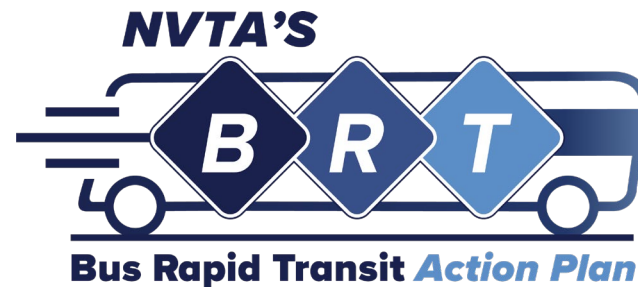




**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**



# Planning and Programming Committee

July 2, 2025

# BRT Action Plan\*

A. Context and Status Update

B. Major Findings

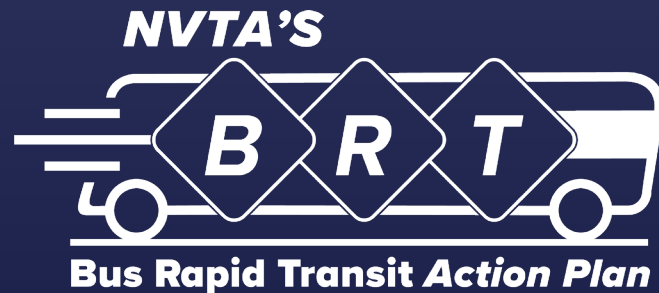
C. Amendments made to the draft Action Plan

D. Recommendations

\* Previously referred to as Preliminary Deployment Plan (PDP)



# A. Context and Status Update



# What is the BRT Action Plan?

“...a **strong blueprint** for jurisdictions and agencies **to develop BRT lines incrementally** in addition to supplying the information necessary to demonstrate how they can **successfully function as an integrated system** once fully implemented.”

*Draft BRT Action Plan, April 2025*



**NVTA'S**  
  
**Bus Rapid Transit Action Plan**



# Think Big, Start Small, Build Momentum

- BRT Action Plan evaluated 28 potential BRT lines and created a visionary blueprint that will, over the next decade or two:
  - Enable the region to incrementally implement an integrated BRT system
  - Provide a meaningful alternative to driving
- TransAction project list includes numerous potential HCT/BRT corridors, indicating the likelihood of future funding requests.
- NVTA has already invested \$850+ million in five BRT lines:
  - Metroway extensions (Arlington/Alexandria)
  - Richmond Highway 'The One' (Fairfax County)
  - West End Transitway (Alexandria)
  - Duke Street Transitway (Alexandria)
  - Route 7 (Fairfax/Falls Church/Arlington/Alexandria, coordinated by NVTC)



# A Highly Collaborative Effort...



# A Highly Collaborative Effort...

- BRT Action Plan kicked off in fall 2023, and the 28 potential BRT lines were developed with extraordinary levels of collaboration, leveraging:
  - TransAction (adopted December 2022)
  - NVTC's Regional Bus Analysis
  - WMATA's Better Bus Redesign
  - NVTA's multi-jurisdictional/agency BRT Planning Working Group (6 meetings)
  - Two rounds of focus groups and community engagement (spring 2024/2025)
  - Guidance from NVTA and NVTA's Statutory Committees
- The DMVMoves and SJ28 initiatives kicked off in summer 2024, with a focus on sustainable transit funding. NVTA is participating in both.
- The bus priority components of DMVMoves are highly complementary with the BRT Action Plan.



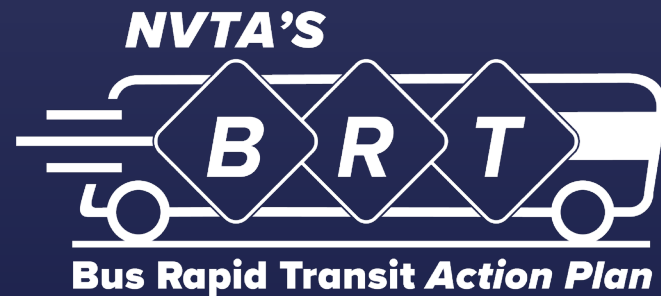


# Key Dates in Approval Process

- May 21: TAC reviews preliminary survey results
- May 28: PCAC reviews preliminary survey results
- June 5: BRT Planning Working Group
- June 12: NVTA reviews survey key findings
- June 18: TAC endorses Action Plan
- June 25: PCAC endorses Action Plan
- July 2: PPC endorses Action Plan
- **July 10: NVTA approves Action Plan**



# B. Major Findings



# Survey Findings (2025)

In total, 587 completed surveys. The survey received 1,518 comments across 7 open-ended questions.

Reaction to the proposed network was **positive** among both riders and non-riders.

- 72% of respondents indicated that they would be very/extremely likely to use the BRT system if it were available
  - Higher for current transit riders (82%) than non-riders (66%)
- 31% left a positive/supportive comment
- Only 5% left a general negative or unsupportive comment
- The remaining comments provided feedback and suggestions

How well would you say this proposed BRT system meets your needs?

**63%**

The BRT system goes to **most/all of the places** I would want or need to go.

**85%**

The BRT system operates at **most/all of the times** of day when I would want or need it to.

**82%**

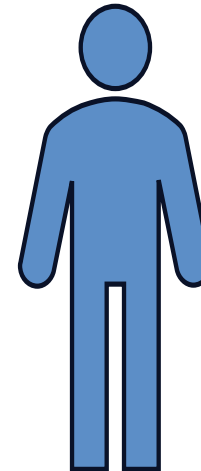
The BRT vehicles will come as **frequently/nearly as frequently** as I would want or need them to.

“Northern Virginia has needed a large-scale transit expansion for decades now, so this 28-line system is long overdue...This system honestly can't come soon enough, traffic is terrible in NOVA and we need better buses now. Thank You for this proposed system!”

*-Non-Rider*

“This is a much needed service.”

*-Non-Rider*



“There may be places I would go that aren't in the BRT plan, but this system covers uncountably more destinations than simple Metrorail or bus routes. Plus, with higher reliability and dedicated bus lanes it will be faster and more reliable.”

*-Non-Rider*

# Evaluation Results (2045)

The Regional BRT System is forecast to serve approximately

**47M riders**

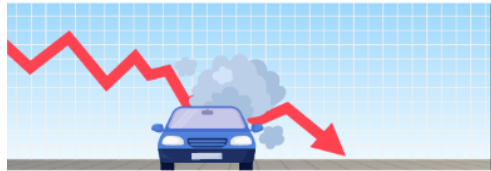
each year by 2045

## Key Benefits of the Regional BRT System:



### Increase in New Transit Trips

Shift almost **27,000 trips** from driving to transit every day – more than **35%** of those new transit trips will be made from an Equity Emphasis Area



### Congestion & Emissions Reduction

The shift from driving to transit results in **12,000 person-hours of delay** removed daily and **23 tons** of CO<sub>2</sub> emissions avoided daily



### Increase in Transit Accessibility to Jobs

On average, Northern Virginians will be able to access more than **17,000 additional jobs** within 60 minutes by transit – and residents of Equity Emphasis Areas will see even bigger improvements



### Crash Avoidance Savings

Northern Virginia could save almost **\$10M\* annually** in damages/injuries from crashes avoided

\*savings in 2024 dollars



### Fare Revenues

Fare Revenues are expected to cover **15%** of the BRT systems operating costs – although this varies from 1% to 42% by route

# Major findings

- Generally positive support from community members, including drivers, **provided BRT is fast, frequent, and reliable.**
- Technical analysis shows the 28 BRT lines individually and collectively will lead to modal shift and reduce congestion.
- Many of the BRT lines would likely be in the ‘competitive range’ for NVTA funding if submitted for evaluation under NVTA’s Six Year Program process.
- Overwhelming staff support for a regional BRT system, but...
- More detailed development and public-facing outreach is needed.



# If implemented, how will the Action Plan enhance regional transportation?

- Ensures NVTA's BRT-related investments will continue to reduce congestion and provide a meaningful alternative to driving, while ensuring 'the whole is greater than the sum of the parts.'
- Maximizes customer experience for as many Northern Virginians as possible:
  - BRT system design that provides single-seat trip-making opportunities wherever feasible and high-quality, easy-to-use transfer facilities where this is not possible.
  - Holistic approach embracing multimodal first mile/last mile station access, off-bus fare payment, seamless transfers, mobility hubs, safety, and technology-enabled travel information and operations management.
  - Bus priority measures to ensure fast, frequent, and reliable services wherever feasible and necessary.
- Supports an integrated and interoperable regional BRT system, and enhances transit in general, regardless of who operates the services.
- Also supports expansion of transit capacity, storage and maintenance facilities, and zero-emission vehicles, and...



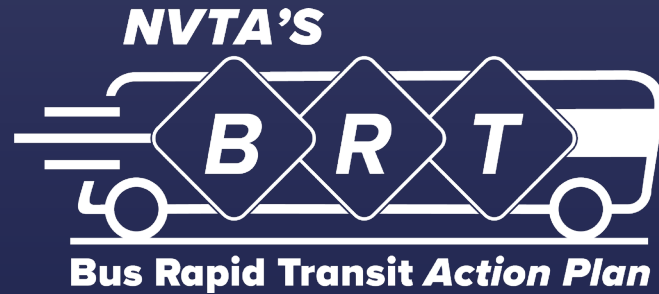


...Enhances the potential for the region to successfully compete for state and federal funding





# C. Amendments made to the draft Action Plan





# Summary of Amendments

## Major revisions/additions

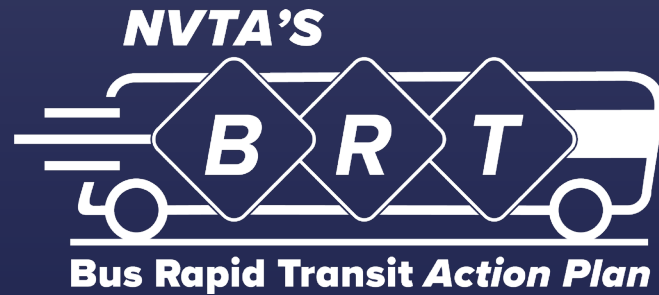
- Added summary of spring 2025 survey findings (Section 5.2)
- Added recommendations (Section 8.2)

## Minor revisions/additions

- Clarified that routes tried to align with existing planning at the time the study started, but that additional corridor level planning will be necessary to finalize each route (Section 4.2)
- Added note to map on page 12 clarifying that BRT route numbers do not indicate ranking or priority of BRT routes (Section 4.2)
- Clarified that Action Plan did not address changes to underlying local bus service (Section 7.3)
- Revised verbiage to reflect progress of current Six Year Program update (Section 8.1)
- Consistency and formatting edits (throughout)
- Updated maps and selected route profiles



# D. Recommendations



# Overarching Recommendation...

Continue to build momentum by refining the regional BRT Action Plan:

1. NVTA: More detailed deployment planning.
2. Jurisdictions and agencies: Follow up actions to consider.



# 1) More detailed deployment planning

- Funding:
  - Learn from DMVMoves and SJ28.
  - Explore/support non-NVTA funding opportunities, especially state and federal sources.
  - Develop framework for regional tool(s) that will meet FTA ridership forecasting requirements (e.g., STOPS)
- Additional evaluation:
  - Suggested routing alternatives, terminal points, and additional routes.
  - BRT-supportive technology applications.
  - Multi-jurisdictional operations and governance considerations.
- Knowledge transfer:
  - NoVA BRT development/deployment/operational experiences.
  - Peer Exchange group (beyond NoVA).
- Development of guidelines/best practices:
  - Bus priority, stations, mobility hubs, use of technology, electrification, etc.
  - Branding.
- Ongoing outreach/education, consensus building, including business community.



## 2) Follow up actions for jurisdictions and agencies to consider

- Planning and Coordination
  - Incorporate BRT-related facilities, including BRT lines, stations, mobility hubs, and bus priority measures, into future updates of Comprehensive Plans, Transit Plans, and other local plans.
  - Confirm that the next TransAction update correctly lists the 28 potential BRT lines, many of which cross jurisdictional boundaries.
  - When submitting future BRT-related funding requests to NVTA, demonstrate consistency with the BRT Action Plan, including implementation and operation.
- Project Development
  - Lead detailed development of BRT lines and BRT-related facilities, in conjunction with neighboring jurisdictions.
  - Evaluate whether existing bus services should be restructured.
- Continue to engage with NVTA through the BRT Planning Working Group

