

BRT Action Plan for Northern Virginia

TPB Technical Committee
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2002: SB 576 - NVTa was created

2013: HB 2313 - Dedicated revenues provided

Membership

- BOS Chairs of 4 counties
- Mayors of 5 cities
- 1 Mayor representing 5 largest towns
- 2 Gubernatorial appointees
- 2 members of the VA House of Delegates
- 1 VA Senator
- VA Department of Transportation
- VA Department of Rail & Public Transportation

Primary Responsibilities



Long-Range Plan

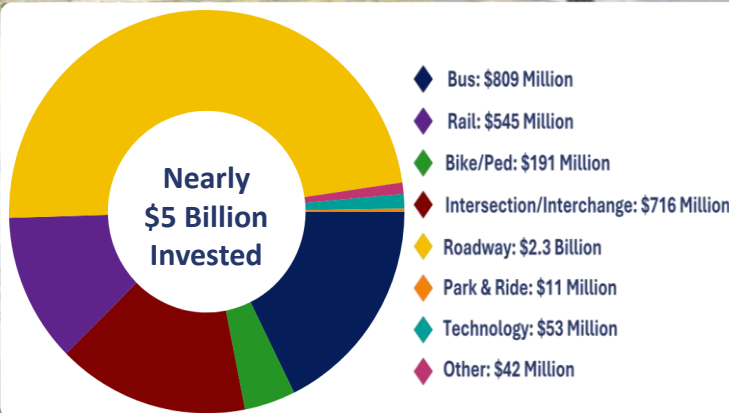
- Updated Every Five Years
- Fiscally and Geographically Unconstrained
- Identify Current and Future Transportation Needs & Priorities
- Analyze Regional Impacts
- Develop Plan and Project List
- Most Recent Update December 2022
- About to start the next update



Funding Program

- Allocates NVTA's Regional Revenues to Regional, Multimodal, Congestion Reducing Transportation Projects
- Updated Every Two Years
- Most Recent SYP Adopted in July 2024
- Currently working on the next SYP (FY2026-2031)

Nearly \$5 Billion Invested in Multimodal Transportation Solutions



What is BRT Action Plan

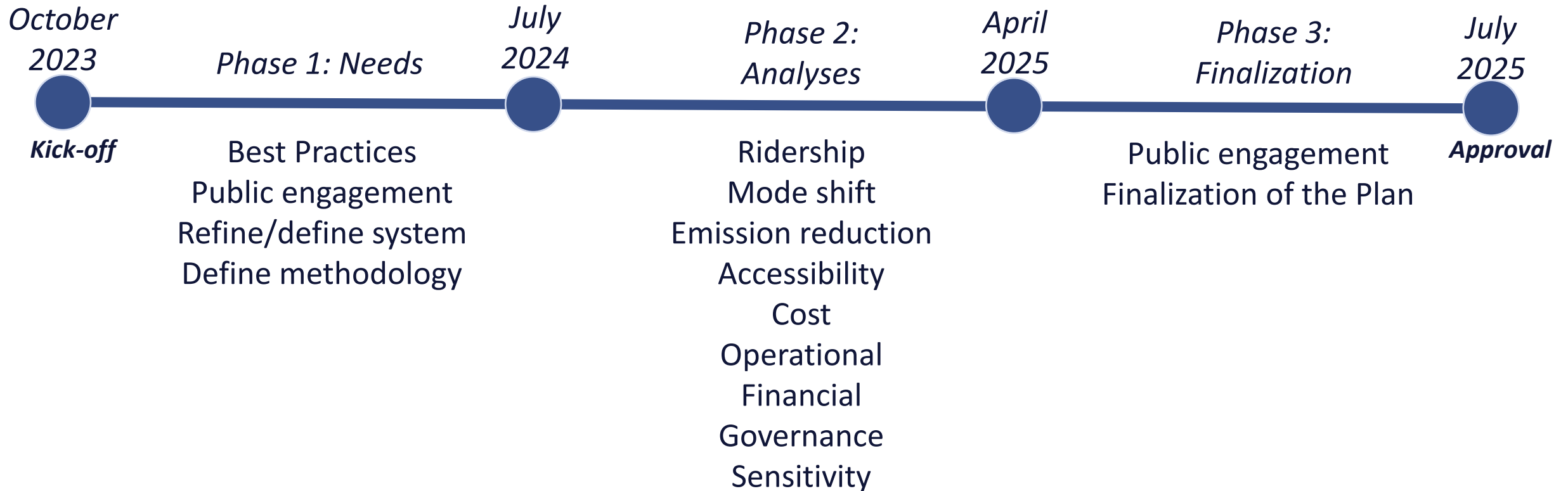
“...a **strong blueprint** for jurisdictions and agencies to **develop BRT lines incrementally** in addition to supplying the information necessary to demonstrate how they can successfully **function as an integrated system** once fully implemented.”

BRT Action Plan, July 2025

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 **\$880+ million** in five BRT lines:
 - Metroway extension and enhancements (Arlington/Alexandria)
 - Richmond Highway 'The One' (Fairfax County)
 - West End Transitway (Alexandria)
 - Duke Street Transitway (Alexandria)
 - Route 7 (Fairfax/Falls Church/Arlington/Alexandria)

The Process



NVTA's BRT Planning Working Group guided the process

A Highly Collaborative Effort



Major Benefits



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 CO₂ emissions avoided daily



Increase in Transit Accessibility to Jobs

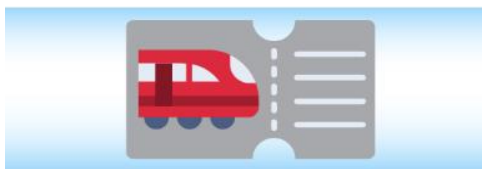
On average, Northern Virginians will be able to access more than **17,000 additional jobs** within 60 minutes by transit – and residents of Equity Emphasis Areas will see even bigger improvements



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

- Many of the BRT lines likely in the ‘competitive range’ for NVRTA funding
- Positive support from community
- More detailed development and public-facing outreach is needed

The Regional BRT System is forecast to serve approximately

47M riders

each year by 2045

Public Feedback

2025 Online Survey received 587 completed feedbacks. 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 was 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%

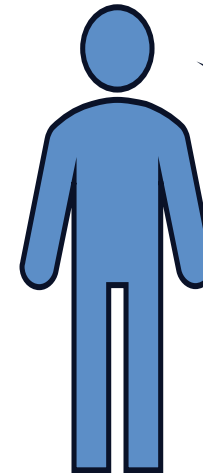
The BRT vehicles will come as **frequently/nearly as frequently** as I would want or need them to.

“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



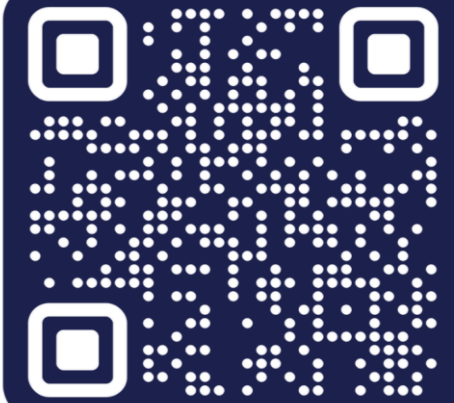
“There may be places I would go that aren't in the BRT plan, but this system covers uncountably more destinations than simple Metrorail or bus routes. Plus, with higher reliability and dedicated bus lanes it will be faster and more reliable.”

-Non-Rider

Next Steps

- More detailed deployment planning
 - Additional evaluation
 - Funding
 - Knowledge transfer
 - Development of guidelines/best practices
 - Ongoing outreach/education, consensus building, including business community.
- Follow up actions for jurisdictions and agencies
 - Planning (Comp Plans, Transit Strategic Plans) and coordination
 - Project development
 - Continue to engage with NVTA

Connect



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