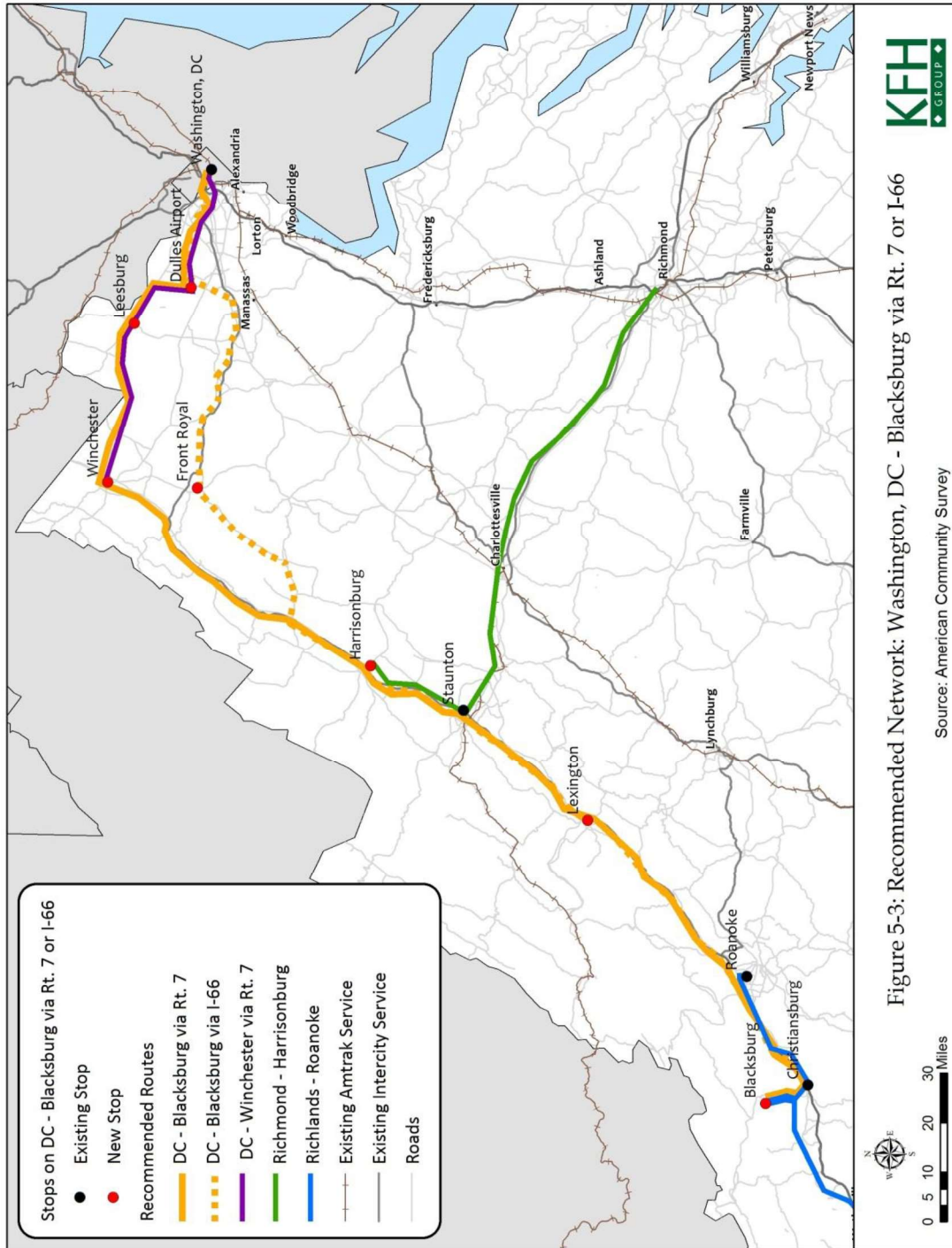
Figure 5-2: Recommended Routes for Virginia Intercity Bus Network

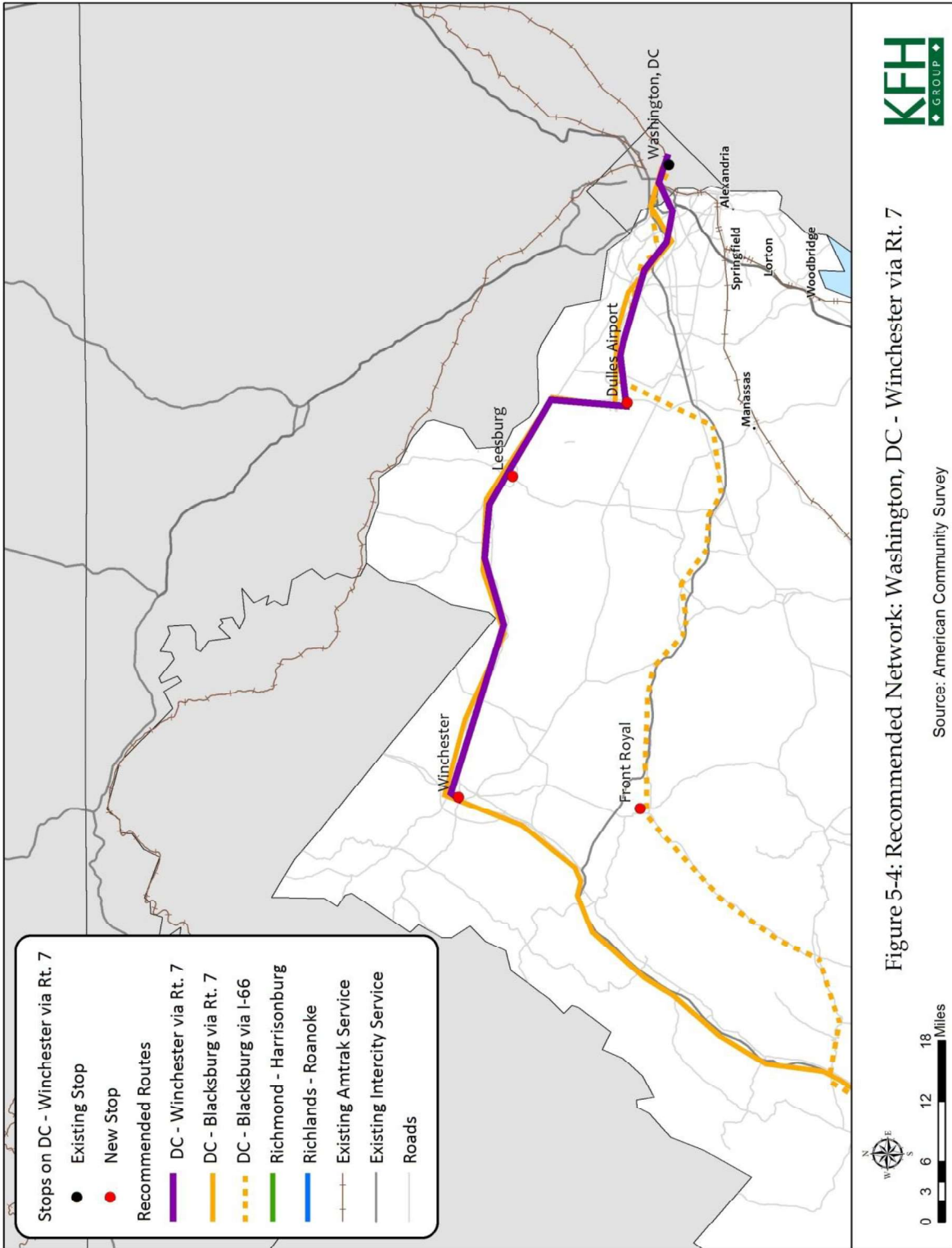
Figure 5-3 (Washington, D.C. – Blacksburg via Route 7) presents the Washington, D.C. – Blacksburg via either Route 7 or I-66. The I-66 alternative would be faster and therefore more attractive to riders who have boarded at the origin end of the route, but it would not include stops in Winchester or Leesburg, so it provides less service, though the projected ridership and deficit for both route options are very close. Historically the former Greyhound service operated via Winchester with stops in Upperville and Middleburg as well. Expected frequency is one round trip a day, with service 365 days a year. The route would be operated by a national carrier. Stops along the route include Christiansburg, Roanoke, Lexington, Staunton, Harrisonburg, Winchester, Leesburg, and Dulles Airport. The route serves Interstate 81 corridor and Shenandoah Valley, and the Route 7 option would also serve communities along Route 7 in northern Virginia. Overall, the route would have an estimated annual ridership of 15,550 passengers (via Route 7) or 14,250 (via I-66) once full ridership is achieved.

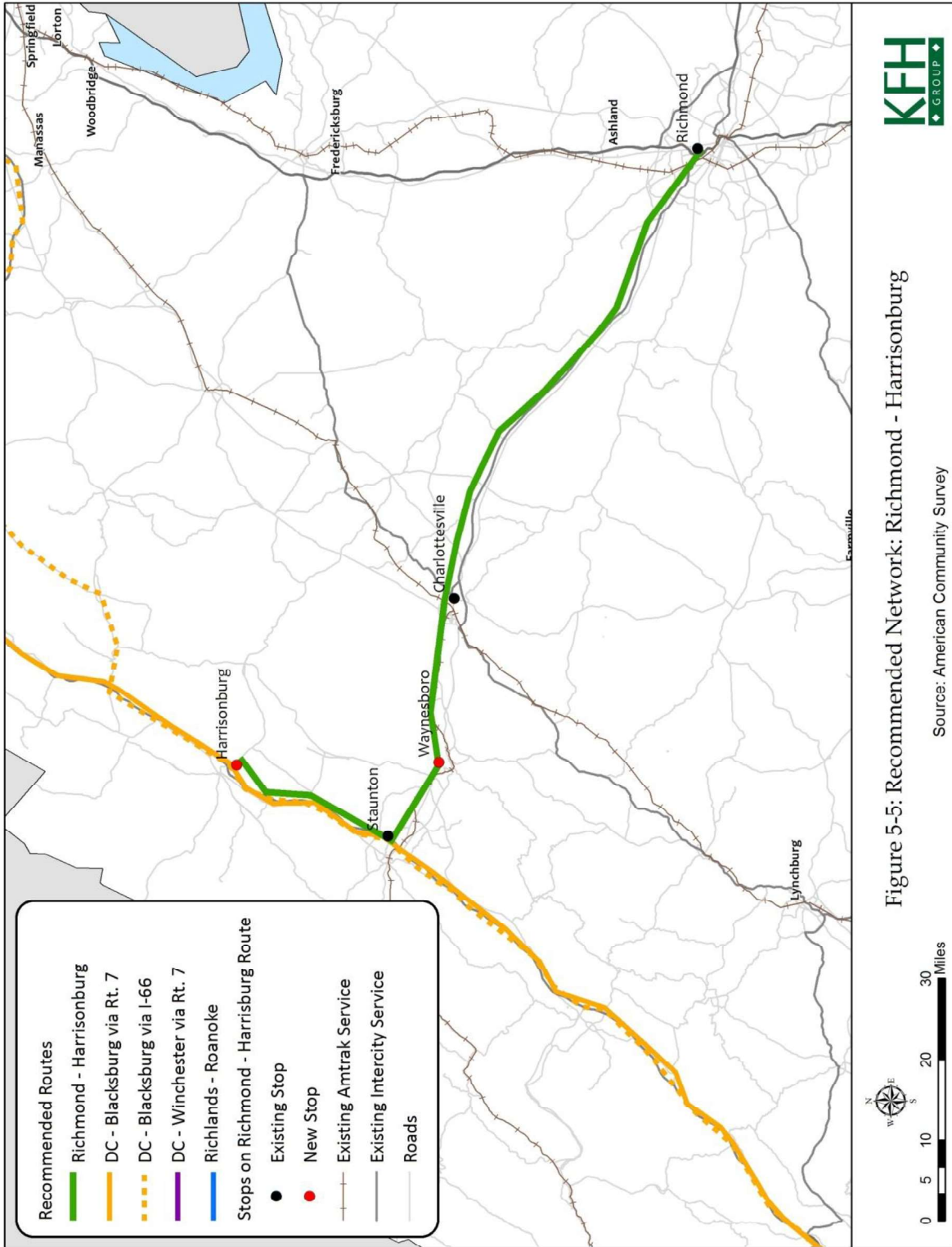
Figure 5-4 (Washington, D.C. – Winchester via Route 7) presents a route linking Winchester with northern Virginia and Washington, D.C. This service actually ranked just below the Blacksburg-Washington routes, but would only need to be operated if the Blacksburg route uses I-66, which would leave Winchester unserved. By operating this separately its schedule would not need to be tied to desirable Blacksburg departure and arrival times, and it could potentially be offered on schedules that would allow a morning inbound/late afternoon outbound pattern. One other option for this route would be service from Winchester via Front Royal, and then into northern Virginia/Washington via I-66.

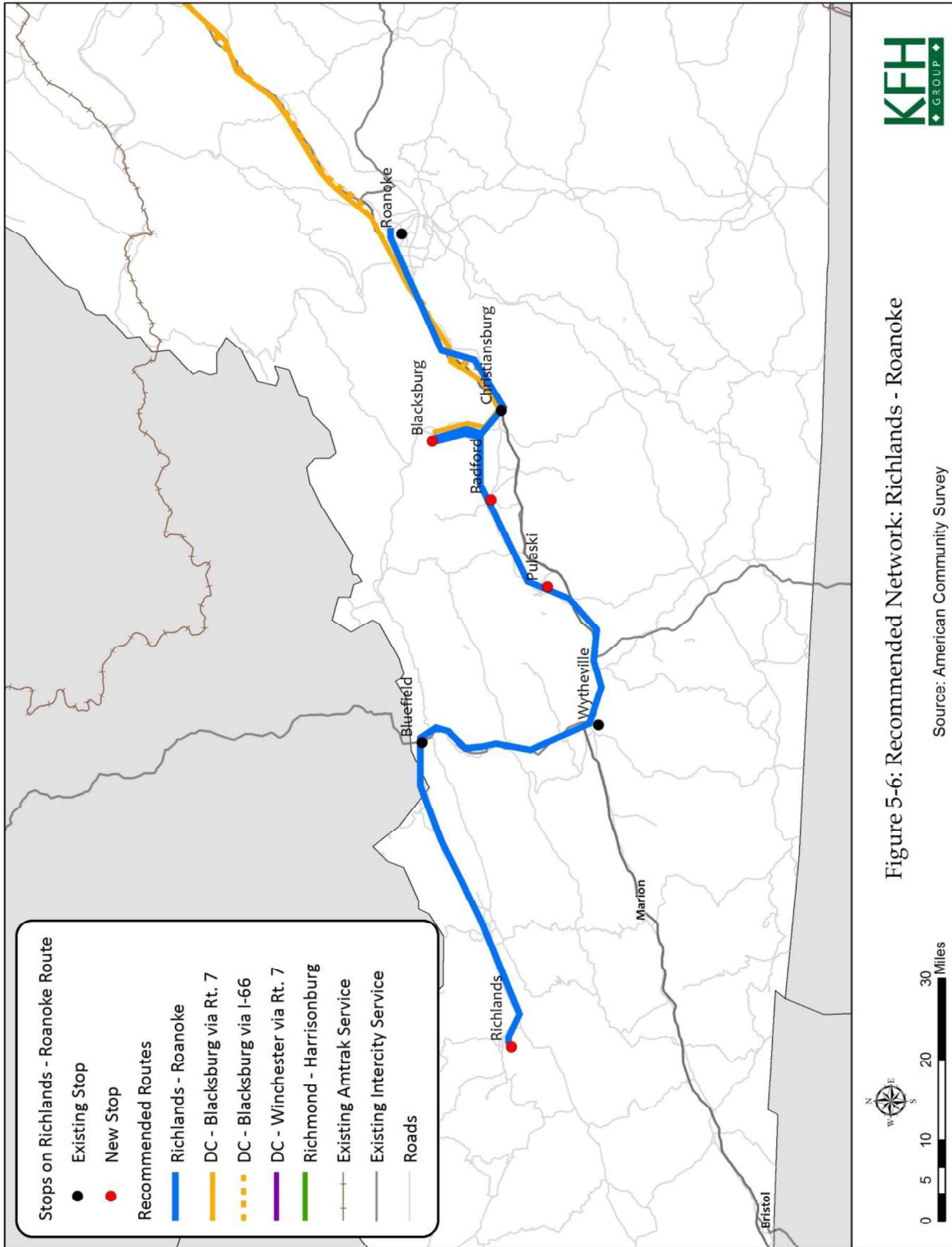
Figure 5-5 (Richmond – Harrisonburg) presents the Richmond – Harrisonburg route. Expected frequency is one round trip a day, with service 365 days a year. It is expected that the route would be operated by a national carrier. Stops along the route include Charlottesville, Waynesboro and Staunton. The route serves part of the Interstate 64 and Interstate 81 corridors. Overall, the route would have an estimated annual ridership of 9,350 passengers. Passengers could make connections in Richmond to existing service to the Norfolk area, or to services headed north or south.

Figure 5-6 (Richlands – Roanoke) presents the Richlands – Roanoke route. Expected frequency is one round a trip a day, with service 365 days a year. It is expected that the route would be operated by a regional carrier. Stops along the route include Bluefield, Wytheville, Pulaski, Radford, Blacksburg, and Christiansburg. The route serves southwestern Virginia. Overall, the route is estimated to have annual ridership of 6,700 passengers when fully developed.









These route options are recommended as priorities for initial implementation based on the factors considered in the prioritization, which balance overall demand, financial efficiency, and consideration of the availability of existing service. In terms of overall feasibility within the DRPT Section 5311(f) program, the amount of the 15% set aside for the most recent FTA allocation (\$14,534,896) is \$2,180,234. The three (or four) routes listed here are estimated to have a combined net operating deficit (after ridership has had time to build, and supported by appropriate marketing) of approximately \$1,088, 831, or about half of the 15% allocation. This is based on the assumption that federal funds would be used to pay the entire net deficit using the in-kind funding method, which would require designing these services to make a meaningful connection with the national intercity network (in Virginia this would basically mean Greyhound). DRPT could consider this as a first phase implementation, with subsequent implementation of other corridors.

As can be seen from the estimates of ridership and net deficit, these intercity services have characteristics that are quite different from local fixed-route transit. This program would require development and application of different performance measures that reflect service that involves few boardings, many miles and hours, and user willingness to pay higher fares. Appropriate performance measures for such service might include:

- ***Farebox Recovery***—most like a profitability measure, it combines demand, fare policy, and costs into a single figure.
- ***Net Deficit per passenger***—a ceiling should be set to ensure that it would not be cheaper to send the passengers via taxi or airport limousine, perhaps comparable to other state-funded services such as Amtrak.
- ***Passengers per trip***—a more easily collected substitute for revenue-passenger miles (which some intercity bus carriers can provide), is an indication of the utilization of the service; or
- ***Load Factor***—revenue passenger-miles divided by available seat-miles, reflects utilization of capacity, but data may be difficult or expensive to collect.

Subsequent phases of implementation, if these are successful, could include other corridors with lower priorities based on the factors used in this analysis. In the meantime, DRPT could either partially certify no unmet rural intercity need, releasing the funds for other Section 5311 projects, or could “bank” the funding for use in subsequent phases. In addition, given the vulnerability of current Greyhound service to Danville, South Boston, Farmville, and South Hill, it may be that there will be future needs for funding to retain to these communities. It should also be noted that these operating deficit estimates assume fully-allocated costs, i.e. the grant recipient would use their own vehicles. The operating costs could be reduced if remaining Section 5311(f) funding was used for capital for buses to operate these services.

Appendix A
Virginia Intercity Bus
Schedules
and
Stop Locations

**PHILADELPHIA - BALTIMORE - WASHINGTON - RICHMOND
TABLE 122**

Carrier	SCHEDULE NUMBER		2301	1051	1648	3005	3013	1602	3019
	9-11-13		NYD RHD	NYD RHD	PGH RHD	PHL NOR		CHD RHD	
	FREQUENCY					E	E		E
GL	Philadelphia, PA	LV				07:45	09:50		11:45
	Wilmington, DE	AR					10:40		
	Wilmington, DE	LV					10:50		
	Baltimore Downtown, MD	AR			10:10	09:50	12:05	15:35	13:40
	Baltimore Downtown, MD	LV			10:30	10:10	12:20	16:00	13:55
	New Carrollton, MD							16:40	
	Silver Spring, MD				11:15				
	Washington, DC	AR			11:45	11:05	13:25	17:15	15:05
	Washington, DC	LV	06:20	09:20	12:05	11:20	13:40	17:30	15:20
	Springfield/Franconia, VA (<i>Metro</i>)		06:50		12:35			18:00	
	Woodbridge, VA		07:10		12:55			18:20	
	Fredericksburg, VA		07:55		13:40			19:05	
GL	Richmond, VA	AR	08:55	11:25	14:40	13:25	15:45	20:05	17:30

● Will operate Wed Nov 27 instead of Fri Nov 29
E EXPRESS SERVICE

**PHILADELPHIA - BALTIMORE - WASHINGTON - RICHMOND
TABLE 122**

Carrier	SCHEDULE NUMBER		3025	3587	3029	3031	3039	3041	3595
	9-11-13								
	FREQUENCY		E		E ● 57	E	E ● 57	E	
GL	Philadelphia, PA	LV	13:05	15:15	17:30	16:30	19:00	20:30	22:05
	Wilmington, DE	AR		16:10					23:00
	Wilmington, DE	LV		16:20					23:10
	Baltimore Downtown, MD	AR	15:00	X 17:45	19:35	18:40	21:00	X 22:25	X 00:20
	Baltimore Downtown, MD	LV	15:15	18:15	19:50	19:00	21:15	22:55	00:50
	New Carrollton, MD			18:55					
	Silver Spring, MD								
	Washington, DC	AR	16:35	19:25	20:45	20:10	22:10	23:55	01:50
	Washington, DC	LV	16:50	19:40	21:05	20:25		00:10	02:05
	Springfield/Franconia, VA (<i>Metro</i>)			20:10					
	Woodbridge, VA			20:30					
	Fredericksburg, VA			21:15					
GL	Richmond, VA	AR	19:05	22:15	23:20	22:35		02:15	04:10

● Will operate Wed Nov 27 instead of Fri Nov 29
E EXPRESS SERVICE

**RICHMOND - WASHINGTON - BALTIMORE - PHILADELPHIA
TABLE 122**

Carrier	SCHEDULE NUMBER		3612	1054	3006	3563	3584	3014	4407	3630	3020	3028
	9-11-13								RHD PGH	RHD PHL	NOR PHL	
	FREQUENCY				E	● 57	6	E				E
GL	Richmond, VA	ET LV	01:30	04:15	06:30			09:15	08:30	12:01	11:00	
	Fredericksburg, VA								09:30	13:00		
	Woodbridge, VA								10:10	13:40		
	Springfield/Franconia, VA (<i>Metro</i>)								10:30	14:05		
	Washington, DC	AR	03:35	06:20	08:50			11:25	11:05	14:35	13:05	
	Washington, DC	LV	03:55	06:35	09:05			11:40	11:25	14:55	13:20	15:00
	Silver Spring, MD			07:05						15:25		
	New Carrollton, MD							11:45				
	Baltimore Downtown, MD	AR	04:50	07:50	10:05			12:50	12:25	16:10	14:20	15:15
	Baltimore Downtown, MD	LV	05:20	08:10	10:15			13:00		16:40	14:35	15:30
	Wilmington, DE	AR	06:40	09:30						18:00		
	Wilmington, DE	LV	06:50	09:40		13:00	13:00			18:10		
GL	Philadelphia, PA	ET AR	07:55	10:40	12:10	14:00	14:00	14:55		19:15	16:30	17:25

● Will operate Wed Nov 27 instead of Fri Nov 29
E EXPRESS SERVICE

**RICHMOND - WASHINGTON - BALTIMORE - PHILADELPHIA
TABLE 122**

Carrier	SCHEDULE NUMBER			3030	3032	3036	3038	1605	2304	2302
	9-11-13							RHD DET	RHD NYD	RHD NYD
	FREQUENCY			E ●57	E	E ●57	E	E		
GL	Richmond, VA	ET	LV	13:45	15:05	16:00	18:15	17:15	19:45	23:40
	Fredericksburg, VA								20:45	
	Woodbridge, VA								21:25	
	Springfield/Franconia, VA (Metro)								21:55	
	Washington, DC		AR	15:55	17:30	18:30	20:35	19:40	22:30	01:45
	Washington, DC		LV	16:30	17:50	18:45	20:50			
	Silver Spring, MD									
	New Carrollton, MD									
	Baltimore Downtown, MD		AR	17:45	19:00	19:45	21:45			
	Baltimore Downtown, MD		LV	17:55	19:15	20:00	21:55			
	Wilmington, DE		AR				23:15			
	Wilmington, DE		LV				23:20			
GL	Philadelphia, PA	ET	AR	20:00	21:10	21:55	00:20			

● Will operate Wed Nov 27 instead of Fri Nov 29
E EXPRESS SERVICE

**NEW YORK - RICHMOND - FAYETTEVILLE
TABLE 124**

Carrier	SCHEDULE NUMBER		1035	1083	1005	1039	1081	1031	1041	1011	
	9-11-13		NYD RHD	NYD ATD	NYD RHD	NYD RHD	NYD ATD	NYD RHD	NYD RHD	NYD MID	
	FREQUENCY		E	E	E	E	E	E		E	
GL	New York, NY	ET	LV	07:45	09:15	14:15	17:15	18:15	20:15	21:15	22:30
	NEW YORK EXPRESS		AR								
	Newark, NJ		AR		09:45	14:45	17:55	18:55		21:45	
	Newark, NJ				10:00	15:00	18:10	19:10		22:00	
	<i>RS Chesapeake House (MM 96)</i>		AR	X 10:40	X 12:50	X 17:50	X 21:00	X 22:00	X 23:10	X 00:50	X 01:25
	<i>RS Chesapeake House (MM 96)</i>		LA	11:10	13:20	18:20	21:30	22:30	23:40	01:20	01:55
	<i>RS Maryland House (MM 82)</i>		AR								
	<i>RS Maryland House (MM 82)</i>		LV								
	RICHMOND EXPRESS		AR								
	Richmond, VA		AR	14:35	X 16:45	21:45	00:55	01:55	03:05	04:45	05:20
	Richmond, VA		LV								
GL	Fayetteville, NC	ET	AR								
E EXPRESS SERVICE											

**FAYETTEVILLE - RICHMOND - NEW YORK
TABLE 124**

Carrier	SCHEDULE NUMBER		1052	1082	1032	1020	1022	1080	1006	1034	1028	1038	1010	
	9-11-13		RHD NYD	ATD NYD	RHD NYD	RHD NYD	RHD NYD	ATD NYD	MID NYD	RHD NYD	RHD NYD	RHD NYD	RHD NYD	
	FREQUENCY			E		E	■ 16	E	E	E	E	E	● 57	
GL	Fayetteville, NC	ET	LV											
	Richmond, VA		AR											
GL	Richmond, VA		LV	01:15	02:00	04:15	06:00	07:00	09:15	11:00	15:15	17:50	20:00	23:35
	<i>RS Maryland House (MM 82)</i>		AR											
	<i>RS Maryland House (MM 82)</i>		LV											
	<i>RS Chesapeake House (MM 96)</i>		AR	X 04:40	X 05:25	X 07:40	09:25	X 10:25	X 12:40	X 14:25	X 18:40	X 21:15	23:35	X 03:00
	<i>RS Chesapeake House (MM 96)</i>		LV	05:10	05:55	08:10	09:55	10:55	13:10	14:55	19:10	21:45	00:05	03:30
	Newark, NJ		AR			11:00	D 12:40	D 13:40	D 15:55	17:40	D 21:55			
	Newark, NJ		LV			11:10	12:50	13:50	16:05	17:50	D 22:05			
GL	New York, NY	ET	AR	08:00	08:45	11:40	13:20	14:20	16:35	18:35	22:35	00:35	02:45	06:20

E EXPRESS SERVICE
● Will operate Wed Nov 27 instead of Fri Nov 29
■ Will operate Thur Nov 28 instead of Sat Nov 30

**WASHINGTON - CHARLOTTESVILLE
TABLE 143**

Carrier	SCHEDULE NUMBER			3925	3927
	9-11-13				
	FREQUENCY				
GL	Baltimore, MD	ET	LV	08:30	15:35
	Washington, DC			09:25	16:35
	Washington, DC			09:45	17:05
	Union Station, DC (<i>Amtrak</i>)			09:55	17:25
	Springfield, VA			10:15	17:55
	Woodbrigde ,VA				18:20
	Fredericksburg, VA			11:10	19:10
	Amtrak (<i>Charlottesville, VA</i>)			12:50	
GL	Charlottesville, VA	ET	AR	12:55	20:50
	Charlottesville, VA		LV		
GL	Lynchburg , Va	ET	AR		

**CHARLOTTESVILLE - WASHINGTON
TABLE 143**

Carrier	SCHEDULE NUMBER			3926	3924
	9-11-13				
	FREQUENCY				
GL	Lynchburg, VA	ET	LV		
	Charlottesville, VA				
	Charlottesville, VA			08:45	17:05
	<i>Amtrak (Charlottesville, VA)</i>				17:15
	Fredericksburg, VA			10:30	18:55
	Springfield, VA			11:20	19:45
	Union Station, DC (<i>Amtrak</i>)			11:40	20:05
	Washington, DC			11:49	20:15
	Washington, DC			12:05	20:45
GL	Baltimore, MD	ET	AR	13:00	21:40

**RICHMOND - ROANOKE - NASHVILLE
TABLE 144**

Carrier	SCHEDULE NUMBER		1511	1529	1539	
			RHD	RHD	RHD	
	9-11-13		DLD	DLD	DLD	
	FREQUENCY					
GL	Richmond, VA	ET	LV	05:30	12:05	20:00
	Charlottesville, VA		AR	06:45	13:20	× 21:15
	Charlottesville, VA		LV	06:55	13:30	21:30
	Lynchburg, VA (<i>Amtrak</i>)		AR	08:10	14:45	22:45
	Lynchburg, VA (<i>Amtrak</i>)		LV	08:20	14:55	22:50
	Roanoke, VA		AR	× 09:25	× 16:00	23:55
	Roanoke, VA		LV	09:55	16:35	00:15
GL	Wytheville, VA (<i>McDonald's Max Meadows</i>)	ET	AR	× 11:05	× 17:45	× 01:25
GL	Wytheville, VA (<i>McDonald's Max Meadows</i>)	ET	LV	11:50	18:35	01:45
	Marion, VA			12:30	19:15	
	Bristol, TN			13:30	20:15	
	Kingsport, TN			14:10		
	Johnson City, TN			14:45	20:55	
	Greeneville, TN		AR		21:45	
	Greeneville, TN		LV		21:55	
	Morristown, TN			15:55		
GL	Knoxville, TN	ET	AR	× 16:55	× 23:20	× 05:10
GL	Knoxville, TN	ET	LV	18:45	00:15	06:40
	Crossville, TN		CT	AR 18:55		06:50
	Crossville, TN		CT	LV 19:10		07:00
	Cookeville, TN			19:45		07:35
GL	Nashville, TN	CT	AR	× 21:10	× 02:15	× 09:00

**RICHMOND - ROANOKE - NASHVILLE
TABLE 144**

Carrier	SCHEDULE NUMBER				1508	1510	1514
	9-11-13				DAL RHD	DLD RHD	DAL RHD
	FREQUENCY						
GL	Nashville, TN	CT	LV		01:30	14:05	19:20
	Cookeville, TN					15:30	20:45
	Crossville, TN	CT	AR			16:00	21:15
	Crossville, TN	CT	LV			16:10	21:25
GL	Knoxville, TN	ET	AR	X	05:30	X 18:25	X 23:40
GL	Knoxville, TN	ET	LV		06:25	19:10	00:30
	Morristown, TN				07:25		
	Greeneville, TN		AR			20:15	
	Greeneville, TN		LV			20:25	
	Johnson City, TN				08:35	21:25	
	Kingsport, TN				09:10		
	Bristol, TN				09:50	21:55	
	Marion, VA				10:50	22:55	
GL	Wytheville, VA (<i>McDonald's Max Meadows</i>)	ET	AR		11:30	X 23:35	X 03:55
GL	Wytheville, VA (<i>McDonald's Max Meadows</i>)	ET	LV		12:15	00:05	04:15
	Roanoke, VA		AR	X	13:25	01:15	X 05:25
	Roanoke, VA		LV		14:05	01:45	06:00
	Lynchburg, VA (<i>Amtrak</i>)		AR		15:10	02:50	07:05
	Lynchburg, VA (<i>Amtrak</i>)		LV		15:20	02:55	07:10
	Charlottesville, VA		AR		16:35	04:10	08:25
	Charlottesville, VA		LV		16:50	04:20	08:40
GL	Richmond, VA	ET	AR		18:05	05:35	09:55

**JACKSONVILLE - SAVANNAH - FAYETTEVILLE - RICHMOND
TABLE 400**

Carrier	SCHEDULE NUMBER		1013	1003	1017	1009	1011
	9-11-13		RHD ORL	RHD MID	RHD TPA	RHD MID	NYD MID
	FREQUENCY			E		E	E
GL	Richmond, VA	ET LV	15:40	20:00	23:50	04:15	06:50
	Petersburg, VA		16:15				
	Emporia, VA						
	Raleigh, NC	AR	18:40	23:05			09:40
	Raleigh, NC	LV	18:55	23:25			10:20
	Fayetteville, NC	AR X	20:00 X	00:30	03:20 X	08:00	11:25
	Fayetteville, NC	LV	21:00	01:30	04:30	09:15	12:30
	Walterboro (Circle C Truck Stop)	AR			05:50		
	Walterboro (Circle C Truck Stop)	LV			06:25		
	SAVANNAH EXPRESS	AR					
	Savannah, GA	AR X	01:00 X	05:30 X	09:05 X	13:15 X	16:30
	Savannah, GA	LV	01:30	06:00	09:35	13:55	17:10
	Hinesville , GA				10:45		
	Brunswick, GA				11:35		
GL	Jacksonville, FL	ET AR	03:45 X	08:15 X	12:55 X	16:10 X	19:25
E	EXPRESS SERVICE						

**JACKSONVILLE - SAVANNAH - FAYETTEVILLE - RICHMOND
TABLE 400**

Carrier	SCHEDULE NUMBER		1008	510	1012	1002	1006
	9-11-13		TPA RHD	MID RHD	TPA RHD	TPA RHD	MID NYD
	FREQUENCY				E	E	E
GL	Jacksonville, FL	ET LV	02:30	09:25	14:00	17:30	22:15
	Brunswick, GA			10:45			
	Hinesville, GA			11:30			
	Savannah, GA	AR	04:45 X	12:45	16:15 X	19:45 X	00:30
	Savannah, GA	LV	05:15	13:25	16:45	20:15	01:00
	SAVANNAH EXPRESS	LV					
	Walterboro (Circle C Truck Stop)	AR X	06:30				
	Walterboro (Circle C Truck Stop)	LV	07:05				
	Fayetteville, NC	AR X	09:55 X	17:25	20:45 X	00:15 X	05:00
	Fayetteville, NC	LV	11:00	18:35	22:00	01:30	06:00
	Raleigh, NC	AR	12:05	19:40	23:05		
	Raleigh, NC	LV	12:35	20:00	23:30		
	RALEIGH EXPRESS	LV					
	Emporia, VA						
	Petersburg, VA		15:10				
GL	Richmond, VA	ET AR	15:50	22:50	03:00	05:00	09:30
E	EXPRESS SERVICE						

**CHARLESTON - CHARLOTTE - COLUMBIA - JACKSONVILLE
TABLE 401**

Carrier	SCHEDULE NUMBER				1097	1093
	9-11-13			DET	DET	
	FREQUENCY			JAX	JAX	
GL	Charleston, WV	ET	LV	22:30	08:00	
	Beckley, WV		AR	23:30	× 09:00	
	Beckley, WV		LV	23:35	09:05	
	Bluefield, WV (Princeton)			00:35	10:05	
	Wytheville, VA (McDonald's Max Meadows)		AR	× 01:25	× 10:55	
	Wytheville, VA (McDonald's Max Meadows)		LV	01:50	11:45	
	Winston-Salem, NC		AR		13:25	
	Winston-Salem, NC		LV		13:35	
	Salisbury, NC				14:20	
	Concord, NC				14:50	
	Statesville, NC			03:55		
	Charlotte, NC		AR	× 04:50	× 15:20	
	Charlotte, NC		LV	07:15	16:15	
	Columbia, SC		AR	08:50	17:50	
	Columbia, SC		LV	09:05	18:05	
	Orangeburg, SC		AR	× 10:05	× 19:05	
	Orangeburg, SC		LV	10:35	19:35	
	Walterboro, SC(Circle C Truck Stop)			11:25	20:25	
	Beaufort, SC			12:25	21:25	
	Savannah, GA		AR	× 13:20	× 22:20	
	Savannah, GA		LV	14:00	22:50	
	Hinesville, GA			15:10		
	Brunswick, GA			16:15		
	Jacksonville, FL	ET	AR	17:35	01:05	

**JACKSONVILLE - COLUMBIA - CHARLOTTE - CHARLESTON
TABLE 401**

Carrier	SCHEDULE NUMBER				1096	1090
	9-11-13			JAX	JAX	
	FREQUENCY			DET	DET	
GL	Jacksonville, FL	ET	LV	03:30	16:25	
	Brunswick, GA				17:40	
	Hinesville, GA					
	Savannah, GA		AR	05:45	✕ 19:00	
	Savannah, GA		LV	06:20	19:30	
	Beaufort, SC			07:15	20:20	
	Walterboro, SC(Circle C Truck Stop)			08:25	21:30	
	Orangeburg, SC		AR	✕ 09:05	✕ 22:05	
	Orangeburg, SC		LV	09:35	22:10	
	Columbia, SC		AR	10:30	23:40	
	Columbia, SC		LV	10:50	23:45	
	Charlotte, NC		AR	✕ 12:25	✕ 01:20	
	Charlotte, NC		LV	14:10	02:55	
	Statesville, NC			15:05		
	Concord, NC					
	Salisbury, NC					
	Winston-Salem, NC		AR	✕ 15:55		
	Winston-Salem, NC		LV	16:15		
	Wytheville, VA (McDonald's Max Meadows)		AR	✕ 18:05	✕ 05:30	
	Wytheville, VA (McDonald's Max Meadows)		LV	18:40	06:00	
	Bluefield, WV (Princeton)			19:30	06:50	
	Beckley, WV		AR	20:30	07:50	
	Beckley, WV		LV	20:35	07:55	
GL	Charleston, WV	ET	AR	21:35	✕ 08:55	

**NEW YORK/PHILADELPHIA - NORFOLK - VIRGINIA BEACH
TABLE 420**

Carrier	SCHEDULE NUMBER		903	909	905	901
	9-11-13		NYD NOR	NYD NOR	NYD NOR	NYD NOR
	FREQUENCY			● 57		● 57
GL	New York, NY	LV	08:30	13:30	20:15	21:15
	Newark, NJ	AR	09:00	14:00	20:40	21:45
	Newark, NJ	LV	09:05	14:05	20:45	21:50
	Wilmington, DE	AR	11:20	16:20	23:00	D 00:00
	Wilmington, DE	LV	11:35	16:35	23:15	
	Dover, DE		12:40	17:40	00:30	D 00:50
	<i>Rest Stop (Royal Farms DE)</i>		30"	20"	15"	15"
	Ocean City, MD					
	<i>Rest Stop</i>					
	Salisbury, MD	AR	14:30	19:20	01:50	02:20
	Salisbury, MD	LV	14:45	19:35	01:50	02:20
	Univ of Maryland, MD (<i>Student Svc Ctr</i>)		15:15	19:55	02:10	
	Oak Hall, VA (<i>T's Corner</i>)		16:00	20:35	D 02:45	
	Exmore, VA		16:50	21:25	03:30	
	Norfolk, VA	AR	18:20	22:40	04:45	05:00
	Norfolk, VA	LV				
GL	Virginia Beach, VA	AR				

● Will operate Wed Nov 27 instead of Fri Nov 29

**VIRGINIA BEACH - NORFOLK - PHILADELPHIA/NEW YORK
TABLE 420**

Carrier	SCHEDULE NUMBER		904	900	908	906
	9-11-13		NOR		NOR	VAB
	FREQUENCY		NYD		NYD	NYD
				● 57	● 57	
GL	Virginia Beach, VA	LV				
	Norfolk, VA	AR				
	Norfolk, VA	LV	06:30	13:00	15:15	23:00
	Exmore, VA		07:50		16:35	00:15
	Oak Hall, VA (<i>T's Corner</i>)		08:40		17:25	01:05
	Univ of Maryland, MD (<i>Student Svc Ctr</i>)		09:25	15:30	18:10	D 01:45
	Salisbury, MD	AR	09:45	15:50	18:30	02:05
	Salisbury, MD	LV	10:00	16:10	18:45	02:15
	<i>Rest Stop</i>					
	Ocean City, MD					
	<i>Rest Stop (Royal Farms, DE)</i>		15"	30"	30"	15"
	Dover, DE		11:35	18:00	20:35	03:50
	Wilmington, DE	AR	12:40	19:05	21:40	04:50
	Wilmington, DE	LV	13:00	19:25	21:50	04:55
	Newark NJ	AR	D 15:10	D 21:35		D 07:10
	Newark NJ	LV	D 15:20	D 21:35		D 07:10
GL	New York, NY	AR	15:55	22:10	00:00	07:45

● Will operate Wed Nov 27 instead of Fri Nov 29

**RICHMOND - WILLIAMSBURG - NORFOLK
TABLE 422**

Carrier	SCHEDULE NUMBER				3069	540	554	3005	542	538	3019	3029
	9-11-13							PHL NOR			PHL NOR	
	FREQUENCY				E			E			E	● 57
GL	Richmond, VA	ET	LV	03:20	09:30		14:25			16:15	18:40	00:01
	Williamsburg, VA				10:30					17:15		
	Hampton, VA			04:45	11:10		15:55			17:55	20:10	01:30
	Norfolk, VA		AR	05:10	11:40		16:25			18:25	20:40	02:00
	Norfolk, VA		LV		11:45	11:45		16:35				
GL	Virginia Beach, VA	ET	AR		12:20	12:20		17:10				
E EXPRESS SERVICE												
● Will operate Wed Nov 27 instead of Fri Nov 29												

**NORFOLK - WILLIAMSBURG - RICHMOND
TABLE 422**

Carrier	SCHEDULE NUMBER			3020	547	559	3038	553	545	3579
	9-11-13			NOR PHL E			NOR PHL E			E
GL	Virginia Beach, VA	ET	LV		07:00	12:30				17:15
	Norfolk, VA		AR		07:45	13:05				17:50
	Norfolk, VA		LV	08:00		13:20	15:15	18:35		23:00
	Hampton, VA			08:30		13:50	15:45	19:05		23:30
	Ft. Eustis, VA (<i>Newport News</i>)									
	Williamsburg, VA					14:30		19:45		
GL	Richmond, VA	ET	AR	10:00		15:30	17:30	20:45		00:55
E	EXPRESS SERVICE									

**RALEIGH - ELIZABETH CITY - NORFOLK
TABLE 423**

Carrier	SCHEDULE NUMBER		312	330
	9-11-13			
	FREQUENCY			
GL	Raleigh, NC	LV	15:35	18:45
	Rocky Mount, NC	AR	16:35	19:45
	Rocky Mount, NC	LV	16:45	19:55
	Wilson, NC		17:15	
	Greenville, NC		18:05	
	Washington, NC		18:45	
	Williamston, NC		19:15	
	Edenton, NC		20:00	
	Elizabeth City, NC		20:45	
	Ahoskie, NC			21:20
	Suffolk, VA			22:10
GL	Norfolk, VA	AR	21:30	22:40

**NORFOLK - ELIZABETH CITY - RALEIGH
TABLE 423**

Carrier	SCHEDULE NUMBER			517	577
	9-11-13			NOR KNO	NOR WNC
	FREQUENCY				
GL	Norfolk, VA	ET	LV	05:25	08:00
	Suffolk, VA			05:55	
	Ahoskie, NC			06:45	
	Elizabeth City, NC				08:50
	Edenton, NC				09:35
	Williamston, NC				10:20
	Washington, NC				10:50
	Greenville, NC				11:30
	Wilson, NC				12:20
	Rocky Mount, NC		AR	08:15	12:50
	Rocky Mount, NC		LV	08:25	13:00
GL	Raleigh, NC		AR	09:25	14:00

**RICHMOND - CHARLOTTE - ATLANTA
TABLE 424**

Carrier	SCHEDULE NUMBER														
	6-25-14		1071	1081	1069	4845	1073	1075	391	1057	1083	1089	1085	1077	
	FREQUENCY		RHD ATD	NYD ATD	E	E ■	NOR KNO	RHD ATD	RHD ATD	NOR MYB	RHD ATD	NYD ATD	NYD ATD	E	RHD ATD
GL	Richmond, VA	ET LV	04:00	03:25	05:45		06:10	11:00			16:30	18:30	20:15	23:15	00:15
	Petersburg, VA							11:35							
	Emporia, VA														
	Farmville, VA						07:30								
	South Boston, VA						08:40								
	Rest Stop (Bojangle's Danville)	AR					09:15								
	Rest Stop (Bojangle's Danville)	LV					09:45								
	Danville, VA	AR					09:55								
	Danville, VA	LV					10:05								
	South Hill, VA							12:35							
	Henderson, NC							13:15							
	Kittrell Job Corps, NC							f							
	Durham, NC	AR													
	Durham, NC	LV													
	Rocky Mount, NC	AR													
	Rocky Mount, NC	LV													
	Raleigh, NC	AR	06:50					14:10			21:20		02:05	03:05	
	Raleigh, NC	LV	07:25				09:55	15:00	14:40		21:50		02:35	03:35	
	Durham, NC	AR	08:05	06:30			10:25	11:20	15:30	15:10	19:35	22:20			
	Durham, NC	LV	08:15	06:40			10:35	11:30	15:40	15:15	19:45	22:30			
	Mebane, NC (Pilot Exit 152)	AR											30"	30"	
	Mebane, NC (Pilot Exit 152)	LV			30"										
	Burlington, NC		09:00					16:25							
	Greensboro, NC	AR	09:40	07:55			11:35	12:30	17:10		20:45	23:30			
	Greensboro, NC	LV	09:50	08:05			11:45	12:45	17:20		20:55	23:40			
	Winston-Salem, NC	AR	10:35				12:30	13:30	18:05						
	Winston-Salem, NC	LV	10:50					13:50	18:20						
	Salisbury, NC		11:35					19:05							
	Concord/Kannapolis, NC		12:00					19:30							
	Charlotte, NC	AR	x 12:30	x 09:55	x 11:15		x 15:20	x 20:00		x 22:45	01:30	01:45	x 04:45	x 06:25	
	Charlotte, NC	LV	13:40	10:40	12:15		16:35	21:20		23:40	02:20	02:30	05:30	07:15	
	Kings Mountain, NC							22:00							
	Spartanburg, SC (Downtown)		14:55				17:50	22:45						08:30	
	Duncan, SC (Pilot Sta Exit 63)	AR	x 15:25				x 18:20	x 23:15						x 09:00	
	Duncan, SC (Pilot Sta Exit 63)	LV	15:40				18:35	23:30						09:15	
	Greenville, SC	AR	15:55				18:50	23:45						09:30	
	Greenville, SC	LV	15:55				18:50	23:45						09:30	
	Anderson, SC						19:35							10:15	
	Gainesville, GA						21:00							11:40	
	Norcross, GA						21:45							12:35	
GL	Atlanta, GA	ET AR	18:25	14:55	16:20		22:25	02:15			03:55	06:35	06:45	09:45	13:20
③	Fri. and Sun. only.														
E	EXPRESS SERVICE														
■	Will operate Fri July 4 instead of Sat July 5														
▲	Will operate Fri July 4 instead of Sat July 5														
	Will operate Tues Sept 2 instead of Mon Sept 1														

**ATLANTA - CHARLOTTE - RICHMOND
TABLE 424**

Carrier	SCHEDULE NUMBER		1078	1070	1080	1084	1072	1074	4840	1076	1086	1082	1060	
	6-25-14		ATD RHD	ATD RHD	ATD NYD		ATD RHD	ATD RHD	KNO RAL	ATD RHD		ATD NYD		
	FREQUENCY				E	E					E	E	E	
GL	Atlanta, GA	ET LV	16:30	19:45	22:30	23:00	00:01	04:30		09:15	12:01	14:05	17:00	
	Norcross, GA		17:20							10:05				
	Gainesville, GA		18:10							10:50				
	Anderson, SC		19:35							12:25				
	Greenville, SC	AR	20:20	22:15						12:50				
	Greenville, SC	LV	20:20	22:15						12:50				
	Duncan, SC (Pilot Sta Exit 63)	AR X	20:35 X	22:30		X	02:30	X	07:00	X	13:05			
	Duncan, SC (Pilot Sta Exit 63)	LV	20:50	22:45			02:45				13:30			
	Spartanburg, SC (Downtown)		21:20								14:00			
	Kings Mountain, NC									08:30				
	Charlotte, NC	AR X	22:35 X	00:15 X	02:45 X	03:15 X	04:15 X	X	09:10	X	15:15 X	16:15	18:20 X	21:15
	Charlotte, NC	LV	23:30	01:20	03:15	04:05	05:30	10:20		16:10	17:00	18:50	22:00	
	Concord/Kannapolis, NC							10:50		16:40				
	Salisbury, NC							11:15		17:05				
	Winston-Salem, NC	AR	01:00				07:00	11:59		17:50				
	Winston-Salem, NC	LV	01:10				07:15	12:20	12:15	18:00				
	Greensboro, NC	AR					08:00	13:05	13:00	18:45		20:40		
	Greensboro, NC	LV					08:15	13:15	13:15	19:00		20:50		
	Burlington, NC						08:50							
	Mebane RS (Pilot, Exit 152)				30 "	30 "					30 "		30 "	
	Durham, NC	AR					09:35	14:15	14:15	20:00				
	Durham, NC	LV					09:40	14:25	14:25	20:10				
	Raleigh, NC	AR	03:00	04:10			10:20		15:00	20:45				
	Raleigh, NC	LV	03:35	04:40			11:00			21:15				
	Rocky Mount, NC	AR					12:00							
	Rocky Mount, NC	LV					12:05							
	Durham, NC	AR										21:50		
	Durham, NC	LV										22:00		
	Henderson, NC													
	South Hill, VA									22:10				
	Rest Stop (Bojangle's Danville)	AR								22:50				
	Rest Stop (Bojangle's Danville)	LV												
	Danville, VA	AR												
	Danville, VA	LV								15:40				
	South Boston, VA									15:50				
	Farmville, VA									16:25				
	Emporia, VA									17:45				
	Petersburg, VA													
GL	Richmond, VA	ET AR	06:25	08:00	08:45	09:35	14:10	19:05		00:15	22:15	01:05	03:30	

③ Fri. and Sun. only.
E EXPRESS SERVICE

SPRINTER

Destination	State	Stop	Arrives	Departs	Arrives	Departs	Arrives	Departs	
Outbound - North					Th, Fri, Sun, Mon		Mon and Sat		
Newport News	VA	551 Bland Blvd		10:20 PM		3:50 PM		7:50 AM	
Hampton	VA	19 W Mercury Blvd	10:45 PM		4:15 PM		8:15 AM		
Norfolk	VA	410 Briar hill suite 101	11:00 PM		4:30 PM		8:30 AM		
Virginia Beach	VA	5461 Wesleyan Dr	11:30 PM		5:00 PM		9:00 AM		
New York City	NY	157 West 33rd St.	6:30 AM		11:30 PM		3:30 PM		
Inbound - South							Th, Fri, Sun, Mon		
New York City	NY	157 West 33rd St.		4:00 PM		10:00 AM		9:00 AM	11:59 PM
Virginia Beach	VA	5461 Wesleyan Dr	10:45 PM		4:00 PM		3:00 PM		6:00 AM
Norfolk	VA	410 Briar hill suite 101	11:15 PM		4:30 PM		3:30 PM		6:30 AM
Hampton	VA	19 W Mercury Blvd	11:30 AM		5:00 PM		4:00 PM		
Newport News	VA	551 Bland Blvd	11:45 PM		5:15 PM		4:15 PM		

<http://www.sprinterbus.net/>

<http://www.gotobus.com/>

Schedules are not the same from the two sources

TRIPPER

Destination	State	Stop	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs				
Outbound - North			Sat-Sun		M-F		Sat		Sun		Sun		M, Wed-Sat		Sun		M, Th, Sat		F			
Arlington	VA	1901 N Moore St		7:00 AM		7:30 AM		7:45 AM		8:00 AM		9:00 AM		9:30 AM		10:30 AM		11:50 AM		12:20 PM		
Bethesda	MD	4801 Edgemoor Lane	7:30 AM		8:10 AM		8:15 AM		8:30 AM		8:00 AM		9:30 AM		10:10 AM		11:00 AM		12:30 PM		1:00 PM	
New York City	NY	NW corner of 31st St & 8th Ave	11:30 AM		12:10 PM		12:15 PM		12:30 PM		1:30 PM		2:10 PM		3:00 PM		4:30 PM		5:00 PM			
Inbound - South			F		Sat		F, Sun		M-Th		F, Sun		M		Th, F, Sun		Sat		Sun			
New York City	NY	NW corner of 31st St & 8th Ave		8:45 AM		9:30 AM		10:00 AM		10:30 AM		12:00 PM		1:30 PM		2:00 PM		2:30 PM		3:00 PM		
Bethesda	MD	4801 Edgemoor Lane	1:00 PM		1:45 PM		2:15 PM		2:45 PM		4:15 PM		5:30 PM		6:15 PM		6:45 PM		7:15 PM		7:15 PM	
Arlington	VA	1901 N Moore St	1:30 PM		2:15 PM		2:45 PM		3:15 PM		4:45 PM		6:00 PM		6:45 PM		7:15 PM		8:45 PM			
Outbound - North			Sun		F		Sun		F		Th, F		Sun		F		Sun		Tue			
Arlington	VA	1901 N Moore St		1:30 PM		2:30 PM		3:30 PM		4:00 PM		5:00 PM		5:30 PM		6:00 PM		7:00 PM		9:20 AM		
Bethesda	MD	4801 Edgemoor Lane	2:00 PM		3:10 PM		4:00 PM		4:40 PM		5:40 PM		6:00 PM		6:30 PM		7:30 PM		10:00 AM			
New York City	NY	NW corner of 31st St & 8th Ave	6:00 PM		7:10 PM		8:00 PM		8:30 PM		9:30 PM		10:00 PM		10:30 PM		11:30 PM		2:00 PM			
Inbound - South			F, Sun		M, Tu		Wed-Sun		Th, Sat, Sun		F											
New York City	NY	NW corner of 31st St & 8th Ave		4:00 PM		5:00 PM		5:30 PM		7:00 PM		7:30 PM										
Bethesda	MD	4801 Edgemoor Lane	8:00 PM		9:15 PM		9:45 PM		11:15 PM		12:00 AM											
Arlington	VA	1901 N Moore St	8:30 PM		9:45 PM		10:15 PM		11:30 PM		12:30 AM											

<http://www.gotobus.com/>

STARLIGHT EXPRESS

Destination	State	Stop	Arrives	Departs	Arrives	Departs
Outbound - North			Sat		Sun & Th	
Charlottesville	VA	IX Project 2nd St SE		6:00 AM		5:30 PM
Charlottesville	VA	2324 India Rd	6:20 AM		5:50 PM	
New York City	NY	9th Ave & W 13th St	12:15 PM		12:15 AM	
Inbound - South			M, F, Sun			
New York City	NY	9th Ave & W 13th St		5:30 PM		
Charlottesville	VA	2324 India Rd	12:00 AM			
Charlottesville	VA	IX Project 2nd St SE	12:15 AM			

<http://www.gotobus.com/>

NUMBER 1 BUS

Destination	State	Stop	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs
<u>Outbound - North</u>										
Colonial Heights	VA	2025 Boulevard		11:00 PM				11:59 PM		
Richmond	VA	3121 W Broad St		11:30 PM				12:45 AM		
Fredericksburg	VA	2392 Plank Rd.				12:30 AM				1:30 AM
New York City	NY	21 Allen St	5:30 AM		5:45 AM		6:45 AM		6:45 AM	
<u>Inbound - South</u>										
New York City	NY	21 Allen St		3:30 PM		3:30 PM		5:00 PM		5:00 PM
Fredericksburg	VA	2392 Plank Rd.			9:30 PM		11:00 PM			
Richmond	VA	3121 W Broad St		10:00 PM						11:30 PM
Colonial Heights	VA	2025 Boulevard	10:30 PM						12:00 AM	

<http://www.gotobus.com/>

NEW EVERYDAY

Destination	State	Stop	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs
Outbound - North							F-M		F-M		except Wed and Sat	
Newport News	VA	998 J Clyde Morris Blvd		11:10 PM				8:10 AM				5:10 PM
Hampton	VA	13 W Mercury Blvd				11:45 PM				8:45 AM		5:45 PM
Norfolk	VA	5957 E Virginia Beach Blvd		11:59 PM		12:30 AM				9:30 AM		6:30 PM
New York City	NY	133 E Broadway	6:15 AM		7:15 AM		4:30 PM		4:15 PM		12:10 AM	
Inbound - South									except Wed		Th, F, Sun	
New York City	NY	133 E Broadway		3:30 PM		4:00 PM		5:00 PM		9:30 AM		10:00 PM
Norfolk	VA	5957 E Virginia Beach Blvd		10:20 PM	10:50 PM		11:50 PM		4:30 PM			5:30 AM
Hampton	VA	13 W Mercury Blvd	11:00 PM						5:00 PM		6:00 AM	
Newport News	VA	998 J Clyde Morris Blvd	10:30 PM						5:00 PM		6:00 AM	

<http://www.gotobus.com/>

Shuttle from Newport News to Hampton and vice versa

Bus2NYC

Destination	State	Stop	Arrives	Departs
<u>Outbound - North</u>				
Hampton	VA	2159 Cunningham Dr		11:45 PM
Norfolk	VA	415 N Military Hwy		12:30 AM
New York City	NY	103 Canal St	6:50 AM	
<u>Inbound - South</u>				
New York City	NY	103 Canal St		4:00 PM
Norfolk	VA	415 N Military Hwy		11:00 PM
Hampton	VA	2159 Cunningham Dr	11:30 PM	

<http://www.gotobus.com/>

EASTERN

Destination	State	Stop	Arrives	Departs	Arrives	Departs
Outbound - North						
Richmond	VA	910 N Boulevard		12:30 AM		7:30 AM
Washington	DC	715 H St NW			9:30 AM	
New York City	NY	7th Ave & 34 St	7:30 AM		2:15 PM	
New York City	NY	28 Allen St	8:00 AM		2:45 PM	
Inbound - South			Stops in DC M-W			
New York City	NY	28 Allen St		4:00 PM		5:00 PM
New York City	NY	7th Ave & 34 St	4:30 PM			
Washington	DC	715 H St NW	8:30 PM			
Richmond	VA	910 N Boulevard	11:00 PM		11:30 PM	

<http://www.gotobus.com/>

No. 1 NY TOUR

Destination	State	Stop	Arrives	Departs	Arrives	Departs	Arrives	Departs
Outbound - North							except tu and wed	
Yorktown	VA	3120 Kiln Creek Pkwy		11:00 PM				
Virginia Beach	VA	1949 Lynnhaven Pkwy				11:30 PM		
Virginia Beach	VA	1612 VA Beach Blvd #102				11:59 PM		
Norfolk	VA	700 Newtown Rd				12:45 AM		11:45 PM
New York City	NY	18 Allen St	6:45 AM		8:45 AM		7:45 AM	
Inbound - South								
New York City	NY	18 Allen St		3:30 PM		4:30 PM		
Yorktown	VA	3120 Kiln Creek Pkwy		10:00 PM				
Norfolk	VA	700 Newtown Rd	10:30 PM			11:30 PM		
Virginia Beach	VA	1949 Lynnhaven Pkwy				11:45 PM		
Virginia Beach	VA	1612 VA Beach Blvd #102			12:00 AM			

<http://www.gotobus.com/>

NYTIGER

Destination	State	Stop	Arrives	Departs	Arrives	Departs		
Outbound - North								
Virginia Beach	VA	329 Kellam Rd		11:59 PM		9:15 AM		
Norfolk	VA	544 Newtown Rd				9:30 AM		
New York City	NY	59 Canal St	6:45 AM		4:45 PM			
Inbound - South								
New York City	NY	59 Canal St		5:00 PM		3:30 PM		4:00 PM
Virginia Beach	VA	329 Kellam Rd		11:45 PM		10:15 PM		10:45 PM
Norfolk	VA	544 Newtown Rd	12:01 AM		10:30 PM			

<http://www.gotobus.com/>

VAMOOSE

Destination	State	Stop	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs			
Outbound - North			Sun, F		Sat		M-F		M, Th, F		Sat, Sun		Sat		M-Th, Sat		F		Sun, M-F (10 min later to Bethesda and NYC)		Sun		M, Th-Sat		Sun		F		Sat		Sun								
Lorton	VA	Lorton VRE Station Parking Lot 8950 Lorton Station Blvd Lorton, VA 22079						6:50 AM				7:20 AM					8:50 AM		8:50 AM								9:50 AM						11:50 AM		1:15 PM				
Arlington	VA	1801 N Lynn Street (at the corner of 19 Street N.) Arlington, VA 22209 (Rosslyn)		6:30 AM		6:30 AM	7:30 AM			7:00 AM	8:00 AM			7:30 AM		9:30 AM		9:30 AM				9:00 AM	10:30 AM				11:30 AM	12:30 PM			2:00 PM			2:20 PM			3:30 PM		
Bethesda	MD	7450 Waverly Street Between East-West Hwy. & Montgomery Avenue Bethesda, MD 20814		7:00 AM			8:10 AM		7:40 AM				8:00 AM			10:10 AM						9:30 AM													3:00 PM				
New York City	NY	Penn Station 7th Ave. & 30th St.		11:00 AM		11:00 AM	12:10 PM			11:40 AM	12:30 PM		12:00 PM			2:10 PM				1:30 PM														5:00 PM		6:30 PM		7:00 PM	8:00 PM
Inbound - South			Sat		F		Sun, M		Sun, M		Sun, M, F		Th, F		Sun, M		Sun, M		F		Sun, M		Sun, M		Sun, M		Sun, M		Sun, M		Sun, M		Tu-Th, Sat		Sun, M				
New York City	NY	Penn Station 7th Ave. & 30th St.		8:30 AM		9:30 AM	10:00 AM		10:30 AM			11:30 AM		12:30 PM			2:00 PM		2:30 PM			3:00 PM		3:30 PM			4:00 PM			4:30 PM			5:00 PM		5:30 PM		6:00 PM		
Bethesda	MD	7450 Waverly Street Between East-West Hwy. & Montgomery Avenue Bethesda, MD 20814		12:30 PM			2:30 PM				4:30 PM					6:30 PM			7:00 PM		7:30 PM											9:00 PM		9:30 PM		10:00 PM			
Arlington	VA	1801 N Lynn Street (at the corner of 19 Street N.) Arlington, VA 22209 (Rosslyn)		1:10 PM		2:00 PM	2:30 PM				5:00 PM		5:10 PM			6:30 PM					7:40 PM							9:00 PM		9:40 PM		10:10 PM		10:40 PM					
Lorton	VA	Lorton VRE Station Parking Lot 8950 Lorton Station Blvd Lorton, VA 22079										5:50 PM				7:30 PM					8:10 PM						8:50 PM				9:40 PM		10:50 PM		11:20 PM				
							Stops at Bethesda on Sat		Continues to Arlington on Tu-Th							Continues to Bethesda & Lorton on Tu-F; Stops at Bethesda as well as Arlington on Sat																			Continues to Lorton on F		Stops at Bethesda on F		Skips Bethesda on F

Destination	State	Stop	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	Arrives	Departs	
Outbound - South			F		M-W		Th		Sun		F	Sun	
Lorton	VA	Lorton VRE Station Parking Lot 8950 Lorton Station Blvd Lorton, VA 22079											
Arlington	VA	1801 N Lynn Street (at the corner of 19 Street N.) Arlington, VA 22209 (Rosslyn)		4:15 PM		4:45 PM		5:10 PM		5:30 PM		6:00 PM	7:30 PM
Bethesda	MD	7450 Waverly Street Between East-West Hwy. & Montgomery Avenue Bethesda, MD 20814			5:25 PM		5:50 PM						
New York City	NY	Penn Station 7th Ave. & 30th St.		8:45 PM		9:25 PM		9:50 PM		10:00 PM		10:30 PM	12:00 AM
Inbound - South			M, Th-Sun		Sat-M								
New York City	NY	Penn Station 7th Ave. & 30th St.		7:00 PM		8:00 PM							
Bethesda	MD	7450 Waverly Street Between East-West Hwy. & Montgomery Avenue Bethesda, MD 20814		11:00 PM		12:00 AM							
Arlington	VA	1801 N Lynn Street (at the corner of 19 Street N.) Arlington, VA 22209 (Rosslyn)		11:40 PM		12:40 AM							
Lorton	VA	Lorton VRE Station Parking Lot 8950 Lorton Station Blvd Lorton, VA 22079		12:20 AM		1:20 AM							

<http://www.vamoosibus.com/home.aspx>
 Bus routes that seem like they could be combined, specifically mention that they skip Bethesda

HORSE RUN

Destination	State	Stop	Arrives	Departs
Northbound				
Atlanta	GA	5600 Buford Hwy NE		9:00 PM
Anderson	SC	4606 Clemson Blv	10:30 PM	
Greenville	SC	1111 Woodruff Rd	11:00 PM	
Spartanburg	SC	2204 Chesnee Hwy	11:30 PM	
Richmond	VA	809 E Parham Rd		5:00 AM
New York	NY	7 Allen Street	12:00 PM	
Southbound				
New York	NY	7 Allen Street		10:00 PM
Richmond	VA	809 E Parham Rd	4:00 AM	
Spartanburg	SC	2204 Chesnee Hwy	10:30 AM	
Greenville	SC	1111 Woodruff Rd	11:00 AM	
Anderson	SC	4606 Clemson Blv	11:30 AM	
Atlanta	GA	5600 Buford Hwy NE	1:00 PM	

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Miami, Chicago and New York

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Direct Route

Departure South from NY Time	From	Departure North from Miami Time	From
EVERYDAY EXCEPT TUESDAYS AND THURSDAYS 11:00AM	<u>NEW YORK, NY (TKTS & STOP)</u> OMNIBUS LA CUBANA 4149 BROADWAY (175 ST.) 800-365-8002	EVERYDAY EXCEPT TUESDAYS, THURSDAYS & SUNDAY 10:00 AM	<u>MIAMI BEACH (TKTS & STOP)</u> WASHINGTON FOOD PLAZA 1337 WASHINGTON AVE. 305-672-3480
11:30AM	<u>UNION CITY, NJ (TKTS & STOP)</u> OMNIBUS LA CUBANA 406 32ND STREET 201-864-6800	11:00AM	<u>MIAMI, FL (TKTS & STOP)</u> OMNIBUS LA CUBANA 1101 NW 22 AVE. 305-541-1700/ 800-365-8001
LUNCH 30 MIN. 12:00PM	<u>ELIZABETH, NJ (TKTS & STOP)</u> GASOLINERA SUNOCO 300 ELIZABETH AVENUE 908-289-5570	11:30AM	<u>HIALEAH, FL (TKTS & STOP)</u> VICTORIA CAFE 4256 WEST 12 AVE. 305-557-0015
1:30PM	<u>PHILADELPHIA, PA (TKTS & STOP)</u> POLISH AMERICAN 2714 EAST ALLEGHENY AVENUE 215-634-3396	12:00PM	<u>FT. LAUDERDALE, FL (STOP)</u> I-95 & SHERIDAN EXIT #21 TICKETS: CAPRICO TRAVEL, 7645 PINES BLVD 954-967-0080
2:15PM	<u>ELKTON, MD (STOP ONLY)</u> T.A. PLAZA I-95 EXIT #109-B	LUNCH (30 MIN.) 1:00PM	<u>WEST PALM BEACH, FL (TKTS & STOP)</u> CAPRI CAFE 817 SOUTHERN BLVD. I-95 NEW EXIT 68 561-655-1602
3:45PM	<u>WASHINGTON DC & ARLINGTON, VA</u> (TKTS ONLY) SENIOR PAN 9225 WALTER REED 571-257-7016 (STOP) MCDONALDS 3013 COLUMBIA PIKE	4:00PM	<u>ORLANDO, FL (TKTS & STOP)</u> ORLANDO GRILL (DANUBE PLAZA) 749 SOUTH SEMORAN BLVD. 407-271-8969
DINNER 30 MIN.	<u>ASHLAND & RICHMOND, VA</u> (STOP ONLY)	4:30PM	<u>DELTONA, FL (STOP ONLY)</u> PARK & RIDE LOT

MIN. 5:45PM	<u>(STOP ONLY)</u> T.A. PLAZA I-95 EXIT #89		PARK & RIDE LOT I-4 EXIT 111B (386) 789-6939
9:15PM	<u>FAYETEVILLE, N.C. (STOP ONLY)</u> MCDONALDS I-95 EXIT 49	DINNER 30 MIN. 6:00PM	<u>JACKSONVILLE/ST. AUGUSTINE, FL (STOP ONLY)</u> T.A. PLAZA I-95 EXIT 329
11:05PM	<u>MANNINGS, S.C. (STOP ONLY)</u> T.A. PLAZA I-95 EXIT 119	8:30PM	<u>SAVANNAH, GA (STOP ONLY)</u> T.A. PLAZA I-95 EXIT #87
12:40AM	<u>HARDEEVILLE, S.C. (STOP ONLY)</u> SUNOCO GASOLINERA I-95 EXIT 5	10:00PM	<u>HARDEEVILLE, S.C. (STOP ONLY)</u> SUNOCO GASOLINERA I-95 EXIT 5
1:10AM	<u>SAVANNAH, GA (STOP ONLY)</u> T.A. PLAZA I-95 EXIT #87	11:30PM	<u>MANNINGS, S.C. (STOP ONLY)</u> T.A. PLAZA I-95 EXIT 119
3:00AM	<u>JACKSONVILLE/ST. AUGUSTINE, FL (STOP ONLY)</u> T.A. PLAZA I-95 EXIT 329	1:30AM	<u>FAYETEVILLE, N.C. (STOP ONLY)</u> MCDONALDS I-95 EXIT 49
5:00AM	<u>DELTONA, FL (STOP ONLY)</u> PARK & RIDE LOT I-4 EXIT 111B (386) 789-6939	5:00AM	<u>ASHLAND & RICHMOND, VA (STOP ONLY)</u> T.A. PLAZA I-95 EXIT #89
5:30AM	<u>ORLANDO, FL (TKTS & STOP)</u> ORLANDO GRILL (DANUBE PLAZA) 749 SOUTH SEMORAN BLVD. 407-271-8969	6:30AM	<u>WASHINGTON DC & ARLINGTON, VA (TKTS ONLY)</u> SENIOR PAN 9225 WALTER REED 571-257-7016 (STOP) MCDONALDS 3013 COLUMBIA PIKE
8:10AM	<u>WEST PALM BEACH, FL (TKTS & STOP)</u> CAPRI CAFE 817 SOUTHERN BLVD. I-95 NEW EXIT 68 561-655-1602	BREAKFAST 30 MIN. 7:00AM	<u>ELKTON, MD (STOP ONLY)</u> T.A. PLAZA I-95 EXIT #109-B
9:10AM	<u>FT. LAUDERDALE, FL (STOP)</u> I-95 SHERIDAN EXIT #21 TICKETS: CAPRICO TRAVEL, 7645 PINES BLVD 954-967-0080	8:30AM	<u>PHILADELPHIA, PA (TKTS & STOP)</u> POLISH AMERICAN 2714 EAST ALLEGHENY AVENUE 215-634-3396
9:30AM	<u>HALEAH, FL (TKTS & STOP)</u>	10:00AM	<u>ELIZABETH, NJ (TKTS &</u>

	VICTORIA CAFE 4256 WEST 12 AVE. 305-557-0015		<u>STOP</u> GASOLINERA SUNOCO 300 ELIZABETH AVENUE 908-289-5570
10:10AM	<u>MIAMI, FL (TKTS & STOP)</u> OMNIBUS LA CUBANA 1101 NW 22 AVE. 305-541-1700/ 800-365-8001	10:30AM	<u>UNION CITY, NJ (TKTS & STOP)</u> OMNIBUS LA CUBANA 406 32ND STREET 201-864-6800
10:40AM	<u>MIAMI BEACH (TICKETS & STOP)</u> WASHINGTON FOOD PLAZA 1337 WASHINGTON AVE. 305-672-3480	11:00AM	<u>NEW YORK, NY (TKTS & STOP)</u> OMNIBUS LA CUBANA 4149 BROADWAY (175 ST.) 800-365-8002





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Miami, Chicago and New York

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Atlanta Route

Departure South from NY Time	From	Departure North from Miami Time	From
<u>EVERY TUESDAY, THURSDAY, AND SUNDAY</u> 9:00AM	<u>NEW YORK, NY (TKTS & STOP)</u> OMNIBUS LA CUBANA 4149 BROADWAY (175 ST.) 800-365-8002	<u>EVERYDAY EXCEPT MONDAYS, WEDNESDAYS AND SUNDAYS</u> 8:00AM	<u>MIAMI BEACH (TKTS & STOP)</u> WASHINGTON FOOD PLAZA 1337 WASHINGTON AVE. 305-672-3480
9:30AM	<u>UNION CITY, NJ (TKTS & STOP)</u> OMNIBUS LA CUBANA 406 32ND STREET 201-864-6800	9:00AM	<u>MIAMI, FL (TKTS & STOP)</u> OMNIBUS LA CUBANA 1101 NW 22 AVE. 305-541-1700/ 800-365-8001
10:00AM	<u>ELIZABETH, NJ (TKTS & STOP)</u> GASOLINERA SUNOCO 300 ELIZABETH AVENUE 908-289-5570	9:30AM	<u>HIALEAH, FL (TKTS & STOP)</u> VICTORIA CAFE 4256 WEST 12 AVE. 305-557-0015
11:30AM	<u>PHILADELPHIA, PA (TKTS & STOP)</u> POLISH AMERICAN 2714 EAST ALLEGHENY AVENUE 215-634-3396	11:00AM	<u>NAPLES, FL (STOP)</u> MCDONALDS I-75 EXIT #101 <u>TICKETS:</u> ISLAND CUBAN CAFE 1911 SEWARD AVE. 239-596-9005
12:45PM	<u>ELKTON, MD (STOP ONLY)</u> T.A. PLAZA I-95 EXIT #109-B	11:45AM	<u>FORT MYERS, FL (STOP ONLY)</u> PILOT CENTER I-75 EXIT #139
2:00PM	<u>WASHINGTON DC & ARLINGTON, VA (TKTS ONLY)</u> VENUS STEREOS 2901 COLUMBIA PIKE 703-685-5311 (STOP) MCDONALDS 3013 COLUMBIA PIKE	12:15PM	<u>PUNTA GORDA, FL (TKTS & STOP)</u> SUBWAY/AMOCO I-75 EXIT #161

3:30PM	<u>ASHLAND & RICHMOND, VA (STOP ONLY)</u> T.A. PLAZA I-95 EXIT #89	1:00PM	<u>BRADENTON, FL (STOP ONLY)</u> PUBLIX SUPERMARKET I-75 EXIT #217 WEST
6:00PM	<u>DURHAM, NC (STOP ONLY)</u> BP STATION I-85 EXIT #174	1:50PM	<u>TAMPA, FL (STOP)</u> MCDONALDS I-275 EXIT #46B <u>TICKETS:</u> EL NOA-NOA 4215 N. ARMENIA AVE 813-354-9216 <u>TICKETS: PLANT CITY:</u> OMNIBUS EXPRESS 1501 S. COLLINS ST. 813-719-8911
6:45PM	<u>GREENSBORO, NC (STOP ONLY)</u> T.A. PLAZA I-85 EXIT #138	3:20PM	<u>OCALA, FL (STOP)</u> PILOT I-75 EXIT #341 <u>TICKETS:</u> PRIMO EXPRESS 4185 NW HIGHWAY 40 352-351-9902
9:00PM	<u>CHARLOTTE, NC (STOP)</u> PILOT I-85 EXIT #39 <u>TICKETS:</u> PROGRESO HISPANO 756 TYVOLA SUITE 102 704-529-6728 <u>TICKETS: OMNIBUS</u> EXPRESS 4801 N. TRYON 704-921-6366	4:00PM	<u>GAINESVILLE, FL (STOP ONLY)</u> BP STATION I-75 EXIT #38
10:30PM	<u>GREENVILLE, SC (STOP ONLY)</u> RACEWAY GAS I-85 EXIT # 44A	4:45PM	<u>LAKE CITY, FL (STOP ONLY)</u> BP STATION I-75 EXIT #427
12:30AM	<u>ATLANTA, GA (TKTS & STOP)</u> OMNIBUS EXPRESS 5596 BUFORD HIGHWAY 800-654-0416	5:30PM	<u>VALDOSTA, GA (STOP ONLY)</u> T.A. PLAZA I-75 EXIT #2
2:00AM	<u>MACON, GA (STOP ONLY)</u> PILOT TRUCK STOP I-75 EXIT # 146	6:30PM	<u>TIFTON, GA (STOP ONLY)</u> MCDONALDS I-75 EXIT #63-A
3:30AM	<u>TIFTON, GA (STOP ONLY)</u> MCDONALDS I-75 EXIT #63-A	7:50PM	<u>MACON, GA (STOP ONLY)</u> PILOT TRUCK STOP I-75

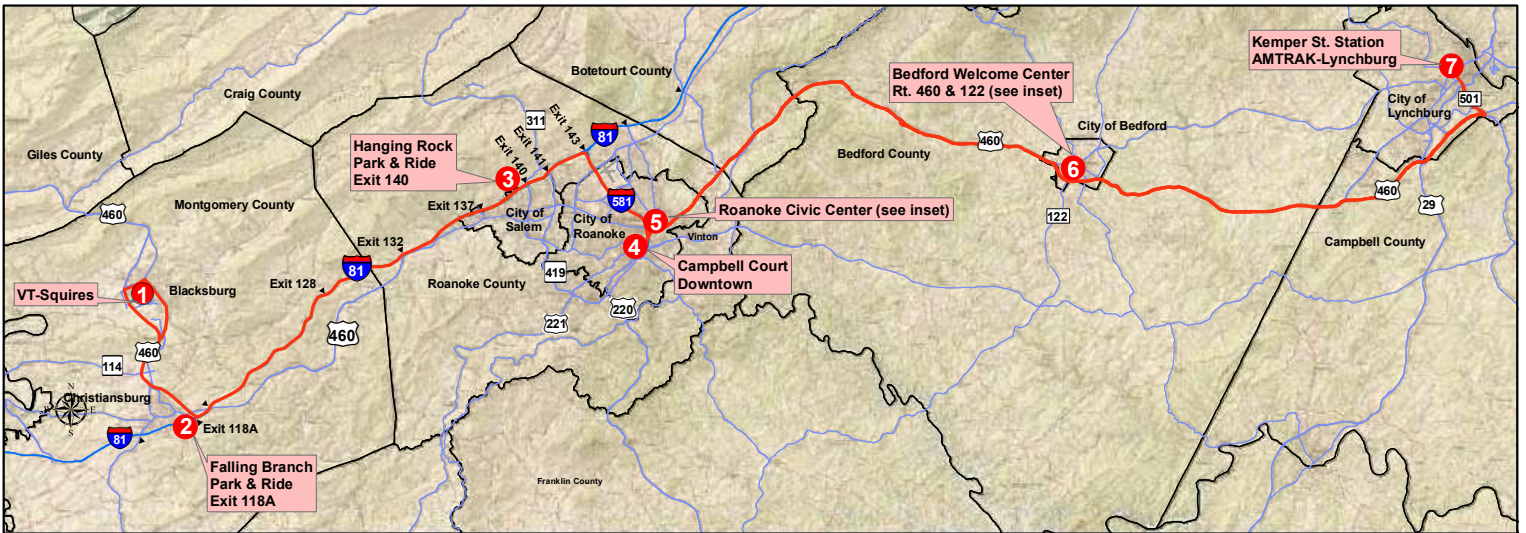
			EXIT # 146
4:20AM	<u>VALDOSTA, GA (STOP ONLY)</u> T.A. PLAZA I-75 EXIT #2	9:50PM	<u>ATLANTA, GA (TKTS & STOP)</u> OMNIBUS EXPRESS 5596 BUFORD HIGHWAY 800-654-0416
5:20AM	<u>LAKE CITY, FL (STOP ONLY)</u> BP STATION I-75 EXIT #427	11:50PM	<u>GREENVILLE, SC (STOP)</u> CITGO/MCDONALDS I-85 EXIT #44B <u>TICKETS:</u> SUPERMERCADO GUADALAJARA 2803 WHITE HORSE RD 864-605-0300
6:00AM	<u>GAINESVILLE, FL (STOP ONLY)</u> BP STATIO N I-75 EXIT #38	1:20AM	<u>CHARLOTTE, NC (STOP)</u> PILOT I-85 EXIT #39 <u>TICKETS:</u> PROGRESO HISPANO 756 TYVOLA SUITE 102 704-529-6728 <u>TICKETS:</u> OMNIBUS EXPRESS 4801 N. TRYON 704-921-6366
6:30AM	<u>OCALA, FL (STOP)</u> PILOT I-75 EXIT #341 <u>TICKETS:</u> PRIMO EXPRESS 4185 NW HIGHWAY 40 352-351-9902	2:500AM	<u>GREENSBORO, NC (STOP ONLY)</u> T.A. PLAZA I-85 EXIT #138
7:45AM	<u>TAMPA, FL (STOP)</u> MCDONALDS I-275 EXIT #46B <u>TICKETS:</u> EL NOA-NOA 4215 N. ARMENIA AVE 813-354-9216 <u>TICKETS: PLANT CITY:</u> OMNIBUS EXPRESS 1501 S. COLLINS ST. 813-719-8911	3:35AM	<u>DURHAM, NC (STOP ONLY)</u> BP STATION I-85 EXIT #174
8:45AM	<u>BRADENTON, FL (STOP ONLY)</u> PUBLIX SUPERMARKET I-75 EXIT #217 WEST	6:10AM	<u>ASHLAND & RICHMOND, VA (STOP ONLY)</u> T.A. PLAZA I-95 EXIT #89

9:45AM	<u>PUNTA GORDA, FL (TKTS & STOP)</u> SUBWAY/AMOCO I-75 EXIT #161	7:40AM	<u>WASHINGTON DC & ARLINGTON, VA (TKTS ONLY)</u> VENUS STEREOS 2901 COLUMBIA PIKE 703-685-5311 (STOP) MCDONALDS 3013 COLUMBIA PIKE
10:15AM	<u>FORT MYERS, FL (STOP ONLY)</u> PILOT CENTER I-75 EXIT #139	9:10AM	<u>ELKTON, MD (STOP ONLY)</u> T.A. PLAZA I-95 EXIT #109-B
11:00AM	<u>NAPLES, FL (STOP)</u> MCDONALDS I-75 EXIT #101 <u>TICKETS:</u> ISLAND CUBAN CAFE 1911 SEWARD AVE. 239-596-9005	10:30AM	<u>PHILADELPHIA, PA (TKTS & STOP)</u> POLISH AMERICAN 2714 EAST ALLEGHENY AVENUE 215-634-3396
12:30PM	<u>HIALEAH, FL (TKTS & STOP)</u> VICTORIA CAFE 4256 WEST 12 AVE. 305-557-0015	12:00PM	<u>ELIZABETH, NJ (TKTS & STOP)</u> GASOLINERA SUNOCO 300 ELIZABETH AVENUE 908-289-5570
1:00PM	<u>MIAMI, FL (TKTS & STOP)</u> OMNIBUS LA CUBANA 1101 NW 22 AVE. 305-541-1700/ 800-365-8001	12:30PM	<u>UNION CITY, NJ (TKTS & STOP)</u> OMNIBUS LA CUBANA 406 32ND STREET 201-864-6800
1:30PM	<u>MIAMI BEACH (TICKETS & STOP)</u> WASHINGTON FOOD PLAZA 1337 WASHINGTON AVE. 305-672-3480	1:00PM	<u>NEW YORK, NY (TKTS & STOP)</u> OMNIBUS LA CUBANA 4149 BROADWAY (175 ST.) 800-365-8002



THE SMART WAY CONNECTOR

- 1** Virginia Tech-Squires Student Center
- 2** Falling Branch Park & Ride-Exit 118 A
- 3** Hanging Rock Park & Ride-Exit 140
- 4** Campbell Court-Downtown Roanoke
- 5** Roanoke Civic Center (see inset)
- 6** Bedford Welcome Center (see inset)
- 7** Kemper Street Station-Lynchburg AMTRAK



5 Roanoke Civic Center Inset



July 2011 RWAC



6 Bedford Welcome Center Inset



THE SMART WAY CONNECTOR SCHEDULE



	Blacksburg to Lynchburg													AMTRAK		
	Arrive Squires Virginia Tech	Depart Squires Virginia Tech	Arrive Park & Ride Exit 118A	Depart Park & Ride Exit 118A	Arrive Park & Ride Exit 140	Depart Park & Ride Exit 140	Arrive Campbell Court-Downtown Roanoke	Depart Campbell Court-Downtown Roanoke	Arrive Roanoke Civic Center	Depart Roanoke Civic Center	Arrive Bedford Welcome Center	Depart Bedford Welcome Center	Arrive Kemper St. Station Lynchburg	#156 or #176 Train Departure	#147 or #171 Train Arrival	
M-Thurs. Morning	no service													7:38 AM	-	
M-Thurs. Evening	no service													-	8:36 PM	
Friday Morning #1	4:30 AM	4:32 AM	4:45 AM	4:48 AM	5:15 AM	5:20 AM	5:35AM*	5:38 AM	5:43 AM	5:50 AM	6:30 AM	6:35 AM	7:10 AM	7:38 AM	-	
Friday Morning #2**	10:05 AM	10:10 AM	10:25 AM	10:30 AM	11:00 AM	11:05 AM	11:25 AM**	no service							-	-
Friday Evening	Connect With Smart Way													-	8:36 PM	
Saturday Morning	6:25 AM	6:30 AM	6:45 AM	6:50 AM	7:25 AM	7:30 AM	7:45 AM	7:50 AM	7:55 AM	8:00 AM	8:45 AM	8:50 AM	9:25 AM	9:59 AM	-	
Saturday Evening	4:45 PM	4:50 PM	5:05 PM	5:10 PM	5:40 PM	5:45 PM	6:00 PM	6:05 PM	6:10 PM	6:15 PM	7:00 PM	7:05 PM	7:40 PM	-	7:39 PM	
Sunday Morning	6:35 AM	6:40 AM	6:55 AM	7:00 AM	7:35 AM	7:40 AM	no stop		7:55 AM	8:00 AM	8:45 AM	8:50 AM	9:25 AM	9:59 AM	-	
Sunday Evening	5:55 PM	6:00 PM	6:15 AM	6:20 PM	6:45 PM	6:50 PM	no stop		7:05 PM	7:10 PM	7:50 PM	7:55 PM	8:30 PM	-	8:29 PM	

	AMTRAK		Lynchburg to Blacksburg												
	#156 or #176 Train Departure	#147 or #171 Train Arrival	Depart Kemper St. Station Lynchburg	Arrive Bedford Welcome Center	Depart Bedford Welcome Center	Arrive Roanoke Civic Center	Depart Roanoke Civic Center	Arrive Campbell Court-Downtown Roanoke	Depart Campbell Court-Downtown Roanoke	Arrive Park & Ride Exit 140	Depart Park & Ride Exit 140	Arrive Park & Ride Exit 118A	Depart Park & Ride Exit 118A	Arrive Squires Virginia Tech	
M-Thurs. Morning	7:38 AM	-	7:20 AM	7:55 AM	8:00 AM	8:45 AM	8:50 AM	8:55 AM	no service			no service			
M-Thurs. Evening	-	8:36 PM	9:00 PM	9:35 PM	9:40 PM	10:25 PM	no service			no service			-		
Friday Morning #1	7:38 AM	-	7:15 AM	7:50 AM	7:55 AM	8:40 AM	8:45 AM	8:50 AM	8:55 AM	9:10 AM	9:15 AM	9:45 AM	9:50 AM	10:05 AM	
Friday Morning #2**	-	-	no service			no service			no service			no service			
Friday Evening	-	8:36 PM	9:00 PM	9:35 PM	9:40 PM	10:25 PM	10:30 PM	no stop			10:45 PM	10:50 PM	11:20 PM	11:25 PM	11:40 PM
Saturday Morning	9:59 AM	-	9:30 AM	10:05 AM	10:10 AM	10:50 AM	10:55 AM	11:00 AM	11:15 AM-Connect With Smart Way-Campbell Court						
Saturday Evening	-	7:39 PM	7:50 PM	8:25 PM	8:30 PM	9:15 PM	9:20 PM	no stop			9:35 PM	9:40 PM	10:10 PM	10:15 PM	10:30 PM
Sunday Morning	9:59 AM	-	9:30 AM	10:05 AM	10:10 AM	10:50 AM	10:55 AM	no stop			11:10 AM	11:15 AM	11:45 AM	11:50 AM	12:05 PM
Sunday Evening	-	8:29 PM	8:50 PM	9:25 PM	9:30 PM	10:15 PM	10:20 PM	no stop			10:40 PM	10:45 PM	11:10 PM	11:15 PM	11:35 PM

Revised 7/21/2011

Notes: Lynchburg to Blacksburg times may be delayed if train is delayed.
 Check current train status at www.amtrak.com (1-800-872-7245)
 For The Smart Way Schedule-visit www.smartwaybus.com
 * 5:35 AM Campbell Court arrival can connect to Valley Metro fixed routes at 6:15 AM
 ** After 11:25 AM service ends at Campbell Court (Friday Morning #2 only)

Thruway Bus Connections

Richmond • Charlottesville (James River Bus Lines)

4051	Thruway Number						4050
SuWeFr	Mile	▼	Days of Operation	Symbol	▲	WeFrSu	
12 00N	0	Dp	Richmond, VA–Staples Mill Road (ET)	●	Ar	4 40P	
1 30P	69	Ar	Charlottesville, VA–Amtrak Station (ET)	●	Dp	3 10P	

Chicago • Rockford • Madison

(Van Galder–en route transfers may be necessary)

8963	Mile	▼	Thruway Number	Symbol	▲	8968
12 35P	0	Dp	Chicago, IL–Union Station (CT)	●	Ar	3 30P
2 10P	75	Ar	Rockford, IL	○	Dp	1 20P
2 30P	92	↓	South Beloit, IL	○	↑	12 55P
2 55P	105		Janesville, WI	○		12 30P
3 50P	134		Madison, WI	○		11 45A
4 05P	140	Ar	–Dutchmill Park & Ride –Memorial Union-Univ. of Wisconsin (CT)	○	Dp	11 30A

Additional Thruway connecting schedules between Chicago and Madison are available. Check with Amtrak.

Davenport • Galesburg • Peoria • Bloomington • Champaign • Indianapolis (Burlington Trailways)

8890	8892	Thruway Number				8893	8895
Daily	Daily	Mile	▼	Days of Operation	Symbol	▲	Daily
	4 00P	0	Dp	Davenport, IA (CT)	○	Ar	6 40P
	4 10P	2	↓	Rock Island, IL		Ar	6 35P
				–Augustana College			
	4 20P	9		Moline, IL	○	Ar	6 30P
1 25P	5 10P	45		Galesburg, IL–Amtrak Sta.	●	Ar	11 45A
2 25P	6 15P	94		Peoria, IL	○	Ar	10 55A
3 15P	7 15P	133		Bloomington-Normal, IL	●	Ar	10 00A
4 25P	8 20P	187		Champaign-Urbana, IL	●	Ar	8 45A
5 10P	8 55P	221		Danville, IL (CT)	○	Ar	7 50A
7 35P	11 25P	314	Ar	Indianapolis, IN (ET)	●	Dp	7 30A
							12 50P

The Thruway Services above connect with Amtrak trains at Indianapolis with Trains 50 and 51.

See other side for Shading Key, Route Map and Symbols.

Connecting Local Services

Chicago Airports

Chicago Transit Authority (CTA) rapid transit trains provide frequent service to O'Hare and Midway Airports. Blue Line trains to O'Hare leave from the subway station at the corner of Clinton and Congress Streets, two blocks south of Union Station. Orange Line trains to Midway leave from the elevated station at the corner of Quincy and Wells streets, three blocks east of Union Station. Pay fare in CTA station. (312) 836-7000 or www.transitchicago.com.

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CHICAGO

QUICK'S COMMUTER & CHARTER CRYSTAL CITY AND PENTAGON

RUN # 3 AM	TIME	RUN # 3 PM	TIME
RT. 208 COMMUTER LOT	4:45 AM	HILTON HOTEL	3:31 PM
RT .17 COMMUTER LOT	5:00 AM	AIRPORT PLAZA 1	3:32 PM
PENTAGON (BUS BAY 11)	6:15 AM	CRYSTAL PARK 5	3:33 PM
12 TH & EADS	6:17 AM	CRYSTAL PARK (STARBUCKS)	3:34 PM
CRYSTAL GATEWAY(STOPLIGHT NEAR 12 th & CLARK STREET)	6:18 AM	CRYSTAL MALL 3 (1801 & 1805 CRYSTAL DRIVE)	3:35 PM
HILTON	6:19 AM	JEFFERSON PLAZA 1	3:36 PM
AIRPORT PLAZA 1	6:20 AM	CLARK STREET & CRYSTAL DRIVE (GATEWAY NORTH AT CROSSWALK)	3:37 PM
CRYSTAL PARK 5	6:21 AM	12TH & EADS	3:38 PM
CRYSTAL PARK(STARBUCKS)	6:22 AM	PENTAGON (BUS BAY 11)	3:43 PM
CRYSTAL MALL 3(1801 & 1805 CRYSTAL DRIVE)	6:23 AM		
JEFFERSON PLAZA (JP 1)	6:24 AM	RT. 17 COMMUTER LOT	4:40 PM
		RT. 208 COMMUTER LOT	4:55 PM

RUN # 10 AM	TIME	RUN # 10 PM	TIME
RT. 3 GORDON ROAD	5:30 AM	2521 SOUTH CLARK STREET(AT CROSSWALK)	4:45 PM
RT. 610 COMMUTER LOT	6:00 AM	26 TH STREET & CRYSTAL DRIVE	4:46 PM
PENTAGON (BUS BAY 11)	6:45 AM	CRYSTAL PARK(STARBUCKS)	4:47 PM
12TH &EADS	6:47 AM	WATER PARK(ACROSS FROM POST OFFICE)	4:48 PM
CRYSTAL GATEWAY 1	6:48 AM	JEFFERSON PLAZA 1 (JP 1)	4:50 PM
2521 SOUTH CLARK STREET(at CROSSWALK)	6:50 AM	CLARK STREET & CRYSTAL DRIVE (GATEWAY NORTH at Crosswalk)	4:53 PM
26 TH STREET & CRYSTAL DRIVE	6:51 AM	12TH &EADS	4:55 PM
CRYSTAL PARK(STARBUCKS)	6:52 AM	PENTAGON (BUS BAY 11)	5:00 PM
WATER PARK(across Post Office)	6:53 AM		
JEFFERSON PLAZA 1(JP 1)	6:54 AM	RT. 610 COMMUTER LOT	5:45 PM
CLARK STREET & CRYSTAL DRIVE (GATEWAY NORTH at Crosswalk)	6:55 AM	RT. 3 GORDON ROAD	6:10 PM

\$260.00 MONTHLY \$135.00 BI-WEEKLY
ONE WAY FARE \$14.00/ROUND-TRIP \$22.00 \$75.00 WEEKLY

ALL TIMES ARE APPROXIMATE

REVISED : November 5, 2012

**QUICK'S COMMUTER SERVICE
WASHINGTON NAVY YARD & DEPARTMENT OF TRANSPORTATION**

ALL TIMES ARE APPROXIMATE

RUN # 1 AM =====	TIME	RUN # 1 PM =====	TIME
RT 17 COMMUTER LOT	5:15 AM	M & DEPT OF TRANSPORTATION	3:30 PM
RT 630 COMMUTER LOT	5:30 AM	NAVY YARD BLDG 197	3:40 PM
M & 2 ND STREET	6:27 AM		
NAVY YARD BLDG 197	6:30 AM	RT 630 COMMUTER LOT	4:30 PM
NAVY YARD BLDG 172	6:33 AM	RT 17 COMMUTER LOT	4:45 PM

FARE PRICE EFFECTIVE - JULY 13, 2009

- \$260.00 MONTHLY \$ 135.00 BI- WEEKLY
ONE WAY FARE \$14.00/ ROUND TRIP \$22.00 \$75.00 WEEKLY

ALL TIMES ARE APPROXIMATE

REVISED: June 25, 2012

WEB SITE: WWW.QUICKSBUS.COM

**QUICK'S COMMUTER & CHARTER
WASHINGTON DC**

RUN # 16 AM	TIME	RUN # 16 PM	TIME
RT.3 OLD COMMUTER LOT (UKROPS)	5:00 AM	E & NORTH CAPITAL	3:32 PM
14 TH BETWEEN C & INDEPENDENCE	5:59 AM	1 ST & D	3:35 PM
12 TH & INDEPENDENCE	6:00 AM	4 TH & INDEPENDENCE	3:41 PM
6 TH & INDEPENDENCE	6:04 AM	7 TH & INDEPENDENCE	3:43 PM
4 TH & INDEPENDENCE	6:08 AM	12 TH & INDEPENDENCE	3:45 PM
1 ST & D	6:10 AM		
E & NORTH CAPITAL	6:13 AM	RT. 3 OLD COMMUTER LOT (UKROPS)	5:00 PM

**\$260.00 MONTHLY \$135.00 BI-WEEKLY
ONE WAY FARE \$14.00/ROUND-TRIP \$22.00 \$75.00 WEEKLY**

ALL TIMES ARE APPROXIMATE REVISED: June 27, 2012



Martz Virginia Morning Commuter Service

	Pentagon Express	DC2	DC3	DC4	DC6	DC7	DC8	DC10	DC12	DC13
	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F
Rte 208, VA	4:25 am		4:35 am		5:45 am		6:15 am	4:30 am	6:25 am	4:50 am
Rte 3, VA			4:50 am	5:40 am	6:00 am	6:15 am	6:30 am		6:40 am	5:05 am
Rte 17 & Falls Run Drive, VA	4:55 am			5:55 am		6:30 am			6:55 am	5:20 am
Rte 610 South Lot, VA										5:34 am
Rte 610 North Lot, VA		5:15 am			6:25 am			5:00 am	7:10 am	5:35 am
Army Navy Dr & Fern Street, VA			6:05 am	6:55 am	7:20 am	7:30 am	7:40 am	5:51 am	8:08 am	
Army Navy Dr & Macy's, VA			6:06 am							
Pentagon Bus Bay L3, VA	5:50 am							5:55 am		6:20 am
2531 Clark Street, VA								5:59 am		
Virginia Ave & E Street, DC	6:00 am	6:12 am	6:12 am	7:02 am	7:27 am	7:40 am	7:50 am		8:25 am	
20th & E Street, DC	6:03 am	6:15 am	6:15 am	7:04 am	7:29 am	7:42 am	7:52 am		8:27 am	
20th & I Street, DC	6:05 am	6:17 am	6:17 am	7:09 am	7:32 am	7:45 am	7:55 am		8:33 am	
17th & K Street (Farragut Square), DC	6:08 am	6:20 am	6:20 am	7:17 am	7:36 am	7:49 am	7:59 am		8:36 am	
15th & K Street (McPherson Square), DC	6:10 am	6:22 am	6:22 am	7:19 am	7:38 am	7:51 am	8:01 am		8:38 am	
14th & K Street NW, DC				7:20 am						
13th & K Street NW, DC							8:03 am			
13th & New York Ave, DC	6:12 am	6:24 am	6:24 am	7:21 am	7:42 am	7:54 am	8:04 am		8:41 am	
13th & Pennsylvania Ave, DC	6:13 am	6:25 am	6:25 am	7:22 am	7:44 am	7:56 am	8:06 am		8:43 am	
10th & Pennsylvania Ave, DC	6:15 am	6:27 am	6:27 am	7:24 am	7:46 am	7:57 am	8:07 am		8:44 am	
7th & Pennsylvania Ave, DC	6:16 am	6:30 am	6:30 am	7:27 am	7:48 am	7:59 am	8:09 am		8:46 am	
7th & Independence Ave (Hirshorn), DC	6:17 am	6:32 am	6:32 am	7:30 am	7:50 am	8:01 am	8:11 am		8:48 am	
L'Enfant Plaza, DC	6:19 am	6:35 am	6:35 am	7:32 am	7:51 am	8:02 am	8:12 am		8:49 am	
12th & Independence Ave, DC					7:53 am	8:04 am			8:51 am	6:35 am
14th & Independence Ave, DC	6:21 am	6:37 am	6:37 am	7:34 am	7:54 am	8:06 am	8:16 am		8:52 am	
27th & Crystal Drive, VA								6:01 am		
20th & Crystal Drive, VA								6:03 am		
Water Park Towers, VA								6:06 am		
Union Station, DC										6:45 am

	DC1	DC18		DC19		DC5	DC11
	M-F	M-F		M-F		M-F	M-F
Rte 3, VA	5:05 am	5:00 am (P)	Rte 208, VA	4:50 am (P)	Rte 208, VA	5:40 am	5:30 am
14th & C Street, DC	6:00 am	5:59 am (D)	Rte 17 & Falls Run Drive, VA	5:05 am (P)	Rte 3, VA		5:45 am
12th & Independence Ave, DC		6:00 am (D)	Rte 610 North Lot, VA	5:20 am (P)	Rte 610 North Lot, VA	6:10 am	
7th & Independence (Glass Pyramid), DC	6:03 am	6:04 am (D)	Building 1300 (Brookley Ave, JBAB), DC	6:18 am (D)	Army Navy Dr & Fern Street, VA	6:55 am	6:55 am
10th & Constitution Ave, DC	6:05 am		Building 520 (Brookley Ave, JBAB), DC	6:20 am (D)	S Fern St & S Rotary, VA	6:56 am	6:56 am
12th & Constitution Ave, DC	6:07 am		Building 6001 (Brookley Ave, JBAB), DC	6:25 am (D)	12th & Independence Ave, DC	7:05 am	7:05 am
14th & Pennsylvania Ave, DC	6:10 am		Building 391 (Cudahey St, JBAB), DC	6:27 am (D)	12th & Constitution Ave, DC	7:08 am	7:07 am
14th & New York Ave, DC	6:12 am		Building 399 (Defense Blvd, JBAB), DC	6:29 am (D)	12th & Pennsylvania Ave, DC	7:09 am	7:09 am
8th & H Street NW, DC	6:15 am		Building 168 (Defense Blvd, JBAB), DC	6:30 am (D)	12th & G Street, DC	7:10 am	7:10 am
5th & H Street NE, DC	6:20 am				15th & K Street (McPherson Square), DC	7:14 am	7:14 am
4th & Independence SW, DC		6:08 am (D)			17th & K Street (Farragut Square), DC	7:17 am	7:17 am
400 1st St NW, DC		6:10 am (D)			18th & K Street NW, DC	7:18 am	7:18 am
E & North Capital St, DC		6:13 am (D)			19th & K Street NW, DC	7:19 am	7:19 am
					19th & F Street NW, DC	7:22 am	7:22 am

	DC15
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	DC16
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	DC17
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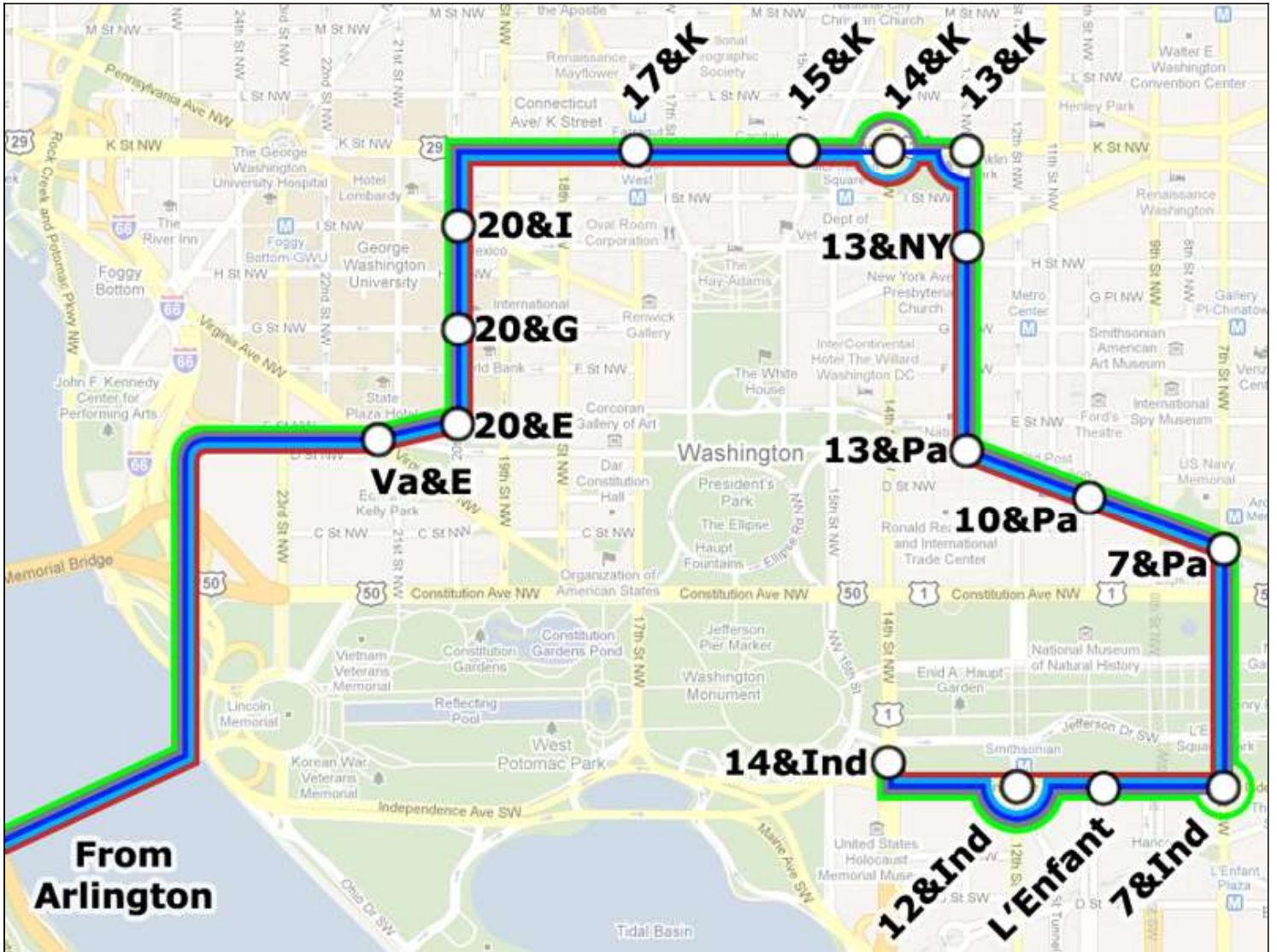
	M-F
Rte 17 & Falls Run Drive, VA	5:15 am (P)
County Rd 630 (Courthouse Rd), VA	5:30 am (P)
M & 2nd Street, DC	6:27 am (D)
Navy Yard Building 197, DC	6:30 am (D)
Navy Yard Building 172, DC	6:33 am (D)

	M-F
Rte 208, VA	4:45 am (P)
Rte 17 & Falls Run Drive, VA	5:00 am (P)
Pentagon Bus Bay L5, VA	6:15 am (D)
12th & Eads, VA	6:17 am (D)
Hilton Hotel, VA	6:19 am (D)
Airport Plaza 1, VA	6:20 am (D)
Crystal Park (Starbucks), VA	6:22 am (D)
Crystal Mall 3, VA	6:23 am (D)
Jefferson Plaza (JP1), VA	6:24 am (D)

	M-F
RT 3 Gordon RD, VA	5:30 am (P)
Rte 610 North Lot, VA	6:00 am (P)
Pentagon Bus Bay L5, VA	6:45 am (D)
12th & Clark St (under bridge), VA	6:47 am (D)
2531 Clark Street, VA	6:50 am (D)
Water Park Towers, VA	6:53 am (D)
Crowne Plaza (Gateway North/crosswalk), VA	6:55 am (D)

DC13AM coach will pick up at both Rte. 610 commuter lots.

DC1AM and DC12AM will be combined on Fridays and operate on DC1's schedule



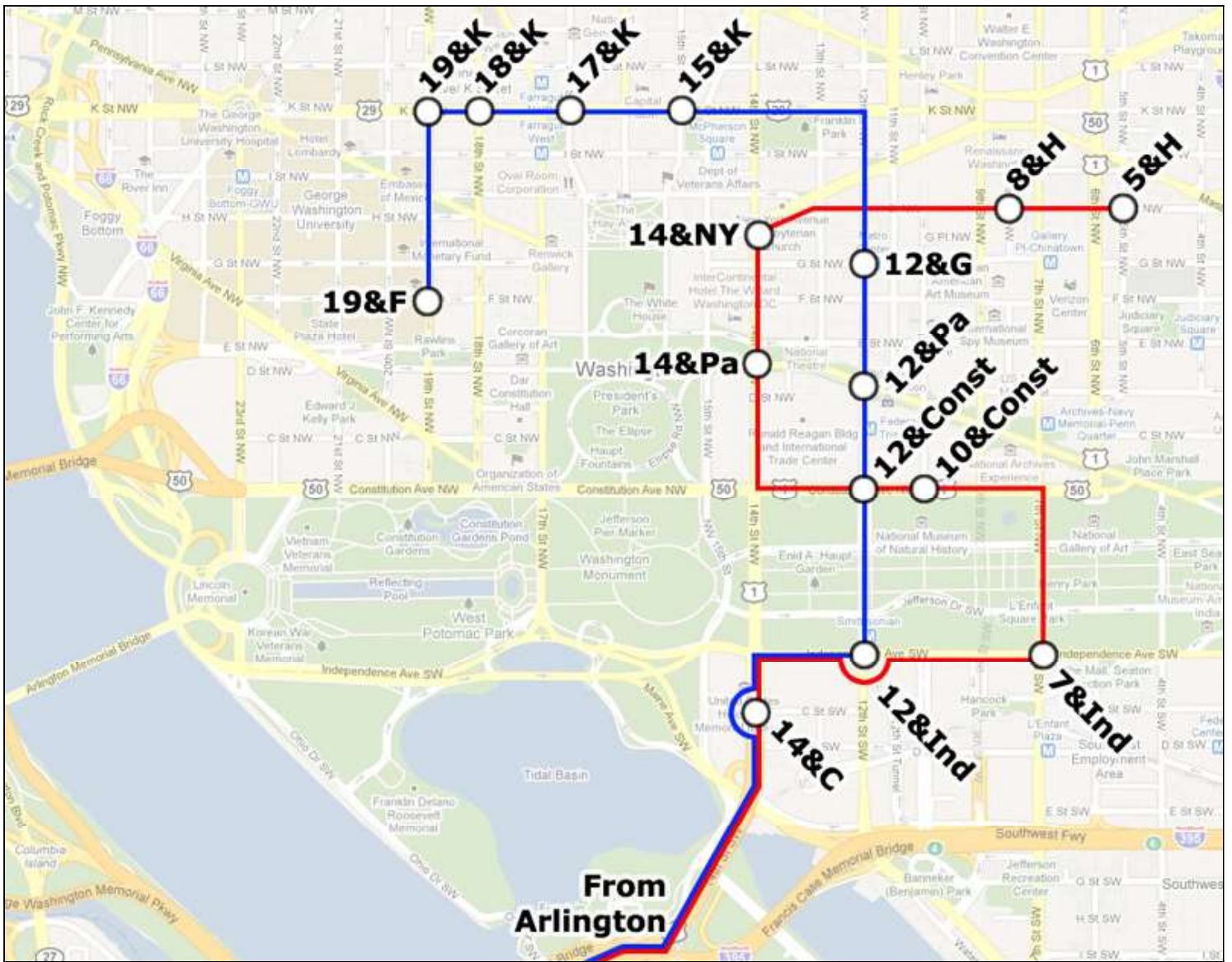
DC2 & DC3

DC4

DC6, DC7 & DC12

DC8

DC9



□ DC1 □ DC5 & DC11



NATIONAL COACH WORKS



Martz Virginia Afternoon/Evening Commuter Service

	Pentagon Express	DC Noon	DC2	DC3	DC4	DC5	DC6	DC7	DC9	DC10	DC11	DC13
	M-F	F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F
Virginia Ave & E Street, DC		12:30 pm	3:50 pm	3:50 pm	4:20 pm	4:31 pm	4:35 pm	5:00 pm	5:40 pm	6:25 pm	3:07 pm	
20th & E Street, DC			3:52 pm	3:52 pm	4:22 pm	4:33 pm	4:37 pm	5:02 pm	5:43 pm	6:27 pm	3:09 pm	
20th & I Street, DC		12:33 pm	3:54 pm	3:54 pm	4:25 pm	4:37 pm	4:40 pm	5:05 pm	5:46 pm	6:30 pm	3:11 pm	
17th & K Street (Farragut Square), DC			3:57 pm	3:57 pm	4:29 pm	4:40 pm	4:44 pm	5:10 pm	5:50 pm	6:35 pm	3:14 pm	
15th & K Street (McPherson Square), DC		12:37 pm	4:00 pm	4:00 pm	4:31 pm	4:42 pm	4:46 pm	5:13 pm	5:52 pm	6:38 pm	3:17 pm	
14th & New York Ave, DC		12:40 pm			4:34 pm				5:56 pm			
13th & New York Ave, DC			4:03 pm	4:03 pm		4:47 pm	4:51 pm	5:17 pm		6:42 pm	3:20 pm	
14th & G Street (Metropolitan Square), DC					4:36 pm				5:58 pm			
14th & DOC, DC					4:38 pm				6:00 pm			
14th & Constitution, DC		12:43 pm										
13th & Pennsylvania Ave, DC			4:07 pm	4:07 pm			4:52 pm	5:26 pm		6:46 pm	3:24 pm	
12th & Pennsylvania Ave, DC						4:50 pm						
10th & Pennsylvania Ave, DC			4:08 pm	4:08 pm			4:53 pm	5:28 pm		6:48 pm	3:25 pm	
7th & Pennsylvania Ave, DC			4:10 pm	4:10 pm			4:54 pm	4:55 pm	5:30 pm	6:50 pm	3:27 pm	
7th & Independence Ave (Hirshorn), DC			4:12 pm	4:12 pm			4:59 pm	4:59 pm	5:34 pm	6:52 pm	3:29 pm	
Union Station, DC												4:45 pm
L'Enfant Plaza, DC			4:14 pm	4:14 pm		5:00 pm	5:01 pm	5:36 pm		6:54 pm	3:31 pm	5:02 pm
14th & Independence Ave, DC		12:48 pm			4:41 pm				6:03 pm			
14th & C Street, DC			4:16 pm	4:16 pm		5:02 pm	5:02 pm	5:37 pm		6:55 pm	3:33 pm	
27th & Crystal Drive, VA	4:00 pm											
20th & Crystal Drive, VA	4:02 pm											
Water Park Towers, VA	4:05 pm											
Army Navy Dr & Fern Street, VA	4:10 pm	12:55 pm		4:23 pm	4:50 pm		5:05 pm	5:45 pm	6:08 pm	7:00 pm	3:45 pm	
12th & Independence Ave, DC												5:05 pm
Pentagon Bus Bay L3, VA	4:15 pm											5:15 pm
Rte 610 North Lot, VA		1:40 pm	5:10 pm				6:00 pm	6:30 pm	7:12 pm	7:45 pm	4:30 pm	
Rte 610 South Lot, VA												5:55 pm
Rte 17 & Falls Run Drive, VA	5:15 pm	1:55 pm	5:30 pm		5:55 pm	6:00 pm		6:50 pm	7:28 pm	8:00 pm	4:50 pm	6:10 pm
Rte 3, VA	5:30 pm	2:20 pm		5:35 pm	6:10 pm	6:15 pm	6:30 pm	7:05 pm	7:43 pm	8:15 pm	5:05 pm	6:30 pm
Rte 208, VA	5:45 pm	2:35 pm		5:50 pm			6:40 pm	7:20 pm	7:53 pm	8:30 pm	5:20 pm	6:45 pm

	DC1	DC12
	M-F	M-Th
7th & Independence (Glass Pyramid), DC	3:50 pm	3:40 pm
6th & G Street NW, DC	3:54 pm	3:44 pm
8th & H Street NW, DC	3:55 pm	3:45 pm
14th & G Street (Metropolitan Square), DC	4:02 pm	3:52 pm
14th & Pennsylvania Ave, DC	4:06 pm	3:56 pm
14th & Independence Ave, DC	4:09 pm	3:59 pm
Rte 3, VA	5:25 pm	5:12 pm

	DC15
	M-F
M & 2nd Street, DC	3:30 pm (P)
Navy Yard Building 197, DC	3:40 pm (P)
County Rd 630 (Courthouse Rd), VA	4:30 pm (D)
Rte 17 & Falls Run Drive, VA	4:45 pm (D)

	DC19
	M-F
Building 1300 (Brookley Ave, JBAB), DC	3:55 pm (P)
Building 520 (Brookley Ave, JBAB), DC	3:58 pm (P)
Building 6001 (Brookley Ave, JBAB), DC	4:00 pm (P)
Building 391 (Cudahey St, JBAB), DC	4:05 pm (P)
Building 399 (Defense Blvd, JBAB), DC	4:07 pm (P)
Building 168 (Defense Blvd, JBAB), DC	4:08 pm (P)
Rte 610 North Lot, VA	5:05 pm (D)

Rte 208, VA	5:35 pm	5:24 pm
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Rte 17 & Falls Run Drive, VA	5:21 pm (D)
Rte 208, VA	5:44 pm (D)

	DC17
	M-F
2531 Clark Street, VA	4:45 pm (P)
Crystal Park (Starbucks), VA	4:47 pm (P)
Water Park Towers, VA	4:49 pm (P)
Crowne Plaza (Gateway North/crosswalk), VA	4:51 pm (P)
Pentagon Bus Bay L5, VA	5:00 pm (P)
Rte 610 North Lot, VA	5:45 pm (D)
Rte 3, VA	

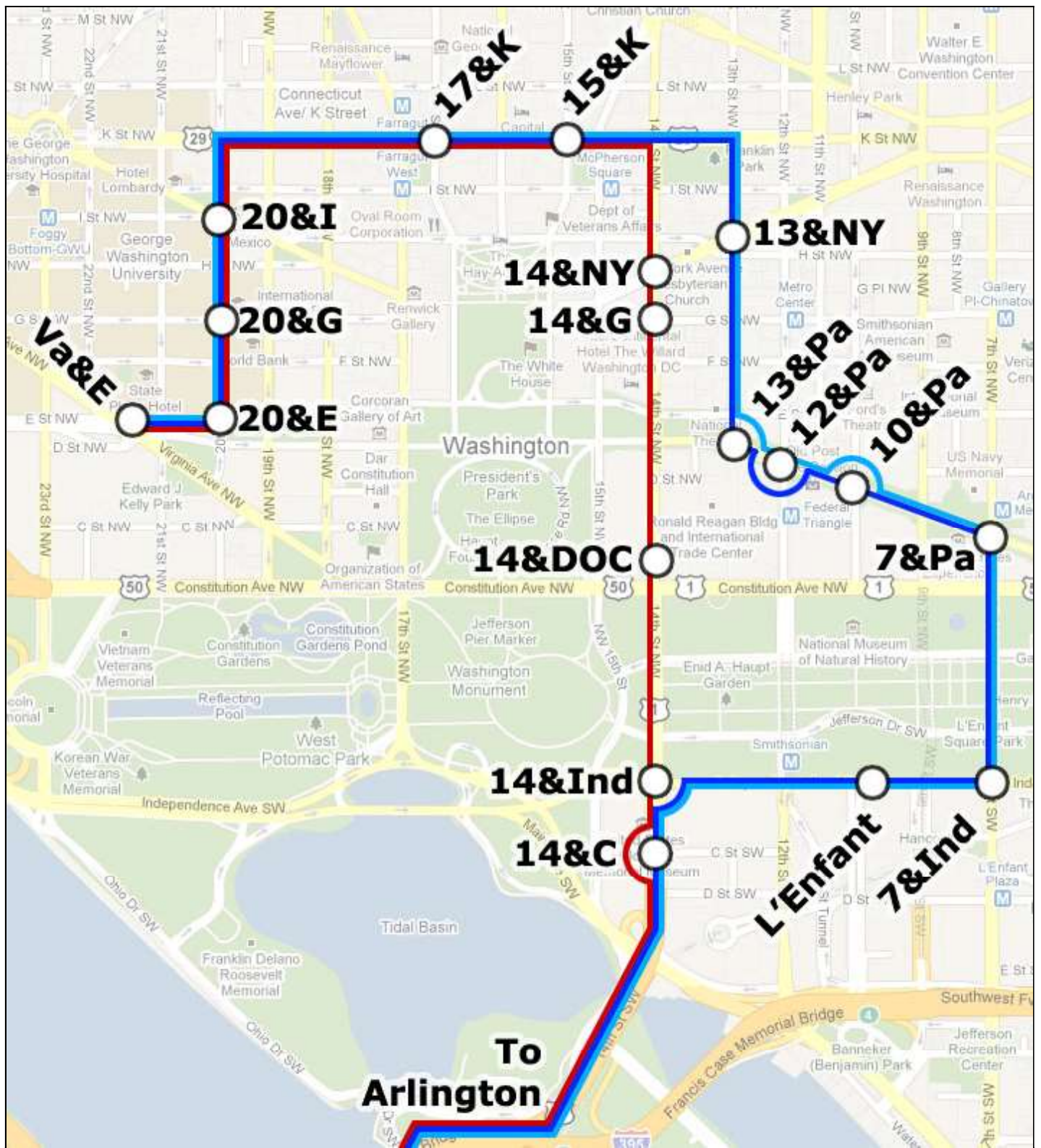
	DC18
	M-F
E & North Capital St, DC	3:32 pm (P)
400 1st St NW, DC	3:35 pm (P)
4th & Independence SW, DC	3:41 pm (P)
7th & Independence (Glass Pyramid), DC	3:43 pm (P)
12th & Independence Ave, DC	3:45 pm (P)
Rte 3, VA	5:00 pm (D)

	DC16
	M-F
Hilton Hotel, VA	3:31 pm (P)
Airport Plaza 1, VA	3:32 pm (P)
Crystal Park (Starbucks), VA	3:34 pm (P)
Crystal Mall 3, VA	3:35 pm (P)
Jefferson Plaza (JP1), VA	3:36 pm (P)
Pentagon Bus Bay L5, VA	3:43 pm (P)
Rte 17 & Falls Run Drive, VA	4:40 pm (D)
Rte 208, VA	4:55 pm (D)

Noon shuttle only operates on Fridays.

DC13 PM coach drops off at both Rte. 610 lots.

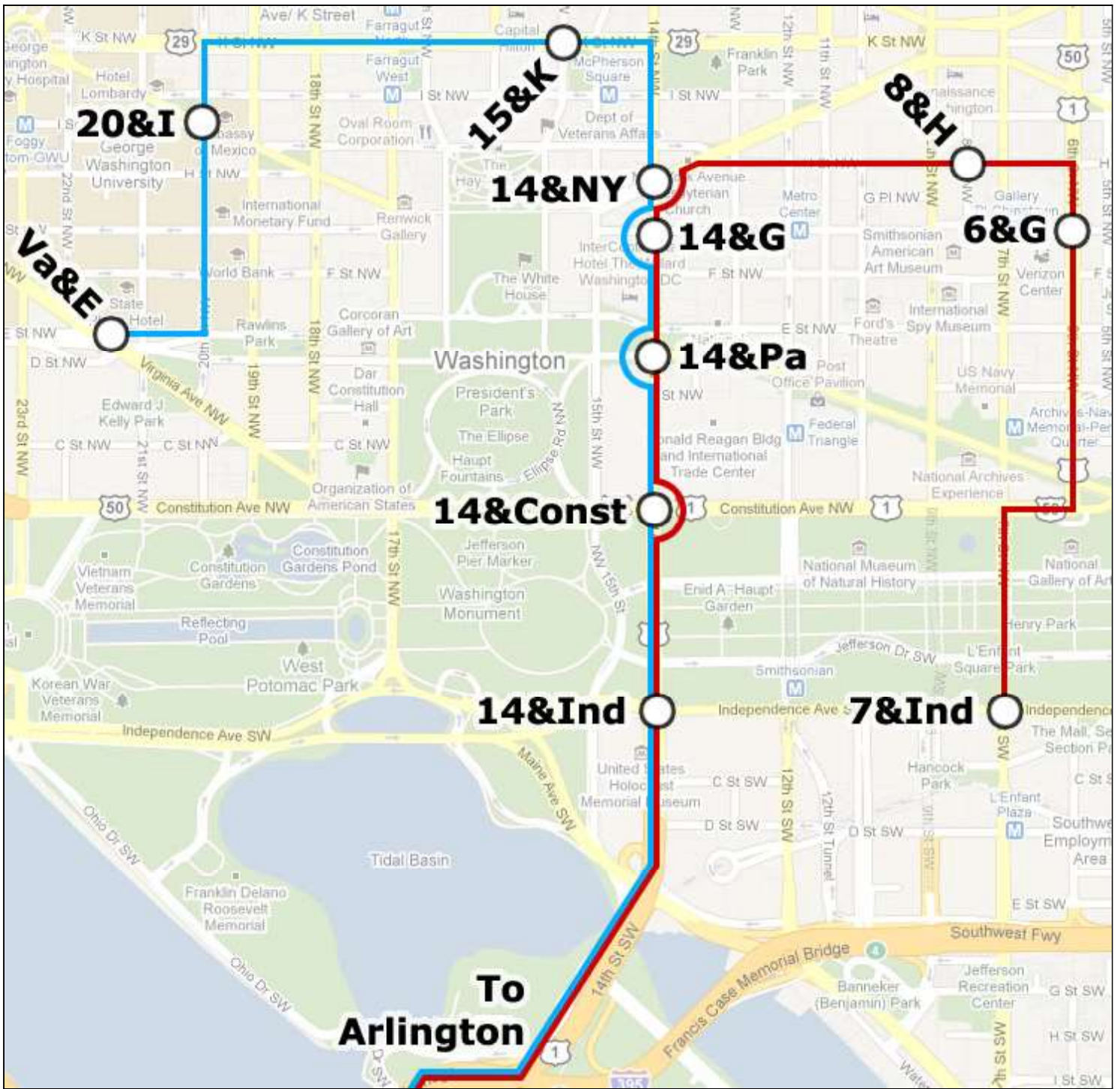
All passengers should be at their stops 5 minutes prior to departure due to traffic patterns.



DC2, DC3, DC6, DC7, DC8, DC10 & DC11

DC4 & DC9

DC5



DC1 & DC12

Friday Noon Shuttle

TYSONS WEST* PARK TO DULLES AIRPORT EXPRESS LINE 981

Dulles Airport

 Herndon-Monroe
Park & Ride

Reston Town Center
Transit Station

Tysons West*Park
Transit Station

Tysons West*Park
Transit Station

Reston Town Center
Transit Station

 Herndon-Monroe
Park & Ride

Dulles Airport

Weekday – AM Service ☀ Eastbound

—	5:53	6:05	6:18
6:05	6:18	6:30	6:43
6:30	6:43	6:55	7:08
6:55	7:08	7:20	7:33
7:20	7:33	7:45	7:58
7:45	7:58	8:10	8:23
8:10	8:23	8:35	8:48
8:35	8:48	9:00	9:13
9:00	9:13	9:25	9:38
9:25	9:38	9:50	10:03
9:50	10:03	10:15	10:28
10:15	10:28	10:40	10:53
10:40	10:53	11:05	11:18
11:05	11:18	11:30	11:43
11:30	11:43	11:55	12:08pm

Weekday – PM Service 🌙 Eastbound

11:55	12:08	12:20	12:33
12:20	12:33	12:45	12:58
12:45	12:58	1:10	1:23
1:10	1:23	1:35	1:48
1:35	1:48	2:00	2:13
2:00	2:13	2:25	2:38
2:25	2:38	2:50	3:03
2:50	3:03	3:15	3:28
3:15	3:28	3:40	3:53
3:40	3:53	4:05	4:18
4:05	4:18	4:30	4:43
4:30	4:43	4:55	5:08
4:55	5:08	5:20	5:33
5:20	5:33	5:45	5:58
5:45	5:58	6:10	6:23
6:10	6:23	6:35	6:48
6:35	6:48	7:00	7:13
7:00	7:13	7:25	7:38
7:25	7:38	7:50	8:03
7:50	8:03	8:15	8:28
8:15	8:28	8:40	8:53
8:40	8:53	9:05	9:18
9:05	9:18	9:30	9:43
9:30	9:43	9:55	10:08
9:55	10:08	10:20	10:33
10:20	10:33	10:45	10:58
10:45	10:58	11:10	11:23
11:10	11:23	11:30	—
11:35	11:48	11:55	—

Weekday – AM Service ☀ Westbound

—	—	5:50	6:00
5:40	6:03	6:15	6:25
6:05	6:28	6:40	6:50
6:30	6:53	7:05	7:15
6:55	7:18	7:30	7:40
7:20	7:43	7:55	8:05
7:45	8:08	8:20	8:30
8:10	8:33	8:45	8:55
8:35	8:58	9:10	9:20
9:00	9:23	9:35	9:45
9:25	9:48	10:00	10:10
9:50	10:13	10:25	10:35
10:15	10:38	10:50	11:00
10:40	11:03	11:15	11:25
11:05	11:28	11:40	11:50
11:30	11:53	12:05pm	12:15
11:55	12:18	12:30	12:40

Weekday – PM Service 🌙 Westbound

12:20	12:43	12:55	1:05
12:45	1:08	1:20	1:30
1:10	1:33	1:45	1:55
1:35	1:58	2:10	2:20
2:00	2:23	2:35	2:45
2:25	2:48	3:00	3:10
2:50	3:13	3:25	3:35
3:15	3:38	3:50	4:00
3:40	4:03	4:15	4:25
4:05	4:28	4:40	4:50
4:30	4:53	5:05	5:15
4:55	5:18	5:30	5:40
5:20	5:43	5:55	6:05
5:45	6:08	6:20	6:30
6:10	6:33	6:45	6:55
6:35	6:58	7:10	7:20
7:00	7:23	7:35	7:45
7:25	7:48	8:00	8:10
7:50	8:13	8:25	8:35
8:15	8:38	8:50	9:00
8:40	9:03	9:15	9:25
9:05	9:28	9:40	9:50
9:30	9:53	10:05	10:15
9:55	10:18	10:30	10:40
10:20	10:43	10:55	11:05
10:45	11:08	11:20	11:30
11:10	11:33	11:40	—

TYSONS WEST*PARK TO DULLES AIRPORT EXPRESS LINE

981

Dulles Airport
P *Herndon-Monroe Park & Ride*
Reston Town Center Transit Station
*Tysons West*Park Transit Station*
*Tysons West*Park Transit Station*
Reston Town Center Transit Station
P *Herndon-Monroe Park & Ride*
Dulles Airport

Dulles Airport
P *Herndon-Monroe Park & Ride*
Reston Town Center Transit Station
*Tysons West*Park Transit Station*
*Tysons West*Park Transit Station*
Reston Town Center Transit Station
P *Herndon-Monroe Park & Ride*
Dulles Airport

Saturday – AM Eastbound				Saturday – AM Westbound				Sunday – AM Eastbound				Sunday – AM Westbound			
—	6:33	6:45	6:58	—	—	6:55	7:05	—	6:33	6:45	6:58	—	—	6:55	7:05
7:10	7:23	7:35	7:48	7:10	7:33	7:45	7:55	7:10	7:23	7:35	7:48	7:10	7:33	7:45	7:55
8:00	8:13	8:25	8:38	8:00	8:23	8:35	8:45	8:00	8:13	8:25	8:38	8:00	8:23	8:35	8:45
8:50	9:03	9:15	9:28	8:50	9:13	9:25	9:35	8:50	9:03	9:15	9:28	8:50	9:13	9:25	9:35
9:40	9:53	10:05	10:18	9:40	10:03	10:15	10:25	9:40	9:53	10:05	10:18	9:40	10:03	10:15	10:25
10:30	10:43	10:55	11:08	10:30	10:53	11:05	11:15	10:30	10:43	10:55	11:08	10:30	10:53	11:05	11:15
11:20	11:33	11:45	11:58	11:20	11:43	11:55	12:05 pm	11:20	11:33	11:45	11:58	11:20	11:43	11:55	12:05 pm
Saturday – PM Eastbound				Saturday – PM Westbound				Sunday – PM Eastbound				Sunday – PM Westbound			
12:10	12:23	12:35	12:48	12:10	12:33	12:45	12:55	12:10	12:23	12:35	12:48	12:10	12:33	12:45	12:55
1:00	1:13	1:25	1:38	1:00	1:23	1:35	1:45	1:00	1:13	1:25	1:38	1:00	1:23	1:35	1:45
1:50	2:03	2:15	2:28	1:50	2:13	2:25	2:35	1:50	2:03	2:15	2:28	1:50	2:13	2:25	2:35
2:40	2:53	3:05	3:18	2:40	3:03	3:15	3:25	2:40	2:53	3:05	3:18	2:40	3:03	3:15	3:25
3:30	3:43	3:55	4:08	3:30	3:53	4:05	4:15	3:30	3:43	3:55	4:08	3:30	3:53	4:05	4:15
4:20	4:33	4:45	4:58	4:20	4:43	4:55	5:05	4:20	4:33	4:45	4:58	4:20	4:43	4:55	5:05
5:10	5:23	5:35	5:48	5:10	5:33	5:45	5:55	5:10	5:23	5:35	5:48	5:10	5:33	5:45	5:55
6:00	6:13	6:25	6:38	6:00	6:23	6:35	6:45	6:00	6:13	6:25	6:38	6:00	6:23	6:35	6:45
6:50	7:03	7:15	7:28	6:50	7:13	7:25	7:35	6:50	7:03	7:15	7:28	6:50	7:13	7:25	7:35
7:40	7:53	8:05	8:18	7:40	8:03	8:15	8:25	7:40	7:53	8:05	8:18	7:40	8:03	8:15	8:25
8:30	8:43	8:55	9:08	8:30	8:53	9:05	9:15	8:30	8:43	8:55	9:08	8:30	8:53	9:05	9:15
9:20	9:33	9:45	9:58	9:20	9:43	9:55	10:05	9:20	9:33	9:45	9:58	9:20	9:43	9:55	10:05
10:10	10:23	10:35	10:48	10:10	10:33	10:45	10:55	10:10	10:23	10:35	10:48	10:10	10:33	10:45	10:55
11:00	11:08	—	—	11:00	11:23	11:30	—	11:00	11:08	—	—	11:00	11:23	11:30	—

		Amtrak Thruway and Connecting Services	Bus2NYC	Eastern Travel/NYDC Express	Greyhound Lines, Inc.	Horserun	Megabus.com	New Everyday	Number 1 Bus	Number 1 NY Tour	NYTiger Travel Bus	Omnibus La Cubana	NYC Shuttle/SprinterB us	Starlight Express/NYC Shuttle	Tripper Bus	Valley Metro Smartway Connector	Vamoose Bus
Arlington	1801 N Moore St 1801 N Lynn Street (at the corner of 19 Street N.)														x		
Arlington	3013 Columbia Fike											x					x
Ashland	L.A. Plaza I-95 Exit #89 (STOP ONLY)											x					
Bedford	Welcome Center																x
Blacksburg	various stops																x
Charlottesville	2324 India Rd behind K-Mart Garden Center													x			
Charlottesville	IX Project 2nd St SE												x				
Charlottesville	Amtrak	x															
Charlottesville	Greyhound Station 310 W Main St				x												
Christiansburg	Falling Branch Park & Ride East 218A																x
Christiansburg	various stops																x
Colonial Heights	2025 Boulevard							x									
Danville	515 Spring St				x												
Exmore	2668 Lankford Hwy Third Ave Market				x												
Farmville	204 E 3rd St				x												
Fredericksburg	2392 Hank Rd								x								
Fredericksburg	Greyhound Station 1400 Jefferson Davis Hwy				x												
Hampton	13 W Mercury Blvd							x									
Hampton	19 W Mercury Blvd												x				
Hampton	Hampton Transit Center, 2 W Pembroke Ave				x												
Hampton	2159 Cunningham Dr		x														
Lorton	Lorton VRE Station Parking Lot																
Lorton	8992 Lorton Station Blvd																x
Lynchburg	825 Kemper Street (Amtrak)				x												x
Marion	R & M Heating and Cooling 141 Dabney Dr				x												
Newport News	551 Bland Blvd												x				
Newport News	998 J Clyde Morris Blvd								x								
Newport News	9304 Warwick Boulevard	x															
Norfolk	410 Briar Hill suite 101												x				
Norfolk	700 Newtown Rd									x							
Norfolk	190 Park Avenue South corner Harbor Park lot D	x															
Norfolk	9957 Virginia Beach Blvd								x								
Norfolk	Greyhound Station 210 Monticello Ave				x												
Norfolk	415 N Military Hwy		x														
Norfolk	544 Newtown Rd												x				
Oak Hall	15 Corner Exxon 6491 Landford Hwy D & F Services LLC				x												
Petersburg	100 W Washington St				x												
Richmond	3121 W Broad St								x								
Richmond	809 E Farham Rd																
Richmond	The Plaza at Main Street Station																
Richmond	Staple Mills Road	x															
Richmond	Greyhound Station 2910 N Boulevard				x												
Richmond	910 N Boulevard OR 8191 Brook Rd				x												
Roanoke	various stops																x
Roanoke	Campbell Travel Greyhound Station 26 Salem Ave SW				x												
Salem	Hanging Rock Park & Ride off of I-81 (exit 140)																x
South Boston	Shell 2190 B Philpott Rd				x												
South Hill	Slip N Food Mart 1011 E Atlantic Ave				x												
Springfield	6770 Frontier Dr (Metro)				x												
Virginia Beach	3461 Wesleyan Dr												x				
Virginia Beach	1949 Lynnhaven Pkwy									x							
Virginia Beach	1612 VA Beach Blvd #102																
Virginia Beach	313/329 Kellam Rd																
Virginia Beach	Circle D Food Market 971 VA Beach Blvd				x												
Virginia Beach	19th St. and Pacific Ave	x															
Williamsburg	B & W Rental Inc 488 N Boundary St				x												
Woodbridge	The Coffee Club Cafe Inc 1040 Express Dr				x												
Wytheville	McDonalds 928 Max Meadows Rd				x												
Yorktown	3120 Kila Creek Pkwy									x							

Appendix B
Cities Losing
Greyhound Service
2004-2005

Discontinued Greyhound Service (since 2003 inventory of service)

Number	City	Notes
1	Abingdon	
2	Accomac	
3	Amherst	
4	Appomattox	
5	Bedford	
6	Blackstone	
7	Buchanan	
8	Chatham	
9	Cheritan	
10	Christiansburg	Served by Megabus and ValleyMetro
11	Culpeper	
12	Danville	
13	Dulles Airport	
14	Eastville	
15	Emporia	
16	Fairfax	
17	Farmville	
18	Fort Eustis	
19	Gordonsville	
20	Harrisonburg	
21	Hillsville	
22	Jetersville	
23	Leesburg	
24	Lexington	
25	Lovingston	
26	Nassawadox	
27	Onley	
28	Orange	
29	Purcellville	
30	South Boston	
31	South Hill	
32	Staunton	
33	Suffolk	
34	Temperanceville	
35	Triangle	
36	Warrenton	
37	Waynesboro	
38	Winchester	

Appendix C
Consultation Process:
Cover Letters
and
Surveys



COMMONWEALTH of VIRGINIA

Thelma D. Drake
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

April 12, 2013

Dear Transit Operator:

The State of Virginia, through the Virginia Department of Rail and Public Transportation (DRPT), is conducting a statewide intercity bus needs assessment. A major focus of this study is to determine the potential need for state/federal assistance to maintain or provide connections from rural areas to connect with the national intercity bus network. Federal funding is potentially available for operating assistance, capital assistance (including the purchase of vehicles and other equipment or facilities), or marketing. This letter is intended to solicit input from the providers of local/regional public transit services in Virginia regarding the existence or lack of scheduled intercity bus services in your area, and any service you offer that connects with, or has potential to feed, into existing intercity bus services. We know that the regional transit operators operate a range of services and can provide a local perspective on potential or identified needs for providing scheduled transportation services to connect small town populations to larger urban areas and interstate services.

Your input and the analysis in the draft needs assessment will be used by DRPT as it considers whether to establish a program of rural intercity bus assistance under Title 49 U.S.C. Section 5311(f). It will also help establish program goals, assess the degree to which available services meet the needs, and make recommendations on needed program activities, services, and potential funding sources. A vital component of this assessment is consultation with existing and potential operators of rural intercity bus services regarding unmet rural intercity service needs, and your assistance in this regard would be greatly appreciated.

Based on Federal Transit Administration Circular 9040.1F, intercity bus service is defined as "...regularly scheduled bus service for the general public that operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, that has the capacity for transporting baggage carried by passengers, and that makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available." Commuter bus service is not included in this definition.

The Smartest Distance Between Two Points
www.drpt.virginia.gov

Aspects of intercity service needs in Virginia that you can assist us in understanding include:

1. Existing scheduled services that provide connections between the rural areas and urban areas and how this information is made available to the public;
2. Areas/corridors/regions that you perceive as having an unmet need for service, whether there is a complete absence of service, or if existing services do not meet the needs.
3. Other aspects of intercity services in Virginia that need to be addressed. This could include facilities, wheelchair accessibility, marketing and information, schedule connections, etc.

Please provide your comments on the attached survey form and return by mail, fax or e-mail by May 1, 2013. Please reference the survey form for detailed contact information. You may also be receiving this letter and survey through the mail. In addition to this survey, a meeting will be held in the upcoming months on this topic. At that meeting additional information will be provided regarding the Section 5311(f) program and how it could potentially be used in Virginia. **Please indicate on the survey whether you would like to be notified of the meeting when it is scheduled.**

If you have no comment, please indicate that on the form and return it to us. Also, please let us know if you wish to be included in subsequent aspects of this study (and the best way to contact you). We will then distribute project information and requests for information as we proceed with the study. If you would not like to receive project information, just let us know in your response.

DRPT has engaged the KFH Group, Inc. to compile the results of the survey and assist in the study. If you have any questions about the survey itself, please contact Fred Fravel at the KFH Group at 301-951-8660 or ffravel@kfhgroup.com. You can contact me, Terry Brown if you have any questions or concerns about this DRPT initiative. We look forward to hearing from you.

Sincerely,



Terry Brown
Public Transportation Programs Administrator
Terry.Brown@drpt.virginia.gov

Enclosure: Needs Survey

**VIRGINIA INTERCITY BUS CONSULTATION:
INTERCITY BUS OPERATOR SURVEY**

Name: _____

Organization: _____

Mailing Address: _____

Phone: _____

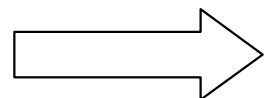
Email: _____

Intercity Bus Service means regularly scheduled bus service for the general public that operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, that has the capacity for transporting baggage carried by passengers, and that makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available.

1. Based on this definition, do you operate any scheduled intercity bus services in Virginia or adjacent states?
- | | |
|--------------------------|--------------------------|
| Yes | No |
| <input type="checkbox"/> | <input type="checkbox"/> |

If "Yes" please describe in terms of stops served, schedules, etc. (attach timetables or other information if available)

Do you operate any other kinds of service, such as connections to airports or train stations, charter or tour service? Please describe:



2. How/Where do you make information of these services available to the public?
Websites, brochures, posted schedules, etc.

3. Are there areas or corridors that you consider as having a need for more intercity bus service (particularly in rural areas)? This could be areas with no service, or places with existing service that could benefit from additional service (more schedules, local service, etc.).

4. Are there particular markets or groups that you see needing more service? Where do you think people wish to go - are there destinations needing additional service?

5. Please offer any comments regarding other aspects of intercity bus services that you see as needing improvement, such as vehicles, condition of bus facilities, schedule information, wheelchair accessibility, marketing, etc.

6. Do you want to receive future notifications about this study, including any additional surveys, meeting notices, or study reports? **Yes** **No**

If "Yes", please provide contact information at the top of this survey, and make sure it is complete.

Please return by May 1, 2013:

Fred Fravel
KFH Group, Inc.,
4920 Elm St., Ste 350
Bethesda, MD 20814.

Or fax to 301-951-0026, or email to ffravel@kfhgroup.com.



COMMONWEALTH of VIRGINIA

Thelma D. Drake
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

April 16, 2013

Dear Local Transit Provider:

The State of Virginia, through the Virginia Department of Rail and Public Transportation (DRPT), is conducting a statewide intercity bus needs assessment. A major focus of this study is to determine the potential need for state/federal assistance to maintain or provide connections from rural areas to connect with the national intercity bus network. Federal funding is potentially available for operating assistance, capital assistance (including the purchase of vehicles and other equipment or facilities), or marketing. This letter is intended to solicit input from the providers of local/regional public transit services in Virginia regarding the existence or lack of scheduled intercity bus services in your area, and any service you offer that connects with, or has potential to feed, into existing intercity bus services. We know that the regional transit operators operate a range of services and can provide a local perspective on potential or identified needs for providing scheduled transportation services to connect small town populations to larger urban areas and interstate services.

Your input and the analysis in the draft needs assessment will be used by DRPT as it considers whether to establish a program of rural intercity bus assistance under Title 49 U.S.C. Section 5311(f). It will also help establish program goals, assess the degree to which available services meet the needs, and make recommendations on needed program activities, services, and potential funding sources. A vital component of this assessment is consultation with existing and potential operators of rural intercity bus services regarding unmet rural intercity service needs, and your assistance in this regard would be greatly appreciated.

Based on Federal Transit Administration Circular 9040.1F, intercity bus service is defined as "...regularly scheduled bus service for the general public that operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, that has the capacity for transporting baggage carried by passengers, and that makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available." Commuter bus service is not included in this definition.

The Smartest Distance Between Two Points
www.drpt.virginia.gov

Aspects of intercity service needs in Virginia that you can assist us in understanding include:

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Please provide your comments on the attached survey form and return by mail, fax or e-mail by May 1, 2013. Please reference the survey form for detailed contact information. You may also be receiving this letter and survey through the mail. In addition to this survey, a meeting will be held in the upcoming months on this topic. At that meeting additional information will be provided regarding the Section 5311(f) program and how it could potentially be used in Virginia. **Please indicate on the survey whether you would like to be notified of the meeting when it is scheduled.**

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Sincerely,



Terry Brown
Public Transportation Programs Administrator
Terry.Brown@drpt.virginia.gov

Enclosure: Needs Survey

**VIRGINIA INTERCITY BUS CONSULTATION
LOCAL TRANSIT PROVIDER SURVEY**

Name: _____

Organization: _____

Mailing Address: _____

Phone: _____

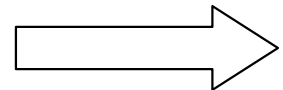
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1. Are there areas or corridors that you consider as having a need for more intercity bus service (particularly in rural areas)? This could be areas with no service, or places with existing service that could benefit from additional service (more schedules, local service, etc.).

2. Are there particular markets or groups that you see needing more service? Where do you think people wish to go - are there destinations needing additional service?

3. Please offer any comments regarding other aspects of intercity bus services that you see as needing improvement, such as vehicles, condition of bus facilities, schedule information, wheelchair accessibility, marketing, etc.





COMMONWEALTH of VIRGINIA

Thelma D. Drake
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

April 17, 2013

Dear Regional Planner:

The State of Virginia, through the Virginia Department of Rail and Public Transportation (DRPT), is conducting a statewide intercity bus needs assessment. A major focus of this study is to determine the potential need for state/federal assistance to maintain or provide connections from rural areas to connect with the national intercity bus network. Federal funding is potentially available for operating assistance, capital assistance (including the purchase of vehicles and other equipment or facilities), or marketing. This letter is intended to solicit input from regional planning organizations in Virginia regarding the existence or lack of scheduled intercity bus services in your area, and any service offered in your area that connects with, or has potential to feed into existing intercity bus services. We know that regional planners recognize interconnectivity of services across municipal lines and can provide a local perspective on potential or identified needs for providing scheduled transportation services to connect small town populations to larger urban areas and interstate services.

Your input and the analysis in the draft needs assessment will be used by DRPT as it considers whether to establish a program of rural intercity bus assistance under Title 49 U.S.C. Section 5311(f). It will also help establish program goals, assess the degree to which available services meet the needs, and make recommendations on needed program activities, services, and potential funding sources. A vital component of this assessment is consultation with regional planners regarding unmet rural intercity service needs, and your assistance in this regard would be greatly appreciated.

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3. Other aspects of intercity services in Virginia that need to be addressed. This could include facilities, wheelchair accessibility, marketing and information, schedule connections, etc.

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Sincerely,



Terry Brown
Public Transportation Programs Administrator
Terry.Brown@drpt.virginia.gov

Enclosure: Needs Survey

**VIRGINIA INTERCITY BUS CONSULTATION
REGIONAL PLANNER SURVEY**

Name: _____

Organization: _____

Mailing Address: _____

Phone: _____

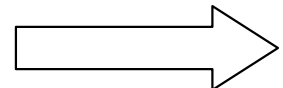
Email: _____

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2. Are there particular markets or groups that you see needing more service? Where do you think people wish to go - are there destinations needing additional service?

3. Please offer any comments regarding other aspects of intercity bus services that you see as needing improvement, such as vehicles, condition of bus facilities, schedule information, wheelchair accessibility, marketing, etc.



4. Is any long-distance service currently operated in your area? **Yes** **No**
(Scheduled or demand-response)?

If "Yes" please describe in terms of pickup points, destinations, stops served, how passengers make reservations, eligibility restrictions, schedules, fares, etc. (attach timetables or other information if available)

5. How/Where is information of these services made available to users? Websites, brochures, posted schedules, etc.

6. Do you see any potential need or opportunity to expand or modify these services to connect with existing intercity bus services or meet needs for intercity bus services?

7. Do you want to receive future notifications about this study, including any additional surveys, meeting notices, or study reports? **Yes** **No**

If "Yes", please provide contact information at the top of this survey, and make sure it is complete.

Please return by May 1, 2013:

Fred Fravel
KFH Group, Inc.,
4920 Elm St., Ste 350
Bethesda, MD 20814

Or fax to 301-951-0026, or email to ffravel@kfhgroup.com

Appendix D
Consultation Process:
Survey Contact List

Company

A Goff Limousine & Bus Company

Abbott Trailways

Academy Express, LLC

Access Limousine Service

Ace Charter Service, Inc.

Amtrak

Blue Ridge Tours, Inc.

Broadway Bus Lines

Brooks Transit Service/Dominion

Charter

Bus2Nyc

Country Coach, Inc.

Cross Tours & Cross Motor Coach, Inc.

DC Trails, Inc.

Destiny Tours, LLC.

First Priority Tours, Inc.

Fun Tours, Inc.

Gaines Bus Service, Inc.

Greyhound Lines, Inc.

Groome Transportation

Hound Dog Bus Company

James Limousine Service

James River Bus Lines

Kewl Tours and Charters

Lee Coaches, Inc.

L.W. Transportation Inc.

Magic Carpet Tours Bus Service, Inc.

Magic Trails, LLC

Martz Group/National Coach Works

Megabus.com

Miracle One Charter Tours, Inc.

New Everyday

Newton Bus Service, Inc.

Number 1 Bus

NYTiger Travel Bus

Oleta Coach Lines, Inc.

Omnibus La Cubana

Pearl Tours

Platinum Travel & Tour Company

Quick's Bus Company

Reston Limousine & Travel Services,
Inc.

Richards Bus Lines, Inc.

Right Road Express, Inc.

Schrock Travel

Society Coach Lines

Sunshine Tours, Inc.

The American Bus Line, Inc.

Tidewater Touring, Inc.

Tornado Bus Company

Transportes Izabal Citylines

Venture Tours, Inc.

Virginia Coach Company

Virginia Mountain Tours

Local Public Transit

City of Alexandria
Alexandria Transit Company
County Board of Arlington County

Blacksburg Transit
Charlottesville Area Transit
City of Falls Church
City of Fairfax
Fairfax County
Fredericksburg Regional Transit
Greater Lynchburg Transit Company

Greater Richmond Transit Company

Greater Roanoke Transit Company
Hampton Roads Transit
Harrisonburg Dept. of Public
Transportation
JAUNT, Inc.
Loudoun County Office of
Transportation Services
City of Petersburg
PRTC
City of Radford
Williamsburg Area Transit Authority

City of Winchester
Washington Metropolitan Area Transit
Authority
Altavista
Bay Transit
Blackstone
Graham Transit
Pony Express
District Three Public Transit
Farmville Area Bus
Four County Transit
Greene County
Lake Country Area Agency on Aging

Mountain Empire Older Citizens
Pulaski Area Transit
RADAR Transit

Virginia Regional Transit
Virginia Transit Association
Community Transportation
Association of Virginia

MPO/PDC

Kingsport MPO
Bristol MPO
Roanoke Valley Area MPO
Harrisonburg-Rockingham MPO
Winchester-Frederick MPO
Charlottesville-Albemarle MPO
Region 2000 Partnership
Danville MPO
Richmond MPO
Fredericksburg MPO
George Washington Regional Commission
Tri-Cities MPO
Crater Planning District Commission
Hampton Roads MPO
MWCOG TPB
New River Valley MPO
Accomack-Northampton Planning District Commission
Central Shenandoah Planning District Commission
Commonwealth Regional Council
Cumberland Plateau Planning District Commission
Lenowisco Planning District Commission
Middle Peninsula Planning District Commission
Mount Rogers Planning District Commission

Appendix E
Consultation Process:
Survey Results

Public Input Comments

Areas or Corridors in Need

- Sees need in many areas surrounding Roanoke since they are a hub for medical, shopping and employment.
- Star Transit's hours do not include weekends or evenings. Also, need additional pick-up points in areas with low auto ownership/use
- Corridors needing intercity service: Danville to Lynchburg.
- Localities that don't receive Greyhound service include Abingdon, Wytheville, Galax, and Hillsville.
- Receive requests from Lunenburg & Nottoway passengers/citizens to go to Chesterfield and South Hill
- From our discussions with local folks, there needs to be increased service between Charlottesville and Richmond, Lynchburg, Waynesboro, Staunton and Culpeper
- Needs: Intercity bus service connecting our service area to Bristol, VA and connecting our service area to Roanoke with a stop in Wytheville
- Route 95 between Richmond and Petersburg could use more service. Route 95 from Richmond to Chester and Richmond to Fredericksburg needs service
- Yes, There is no service between town of Altavista and Lynchburg Charlottesville, Northern VA, Tidewater, Roanoke, PA-NJ-NY, Charlottesville-medical, Amtrak
- The area covered by Petersburg Area Transit is very limited and does not connect rural areas in Prince George and Dinwiddie Counties to the Petersburg Intercity Station. PAT only has three routes operating outside of the City of Petersburg.
- Winchester-Front Royal-Dulles-Washington
- Martinsburg-Winchester-Front Royal-Luray-Harrisonburg-Charlottesville
- Luray-Front Royal-Dulles-Washington
- Services to connect rural areas to the City may improve the economy, traffic, etc. This includes rural areas of Dinwiddie and Prince George Counties
- Roanoke, Bedford and Montgomery Counties
- A need for either direct service or connector service to Loudoun County via Rt. 7 or Rt. 80.
- Better connection with Johnson City or Kingsport, TN
- I-95 corridor south of DC area and DC area east into Maryland

Destinations in Need

- Medical Treatments, Shopping, Employment
- Perdue and Tyson's plants need additional service in order to cover the 2nd and 3rd shifts.
- We see strong connecting services being especially useful to an aging population, students and military personnel
- Residents in Pittsylvania County lack public transportation. By establishing intercity service along Hwy 29 to Lynchburg from Danville, public transportation could be offered to the county.
- In addition to regional centers of Roanoke, Winston-Salem, and the Tri-cities, our passengers frequently request neighboring towns such as Galax, Chilhowie, Abingdon, Atkins, etc. Passengers also frequently request service to Charlottesville, VA for medical needs
- Medical and job opportunities are destinations needing service
- Lower income levels without transportation options. People want to connect to Bristol, Roanoke, and Wytheville
- There is some need between Appomatox, Madison Heights and other small towns. I have not heard of a lot of need
- Needing more service: Great Falls to Metro Stations
- Elderly need to go to Lynchburg for medical needs; Liberty University students are also potential riders
- Employment destinations and multi-modal transportation hubs
- From phone conversation with Charlottesville Area Transit, it was discovered that Greyhound does not stop at the Charlottesville Amtrak station as Greyhound's website lists
- Locals ask for Charlottesville; students (JMU), UVA-North Charlottesville Amtrak; biggest question for parents is the way home
- Elderly, Low-income, Rural, Disabled, Fort Lee, Autoless
- Population centers, Employment centers, tourist attractions
- Tourism-caverns, battlefields, Shenandoah National Park, George Washington National Forest.
- General travel to/from Winchester and Front Royal: Connections with Amtrak at Washington, Manassas, Martinsburg, Charlottesville and with air at Dulles
- Rural areas and elderly populations need to be able to reach doctor's appointments that are outside of PAT's service area
- Work, Shopping, Doctor's appointments
- Working class and seniors in rural areas need more access to urban areas for work, shopping and medical appointments
- Elderly, veterans, disabled and any others with special needs. Others throughout rural southern VA that do not drive

- Commuters to Northern Virginia. Day travelers and college students wishing to connect to train or going to Dulles.
- Work in Kingsport and Abingdon
- Eastern Shore, MD/NE end of Virginia

Needed Improvements to Intercity Services

- Additional vehicles would need to be purchased and very aggressive marketing campaigns
- Private carriers need access to stop at locations/facilities which enable customers easy transfer to local services
- ACTS could act as a hub for intercity service. Would require capital investment, operational funds and marketing
- We have tried Megabus with no response; there is some service from JMU on weekends to UVA, Tidewater, Roanoke, Tech
- Sidewalks, built environment, wheelchair access, mobility services, better access for local transit to intercity bus services
- Current Bristol station is small with few amenities
- There is currently no intercity bus service to Front Royal, Winchester, or the counties of Clarke, Frederick, Warren, Page and Shenandoah.
- Public would benefit from extended PAT service hours; a computer system with information on schedules/route times outside the transit building or bus track area
- All vehicles should be accessible and marketing is the key to get folks aware of service
- Schedule information and marketing
- Possibly a more updated facility at the Franconia-Metro Greyhound Station, with an inside waiting area for passengers
- Lack of intercity bus facilities outside of DC

Marketing

- Newspaper and radio advertisements
- Posted schedules
- Reservation systems
- Google Transit
- Verbal scheduling
- Smart phone application
- Word of mouth

Expansion of Local Service

- Several other providers have talked about connecting to their service in the past
- Amtrak has not contemplated connecting bus service beyond our present service levels
- We see benefits where local/rural services feed in to us (Megabus) providing people with long distance options
- Our service connects to Greyhound at the Max Meadows stop (no longer a stop served by Greyhound), and Megabus at the Falling Branch Park & Ride in Christiansburg. We would like to expand capacity on routes serving Tri-Cities and Winston-Salem.
- In the future, extended Charlottesville hours would be a benefit
- Yes, there used to be more scheduled trips, but schedule had to be cut due to funding
- Have been approached by GLTC and Liberty U. about expanding services to connect with intercity.
- Would be interested in offering intercity service in the future - currently they do not have a source for local match
- A ridership demand survey for the PAT Transit System should be conducted
 - Low demand routes should be cut
 - Additional service should be provided in Colonial Heights
 - Implement cost-sharing strategies for the Tri-Cities
 - Improve ADA paratransit service"
- New services should connect with Amtrak, Dulles International Airport and Washington Metro
- Are currently serving the City of Hopewell through CMAC funds. More connecting services to GRTC in Richmond are needed. More Coach-type buses would enable PAT to operate services from Petersburg to Richmond
- Southwest VA rural areas have a great need to connect to individually operated services for a more regional approach
- Yes, but funding is always the issue in southside Va.
- Yes, no direct connection between DASH local service and intercity service. People required to go in to DC to connect between the two modes.

Appendix F
Key Destinations

Major Colleges and Universities in Virginia

Name	Address	City	Zipcode
Atlantic Baptist Bible College	500 Baptist Ln	Chester	23836
Averett University - Danville	420 West Main St	Danville	24541
Bluefield College	3000 College Dr	Bluefield	24605
Bridgewater College	402 East College St	Bridgewater	22812
Christopher Newport University	1 Avenue of the Arts	Newport News	23606
College of William and Mary	102 Richmond Rd	Williamsburg	23185
Eastern Mennonite University	1200 Park Rd	Harrisonburg	22802
ECPI University - Northern Virginia	10021 Balls Ford Rd	Manassas	20109
ECPI University - Newport News	1001 Omni Blvd	Newport News	23606
ECPI University - Richmond Emerywood Pkwy	2809 Emerywood Pkwy	Richmond	23294
ECPI University - Richmond Innsbrook	4305 Cox Rd	Glen Allen	23060
ECPI University - Richmond Moorefield	800 Moorefield Park Dr	Richmond	23236
ECPI University - Virginia Beach	5555 Greenwich Rd	Virginia Beach	23462
Emory and Henry College	P.O. Box 947	Emory	24327
Ferrum College	P.O. Box 1000	Ferrum	24088
George Mason University	4400 University Dr	Fairfax	22030
George Washington University - Alexandria	1925 Ballenger Ave	Alexandria	22314
George Washington University - Arlington	950 N. Glebe Rd	Arlington	22203
George Washington University - Ashburn	20101 Academic Way	Ashburn	20147
George Washington University - Newport News	1 Old Oyster Point Rd	Newport News	23602
George Washington University - Virginia Beach	1800 College Crescent	Virginia Beach	23453
Hampden-Sydney College	1 College Rd	Hampden-Sydney	23943
Hampton University	100 E. Queen St	Hampton	23668
Hampton University - Virginia Beach	253 Town Center Dr	Virginia Beach	23462
Hollins University	7916 Williamson Rd	Roanoke	24020
Institute for Psychological Sciences	2001 Jefferson Davis Hwy	Arlington	22202
James Madison University	800 S. Main St	Harrisonburg	22807
Jefferson College of Health Sciences	101 Elm Ave SE	Roanoke	24013
Liberty University	1971 University Blvd	Lynchburg	24502
Longwood University	201 High St	Farmville	23909
Lynchburg College	1501 Lakeside Dr	Lynchburg	24501
Mary Baldwin College	318 Prospect St	Staunton	24401
Marymount University	2807 N Glebe Rd	Arlington	22207
Norfolk State University	700 Park Ave	Norfolk	23504
Old Dominion University	5115 Hampton Blvd	Norfolk	23529
Patrick Henry College	10 Patrick Henry Cir	Purcellville	20132
Radford University	801 E Main St	Radford	24142
Randolph College	2500 Rivermont Ave	Lynchburg	24503
Randolph-Macon College	202 Henry St	Ashland	23005
Regent University	1000 Regent University Dr	Virginia Beach	23464
Richard Bland College	11301 Johnson Rd	Petersburg	23805
Roanoke College	221 College Lane	Salem	24153
Saint Paul's College	115 College Dr	Lawrenceville	23868
Shenandoah University	1460 University Dr	Winchester	22601
Skyline College - Roanoke	5234 Airport Rd NW	Roanoke	24012
Stratford University	7777 Leesburg Pike	Falls Church	22043
Sweet Briar College	134 Chapel Rd	Sweet Briar	24595

Major Colleges and Universities in Virginia

Name	Address	City	Zipcode
University of Management and Technology	1901 Fort Myer Dr	Arlington	22209
University of Mary Washington	1301 College Ave	Fredericksburg	22401
University of Richmond	28 Westhampton Way	Richmond	23173
University of Virginia	1400 University Ave	Charlottesville	22903
University of Virginia's College at Wise	One College Ave	Wise	24293
Virginia Commonwealth University	1111 W Broad St	Richmond	23220
Virginia Intermont College	1013 Moore St	Bristol	24201
Virginia Military Institute	301 Letcher Ave	Lexington	24450
Virginia Polytechnic Institute and State University	1007 Pamplin Hall	Blacksburg	24061
Virginia Science & Technology Campus at GWU	20101 Academic Way	Ashburn	20147
Virginia State University	1 Hayden Dr	Petersburg	23806
Virginia Union University	1500 N. Lombardy St	Richmond	23220
Virginia Wesleyan College	1584 Wesleyan Dr	Norfolk	23502
Washington and Lee University	204 West Washington St	Lexington	24450

Shopping Destinations in Virginia

Name	Address	City	State	Zipcode
Williamsburg Premium Outlets	5715 Richmond Rd	Williamsburg	VA	23188
Leesburg Corner Premium Outlets Center	241 Fort Evans Rd NE	Leesburg	VA	20176
Potomac Mills	2700 Potomac Mills Circle	Woodbridge	VA	22192
The Williamsburg Outlet Mall	6401 Richmond Rd	Williamsburg	VA	23118
Chesapeake Square	4200 Portsmouth Blvd	Chesapeake	VA	23321
Antique Village Mall Complex	10203 Chamberlayne Rd	Mechanicsville	VA	23116
Pentagon City	1100 South Hayes St	Arlington County	VA	22202
River Ridge Mall	3405 Candler's Mountain Rd	Lynchburg	VA	24502
Tysons Corner Center	1961 Chain Bridge Rd	McLean	VA	22102
Chesterfield Towne Center	11500 Midlothian Turnpike	Richmond	VA	23235
Short Pump Town Center	11800 West Broad St	Richmond	VA	23233
Virginia Center Commons	10101 Brook Rd	Glen Allen	VA	23059

Tourism Destinations in and around Virginia

Name	Address	City	State	Zipcode
Colonial Williamsburg	1 Visitor Center Dr	Williamsburg	VA	23185
Historic Jamestowne	1368 Colonial Pkwy	Jamestown	VA	23081
Busch Gardens - Williamsburg	One Busch Gardens Blvd	Williamsburg	VA	23185
Great Waves at Cameron Run Regional Park	4001 Eisenhower Ave	Alexandria	VA	22304
Great Wolf Lodge - Williamsburg	549 E. Rochambeau Dr	Williamsburg	VA	23188
Kings Dominion	16000 Theme Park Way	Doswell	VA	23047
Massanutten Resort	1822 Resort Dr	McGaheysville	VA	22840
Splash Valley Water Park	7415 Wood Haven Rd	Roanoke	VA	24019
Splashdown Waterpark	7500 Ben Lomond Park Dr	Manassas	VA	20109
Virginia Beach Ocean Breeze Waterpark	849 General Booth Blvd	Virginia Beach	VA	23451
Water Country USA	176 Water Country Pkwy	Williamsburg	VA	23187
Bryce Resort	1982 Fairway Dr	Basye	VA	22810
National Harbor	163 Waterfront St	National Harbor	MD	20745
Luray Caverns	970 U.S. Hwy 211 West	Luray	VA	22835

Major Hospitals and Medical Centers in and around Virginia

Name	Number of Licensed Beds	Address	City	State	Zipcode
Inova Fairfax Hospital	833	3300 Gallows Rd	Falls Church	VA	22042
Virginia Commonwealth University Health System	805	1250 East Marshall St	Richmond	VA	23298
Henrico Doctors Hospital	767	1602 Skipwith Rd	Richmond	VA	23229
CJW Medical Center Chippenham Campus	758	7101 Jahnke Rd	Richmond	VA	23225
Johnston-Willis Hospital	758	1401 Johnston-Willis Dr	Richmond	VA	23235
Carilion Roanoke Memorial Hospital	737	1906 Belleview Ave	Roanoke	VA	24033
University of Virginia Medical Center	574	Jefferson Park Ave	Charlottesville	VA	22908
Sentara Norfolk General Hospital	525	600 Gresham Dr	Norfolk	VA	23507
Riverside Regional Medical Center	510	500 J Clyde Morris Blvd	Newport News	VA	23601
Centra Health	508	1920 Atherholt Rd	Lynchburg	VA	24501
Lewis Gale Medical Center	506	1900 Electric Rd	Salem	VA	24153
Mary Washington Hospital	437	1001 Sam Perry Blvd	Fredericksburg	VA	22401
Valley Health Winchester Medical Center	429	1840 Amherst St	Winchester	VA	22601
Hunter Holmes McGuire VA Medical Center	415	1201 Broad Rock Blvd	Richmond	VA	23249
Bon Secours Saint Mary's Hospital of Richmond	391	5801 Bremo Rd 1 Medical Park	Richmond	VA	23226
Bristol Regional Medical Center	348	Boulevard	Bristol	TN	37620
Bon Secours Maryview Medical Center	346	3636 High St	Portsmouth	VA	23707
Holston Valley Medical Center	345	130 West Ravine Rd	Kingsport	TN	37660
Virginia Hospital Center	342	1701 N George Mason Dr	Arlington	VA	22205
Inova Alexandria Hospital	318	4320 Seminary Rd	Alexandria	VA	22304
Chesapeake Regional Medical Center	310	736 Battlefield Blvd N	Chesapeake	VA	23320
Southside Regional Medical Center	300	200 Medical Park Blvd	Petersburg	VA	23805
Eastern State Hospital	300	4601 Ironbound Rd	Williamsburg	VA	23188
Salem Veterans Affairs Medical Center	298	1970 Roanoke Blvd	Salem	VA	24153
Danville Regional Medical Center	290	142 South Main St	Danville	VA	24541
Sentara Virginia Beach General Hospital	276	1060 First Colonial Rd	Virginia Beach	VA	23454
Naval Medical Center	274	620 John Paul Jones Circle	Portsmouth	VA	23708
Southwestern Virginia Mental Health Institute	266	340 Bagley Circle	Marion	VA	24354
Western State Hospital	260	1301 Richmond Ave	Staunton	VA	24402
Sentara Leigh Hospital	250	830 Kempsville Rd	Norfolk	VA	23502

Major Hospitals and Medical Centers in and around Virginia

Name	Number of Licensed Beds	Address	City	State	Zipcode
Rockingham Memorial Hospital	238	2010 Health Campus Dr	Harrisonburg	VA	22801
Inova Mount Vernon Hospital	237	2501 Parkers Lane	Alexandria	VA	22306
Augusta Medical Center	226	78 Medical Center Dr	Fishersville	VA	22939
Bon Secours Memorial Regional Medical Center	225	8260 Atlee Rd	Mechanicsville	VA	23116
Sentara Careplex Hospital	224	3000 Coliseum Dr	Hampton	VA	23666
Pikeville Medical Center	221	172 South Mayo Trail	Pikeville	KY	41501
Memorial Hospital of Martinsville and Henry County	220	320 Hospital Dr	Martinsville	VA	24115
Bon Secours - DePaul Medical Center	214	150 Kingsley Lane	Norfolk	VA	23505
Children's Hospital of The King's Daughters	206	601 Children's Lane	Norfolk	VA	23507
Lewis Gale Hospital - Alleghany	205	1 Arh Lane	Low Moor	VA	24457

WMATA Metrorail Stations in Virginia

Metrorail Station Name	Address	Lines Served
Van Dorn Street	5690 Eisenhower Avenue, Alexandria, VA	Blue
Franconia-Springfield	6880 Frontier Drive, Springfield, VA	Blue
Braddock Road	700 N. West St., Alexandria, VA	Blue, Yellow
King St - Old Town	1900 King Street, Alexandria, VA	Blue, Yellow
Eisenhower Ave	2400 Eisenhower Avenue, Alexandria, VA	Yellow
Huntington	2701 Huntington Avenue, Alexandria, VA	Yellow
Pentagon	2 South Rotary Road, Arlington, VA	Blue, Yellow
Crystal City	1750 South Clark St., Arlington, VA	Blue, Yellow
West Falls Church VT/UVA	7040 Haycock Road, Falls Church, VA	Orange
Dunn Loring Merrifield	2700 Gallows Road, Vienna, VA	Orange
Vienna Fairfax-GMU	2900 Nutley St., Fairfax, VA	Orange
Court House	2100 Wilson Blvd, Arlington, VA	Orange
Clarendon	3100 Wilson Blvd, Arlington, VA	Orange
East Falls Church	2001 N. Sycamore St., Arlington, VA	Orange
Virginia Square-GMU	3600 Fairfax Drive, Arlington, VA	Orange
Ballston-MU	4230 Fairfax Drive, Arlington, VA	Orange
Pentagon City	1250 South Hayes St., Arlington, VA	Blue, Yellow
Ronald Reagan Washington National Airport	2400 S. Smith Blvd., Arlington, VA	Blue, Yellow

Amtrak Stations in Virginia

Station	Address	Parking Spaces or Parking Availability
Alexandria	110 Callahan Drive, Alexandria, VA 22301	25
Ashland	112 North Railroad Avenue, Ashland, VA 23005	Yes
Burke	10399 Premier Court, Burke, VA 22015	1516
Charlottesville	810 West Main Street, Charlottesville, VA 22903	165
Clifton Forge	307 East Ridgeway Street, Clifton Forge, VA 24422	10
Culpeper	109 South Commerce Street, Culpeper, VA 22701	30
Danville	677 Craghead Street, Danville, VA 24541	25
Fredericksburg	200 Lafayette Boulevard, Fredericksburg, VA 22401	N/A
Lorton	8006 Lorton Road, Lorton, VA 22079	short-term only
Lynchburg	825 Kemper Street, Lynchburg, VA 24501	35
Manassas	9431 West Street, Manassas, VA 20110	10
Newport News	9304 Warwick Boulevard, Newport News, VA 23601	95
Norfolk	190 Park Avenue, South corner, Harbor Park lot D, Norfolk, VA 23510	130
Petersburg	3516 South Street, Ettrick Station, Petersburg, VA 23803	50
Quantico	550 Railroad Avenue, Quantico, VA 22134	60
Richmond	1500 East Main Street, Richmond, VA 23219	30
Richmond	7519 Staples Mill Road, Richmond, VA 23228	288
Staunton	1 Middlebrook Avenue, Staunton, VA 24401	100
Virginia Beach	19th St. and Pacific Ave., Virginia Beach, VA 23451	
Williamsburg	468 North Boundary Street, Williamsburg, VA 23185	8
Woodbridge	1040 Express Way, Woodbridge, VA 22194	short-term only

Virginia Railway Express Stations

Station	Address	Number of Parking Spaces
Broad Run Station	10637 Piper Lane, Manassas, VA 20110	744
Manassas Park Station	9300 Manassas Dr., Manassas Park, VA 20111	708
Manassas Station	9451 West St, Manassas, VA 20110	437
Quantico Station	550 Railroad Ave, Quantico VA 22134	301
Rippon Station	15511 Farm Creek Dr, Woodbridge, VA 22191	350
Woodbridge	1040 Express Way, Woodbridge, VA 22191	588
Brooke Rd Station	1721 Brooke Rd, Stafford, VA 22554	300
Leeland Rd Station	275 Leeland Rd, Fredericksburg, VA 22405	652
Burke Station	10399 Premier Court, Burke, Virginia 22015	1,516
Rolling Road Station	9016 Burke Rd., Burke, Virginia 22015	368
Backlick Station	6900 Hechinger Dr, Springfield VA 22151	220
Crystal City Station	1503 South Crystal Drive, Arlington, Virginia 22202	N/A
Alexandria Station	110 Callahan Drive, Alexandria, VA 22301	N/A
Franconia/ Springfield Station	6880 Frontier Drive, Springfield, VA 22150	N/A
Lorton Station	8990 Lorton Station Blvd., Lorton, Virginia 22079	567
Brooke Station	1721 Brooke Rd., Stafford, Virginia 22554	499
Fredericksburg Station	200 Lafayette Blvd., Fredericksburg, Virginia 22401	470

Park N' Ride Facilities in Virginia

Intersection	Location	Corridor served	Number of Parking Spaces	Bus Service
Burnette and Jonathan Way	Suffolk	Rt. 10/32 and Rte. 58/460	25	No
Smiths Neck Rd. and Carrolton Blvd.	Isle of Wight Co.	Rte. 17	50	No
Court St. and Crawford	Portsmouth	I-264	118	Route 45
Mall Entrance and Greenbrier Pkwy.	Chesapeake	I-64	50	Route 15 and MAX 967
Indian River Rd. and Reon Dr.	Virginia Beach	Virginia Beach	210	Route 12 and Max 967
Rt. 337 and Rt. 58/460 Bus. and 58/460 Bypass	Suffolk	Rt. 58/460 Bus. and Rt. 58/460 Bypass	65	Route 962
Rte. 60 and Old Courthouse Rd.	Newport News	I-64 and Rte. 60	265	Route 106
Pleasant Point Road and Chanco Drive	Surry County	Rte. 31	10	No
Silverleaf Dr. and S. Independence Blvd.	Virginia Beach	I-264/Rte. 410 and 225	260	Max 960
Rte. 258 and Rte. 10	Smithfield	Rte. 258 and Rte. 10	150	Route 64
School and Bank St.	Town of Surry	Rte. 10 and Rte. 31	60	No
Jefferson Avenue and Yorktown Road	Newport News	I-64 and Rte. 143	50	No
Plank Rd. & Gordon	Spotsylvania		646	
Houser Rd. off Courthouse Rd.	Spotsylvania		816	
Plank Rd and Old Salem Church Rd.	Spotsylvania		705	
Route 1 & 606	Thornburg		25	
VA 610 & west of I-95	Aquia		850	
US 17 west of I-95	Falmouth		1,035	
Routes 684 & 610	Garrisonville		721	
VA 630 & I-95	Stafford		539	
American Legion 6520 Amherst Avenue	Springfield		100	
AMF Centreville Lanes 13814 Lee Highway	Centreville		35	Yes
Apple Federal Credit Union 6831 Sir Viceroy Drive	Springfield		12	yes
Autumn Willow Park 13090 Autumn Willow Drive	Centreville		100	
Backlick North 6831 Backlick Road	Springfield		264	yes
Baron Cameron 11300 Baron Cameron Avenue	Reston		50	yes

Park N' Ride Facilities in Virginia

Intersection	Location	Corridor served	Number of Parking Spaces	Bus Service
Canterbury Woods			29	yes
5018 Wakefield Chapel Road	Annandale			
Centreville (Stone Road)			372	yes
14700 Lee Highway	Centreville			
Centreville United Methodist Church			144	yes
6400 Old Centreville Road	Centreville			
Fairfax County Government Center			170	yes
12000 Government Center Parkway	Fairfax			
Gambrill Road			223	yes
7321 Gambrill Road	Springfield			
Greenbriar			60	yes
4600 Stringfellow Road	Fairfax			
Herndon-Monroe			1,745	yes
12530 Sunrise Valley Drive	Herndon			
Lorton			170	yes
9300 Gunston Cove Road	Lorton			
Lorton Market			65	yes
9405 Lorton Market Street	Lorton			
Old Keene Mill			278	yes
7039 Old Keene Mill Road	Springfield			
Parkwood Baptist Church			30	yes
8726 Braddock Road	Annandale			
Poplar Tree Park			279	yes
4718 Stringfellow Road	Chantilly			
Reston North			338	yes
11300 Sunset Hills Road	Reston			
Reston South			412	yes
2531 Reston Parkway	Reston			
Rolling Valley			664	yes
9220 Old Keene Mill Road	Burke			
Saratoga			500	yes
Barta Road	Springfield			
South Run District			52	yes
7550 Reservation Drive	Springfield			
Springfield Mall			500	yes
6717 Frontier Drive	Springfield			
Springfield Plaza			254	yes
6400 Springfield Plaza	Springfield			
Springfield United Methodist Church			53	yes
6501 Spring Road	Springfield			
St. Paul Chung Catholic Church			100	yes
4712 Rippling Pond Drive	Fairfax			
Stringfellow Rd			385	yes
4920 Stringfellow Road	Centreville			
Sully Station			38	yes
4900 Stonecroft Boulevard	Chantilly			

Park N' Ride Facilities in Virginia

Intersection	Location	Corridor served	Number of Parking Spaces	Bus Service
Sunset Hills 12050 Sunset Hills Road	Reston		603	yes
Sydenstricker Rd 8500 Hooes Road	Springfield		170	yes
Wakefield Park 8100 Braddock Road	Annandale		50	yes
St. Andrew Presbyterian 711 West Main Street	Purcellville			
Harmony 39464 E Colonial Hwy	Hamilton		250	yes
Leesburg 19730 Sycolin Rd	Leesburg		691	yes
Crossroads United Methodist Church 43465 Crossroads Dr	Ashburn		90	
Broadlands Across from visitor center on waxpool rd	Broadlands		30	
Broadlands South 1 Broadlands Southern Walk Village Center	Broadlands		75	yes
Broadlands South 2 Old Ryan Rd, near Mooreview Pkwy	Broadlands		160	yes
Brambleton Creighton Rd east of Route 659	Brambleton		100	
Christian Fellowship Church 21673 Beaumeade Cir	Ashburn		123	yes
Dulles South Stone Ridge 42015 Village Center Plaza	Aldie		250	yes
Dulles North Transit Center Rt 634 & Rt 606 near Dulles Greenway	Sterling		750	yes
Potomac Station Potomac Station Dr east of intersection with Rivercreek Pkwy	Leesburg		50	
Ashburn North 45151 Russell Branch Pkwy	Ashburn		190	yes
Ashburn Village Grottoes Dr & Gloucester	Ashburn		40	
Ashburn Farm Summerwood Circle & Ashburn Farm Pkwy	Ashburn		20	
Broad Run Farms Galilee Methodist Church	Sterling		48	yes
Algonkian Our Lady of Hope Catholic Church	Potomac Falls		100	yes

Park N' Ride Facilities in Virginia

Intersection	Location	Corridor served	Number of Parking Spaces	Bus Service
Lowes Island Great Falls Plaza Algonkian Pkwy & Lowes Island Blvd Cascades	Sterling		65	yes
Palisades Pkwy & Whitfield Pl (Community Lutheran Church) Jones Point Park	Sterling		55	yes
98 Jones Point Dr. Ballston Public Parking Garage	Alexandria		176	yes
627 N Glebe Rd Four Mile Run	Arlington		500	yes
4800 Columbia Pike Washington-Lee	Arlington		28	yes
N Quincy St & 15th St Carmel Church	Arlington		387	yes
VA 657 off of US 1, near I-95 Exit 104 Double Toll Gate	Ruther Glen		43	
US-522 near VA-277 Waterloo	White Post		38	
US-50 East of intersection with US-340 at VA-665 Brandy Station	Waterloo		160	
US-29 & VA-663 Clevenger's Corner	Stevensburg		12	
VA-229 & US-211 Rixeyville	Amissville		22	
VA-229 & VA-640 Delaplane	Rixeyville		10	
Maidstone Rd & Grove Ln Markham	Delaplane		17	
VA-688 & I-66, Exit 18 Marshall	Markham		15	
Frost St & Salem Ave near Main St Midland	Marshall		34	
VA-28, VA-602, VA-610 Remington	Midland		110	
VA-651 & US 15 The Plains	Remington		25	
I-66 Exit 31 & VA-245 Vint Hill	The Plains		15	
Aiken Dr & Kennedy Rd Warrenton	Vint Hill		40	
US-29 & VA-605	Warrenton		212	yes
Route 301 south of Potomac River Bridge	King George County		50	

Park N' Ride Facilities in Virginia

Intersection	Location	Corridor served	Number of Parking Spaces	Bus Service
Ashdale Cr And Dale Blvd				
Dale Blvd & Ashdale Ave (a half mile west of I-95 Exit-156)	Prince William County		15	
Bethel United Methodist Church				
Minnieville Rd & Smoketown Rd	Woodbridge		49	
Brittany Neighborhood Park				
Dumfries Rd & Exeter Dr	Dumfries		85	yes
Cherrydale Road				
Dale Blvd & Cherrydale Rd	Prince William County		30	
Christ Church				
13909 Smoketown Rd	Woodbridge		300	
Cloverdale Subdivision				
Dale Blvd & Cloverdale Rd (approx 1.7 miles west of I-95 Exit-156)	Prince William County		46	
Coles Fire Station #6				
13712 Dumfries Rd	Manassas		28	
Dale City Commuter Lot				
Minnieville Rd & Dale Blvd	Prince William County		522	yes
DELETE? Manassas Junction Shopping Center				
	Manassas		72	
Centreville Rd & Liberia Ave				
DELETE? Marumsco Plaza				
US-1 between Longview Dr & Mt Pleasant Dr	Prince William County		400	yes
Dumfries Shopping Center				
S Fraley Blvd (US-1) & Graham Park Rd	Prince William County		55	
Featherstone Square				
US-1 and Featherstone Rd	Prince William County		16	yes
Gainesville				
Linton Hall Rd & Lee Hwy	Prince William County		200	
Good Shepherd United Methodist Church				
Dale Blvd & Birchdale Ave (approx. 1 mile west of I-95 Exit-156)	Prince William County		62	
Hechinger's				
Old Bridge Rd & Gordon Blvd	Prince William County		591	
Hillendale				
Hillendale Rd & Dale Blvd	Prince William County		219	yes
Horner Road				
Prince William Pkwy & I-95 (Exit-158)	Prince William County		2,363	yes
Kirkdale Drive				
Dale Blvd & Kirkdale Dr	Prince William County		41	
K-Mart Dale City				
Dale Blvd just west of I-95 Exit-156	Prince William County		85	

Park N' Ride Facilities in Virginia

Intersection	Location	Corridor served	Number of Parking Spaces	Bus Service
K-Mart Sudley Manor Square				
Sudley Rd & Sudley Manor Dr (southeast corner)	Prince William County		200	
Lake Ridge	Prince William County		638	yes
Minnieville Rd & Harbor Dr				
Limestone Road Commuter Lot				
Limestone Rd northeast of Linton Hall Rd beside Gainesville United Methodist Church	Prince William County		199	yes
Lindendale				
Dale Blvd & Lindendale Rd	Prince William County		215	yes
Manassas Mall				
Sudley Rd & Rixview Ln (Manassas Mall near Sears)	Prince William County		206	
Montclair Commuter Lot				
Dumfries Rd (VA-234) north of Stockbridge Dr	Prince William County		52	yes
North Forestdale Avenue				
Dale Blvd & N Forestdale Ave (Approx 2.5 miles west of I-95 Exit-156)	Prince William County		20	
Oakwood Drive				
Old Bridge Rd & Oakwood Dr	Prince William County		44	
Old Bridge Festival Shopping Center				
Old Bridge Rd & Smoketown Rd	Prince William County		130	
Oxbridge Center				
Annapolis Way & Marina Way	Prince William County		50	
Portsmouth Road Commuter Lot				
Portsmouth Rd & Williamson Blvd, West Gate	Prince William County		652	
Potomac Mills				
Potomac Mills Rd & Gideon Dr	Woodbridge		275	yes
Prince William Square				
Smoketown Rd & Gideon Drive	Woodbridge		71	yes
Prince William Stadium				
Prince William Pkwy & County Complex Ct	Woodbridge		190	
Princedale				
Princedale Dr (about 0.1 mile west of intersection with Dale Blvd) & Northton Ct	Prince William County		75	
Princeton Woods				
Jefferson Davis Hwy (US-1) & Dumfries Rd (VA-234)	Prince William County		867	yes
PRTC Transit Center				
14700 Potomac Mills Rd (I-95 Exit-156 Dale City)	Prince William County		129	yes

Park N' Ride Facilities in Virginia

Intersection	Location	Corridor served	Number of Parking Spaces	Bus Service
Route 123 Commuter Lot I-95 & VA-123, SC-1070S (I-95 Exit-160)	Prince William County		580	yes
Sudley Road Sudley Rd & Digges Rd Sudley Town Plaza	Prince William County		50	
Sudley Rd & Sudley Manor Dr (northeast corner)	Prince William County		200	
Tackett's Mill Old Bridge Rd & Harbor Dr	Prince William County		222	yes
Tackett's Mill Specialty Center Minnieville Rd & Old Bridge Rd in the shopping center	Prince William County		250	
Triangle Commuter Lot Jefferson Davis Hwy & Joplin Rd (VA-619 & US-1 off I-95 Exit-150)	Prince William County		31	
Woodbridge Church of the Brethren 13300 Millwood Dr (near intersection with Horner Rd)	Woodbridge		21	
Amissville US-211 & VA-642	Amissville		10	
Massies Corner US-211 & US-522	Washington		10	
Route 208 Commuter Lot VA-208 1/4 mile off of US-1	Spotsylvania County		816	yes
Route 3 Commuter Lot VA-3 West of I-95	Spotsylvania County		664	yes
Route 3 West VA-3 & VA-627	Spotsylvania County		646	
Aquia Harbor 1 Washington Dr & Aquia Dr east of I-95 Exit-140	Stafford County		25	
Aquia Harbor 2 Aquia Dr & Delaware Dr	Stafford County		50	
Aquia Harbor 3 Aquia Dr & Schooner Dr	Stafford County		30	
Courthouse Rd VA-630 West of I-95 Exit-140	Stafford County		539	yes
Garrisonville West side of VA-684 north of intersection with VA-610	Stafford County		926	
Mine Road Mine Rd South of Garrisonville Rd	Stafford County		626	
Route 17 - Falmouth US-17 West of I-95 Exit-133	Stafford County		1,035	yes

Park N' Ride Facilities in Virginia

Intersection	Location	Corridor served	Number of Parking Spaces	Bus Service
Apple Mountain Subdivision				
I-66 Exit-13 Linden, north On VA-79 (Apple Mountain Rd)	Warren County		10	
Front Royal I-66 & US-340/US-522	Warren County		262	
Linden I-66 & VA-647	Warren County		130	
Linden Chevron Station I-66 Exit-13 Linden/E then south To VA- 55 & VA-79	Warren County		25	
Montross VA-3, 1 mile east of Montross	Westmoreland County		56	
Oak Grove VA-3, 1/4 mi west of Oak Grove	Westmoreland County		100	

Airports in Virginia

Name	Address	City	Zipcode
Charlottesville - Albemarle	100 Bowen Loop	Charlottesville	22911
Washington National	2401 Smith Blvd	Arlington	22202
Washington Dulles International	1 Saarinen Circle	Dulles	20166
Lynchburg Regional	350 Terminal Drive	Lynchburg	24502
Norfolk Intl	2200 Norview Ave	Norfolk	23518
Newport News - Williamsburg International	900 Bland Blvd	Newport News	23602
Richmond International	1 Richard E. Byrd Terminal Dr	Richmond	23250
Roanoke Regional	5202 Aviation Drive NW	Roanoke	24012
Shenandoah Valley Regional	77 Aviation Circle	Weyers Cave	24486

Correctional Facilities in Virginia

Facility Name	Address	City	Zipcode
Petersburg Federal Correctional Institution	1060 River Rd	Petersburg	23860
Augusta Correctional Center	1821 Estaline Valley Rd	Craigsville	24430
United States Penitentiary, Lee	Hickory Flats Rd	Pennington Gap	24277
Baskerville Correctional Center	4150 Hayes Mill Rd	Baskerville	23915
Bland Correctional Center	256 Bland Farm Rd	Bland	24315
Buckingham Correctional Center	1349 Correctional Center Rd	Dillwyn	23936
Brunswick Work Center	1147 Planters Rd	Lawrenceville	23868
Caroline Correctional Unit #2	31285 Camp Rd	Hanover	23069
Central Virginia Correctional Unit #13	6900 Courthouse Rd	Chesterfield	23832
Coffeewood Correctional Center	12352 Coffeewood Dr	Mitchells	22729
Cold Springs Correctional Unit	221 Spitler Circle	Greenville	24440
Deerfield Correctional Center	21360 Deerfield Dr	Capron	23829
Deep Meadow Correction Center	3500 Woods Way	State Farm	23160
Dillwyn Correctional Center	1522 Prison Rd	Dillwyn	23936
Fluvanna Correctional Center for Women	144 Prison Lane	Troy	22974
Green Rock Correctional Center	475 Green Rock Lane	Chatham	24531
Greensville Work Center	901 Corrections Way	Jarratt	23870
Halifax Correctional Unit #23	1200 Farm Rd	Halifax	24558
Haynesville Correctional Center	421 Barnfield Rd	Haynesville	22472
Haynesville Correction Unit #17	Camp Seventeen Rd	Haynesville	22472
Indian Creek Correctional Center	801 Sanderson Rd	Chesapeake	23328
James River Work Center	1954 State Farm Rd	State Farm	23160
Keen Mountain Correctional Center	State Route 629	Oakwood	24631
Lawrenceville Correctional Center	1607 Planters Rd	Lawrenceville	23868
Lunenburg Correctional Center	690 Falls Rd	Victoria	23974
Marion Correctional Center	110 Wright St	Marion	24354
Nottoway Correctional Center	2892 Schutt Rd	Burkeville	23922
Patrick Henry Correctional Unit #28	18155 A. L. Philpott Hwy	Ridgeway	24148
Pocahontas State Correctional Center	317 Old Mountain Rd	Pocahontas	24635
Powhatan Correctional Center	3600 Woods Way	State Farm	23160
Red Onion State Prison	10800 H. Jack Rose Hwy	Pound	24279
Rustburg Correctional Unit #9	479 Camp Nine Rd	Rustburg	24588
St. Brides Correctional Center	701 Sanderson Rd	Chesapeake	23328
Sussex I State Prison	24414 Musselwhite Dr	Waverly	23891
Sussex II State Prison	24427 Musselwhite Dr	Waverly	23891
Virginia Correctional Center for Women	2841 River Rd	Goochland	23063
Wallens Ridge State Prison	272 Dogwood Dr	Big Stone Gap	24219
Wise Correctional Unit	Highway 72 South, P.O. Box 1198	Coeburn	24230

Military Installations in Virginia

Name	City
Henderson Hall Corps Headquarters	Arlington
The Pentagon	Arlington
Fort Pickett	Blackstone
Fort A P Hill Military Reservation	Bowling Green
Fentress Naval Auxilitary Landing Field	Chesapeake
US Naval Surface Weapons Center	Dahlgren
Fort Belvoir US Army Reservation	Fort Belvoir
Fort Lee Military Reservation	Fort Lee
Fort Myer	Fort Myer
Fort Monroe	Hampton
Hopewell Armory	Hopewell
Langley Air Force Base	Langley
Central Intelligence Agency	McClean
Fort Eustis Military Res	Newport News
Little Creek Naval Amphibious Base	Norfolk
Naval Station Norfolk	Norfolk
Norfolk Naval Shipyard	Norfolk
US Naval Saint Helena Annex	Norfolk
National Guard Armory	Petersburg
U S Coast Guard Station	Portsmouth
Quantico Marine Corps Base	Quantico
US Defense General Supply Center	Richmond
US Naval Transmitter Station	Suffolk
Camp Pendleton State Military Reservation	Virginia Beach
Dam Neck Combat Training Center	Virginia Beach
Fort Story	Virginia Beach
Oceana Naval Air Station	Virginia Beach
Vint Hill Farms Station	Warrenton
Warrenton Training Center	Warrenton
Camp Peary Naval Reservation	Williamsburg
Yorktown Naval Weapons Station	Yorktown