NVTA'S BRT Bus Rapid Transit Action Plan

Route Profile Overview

Introduction

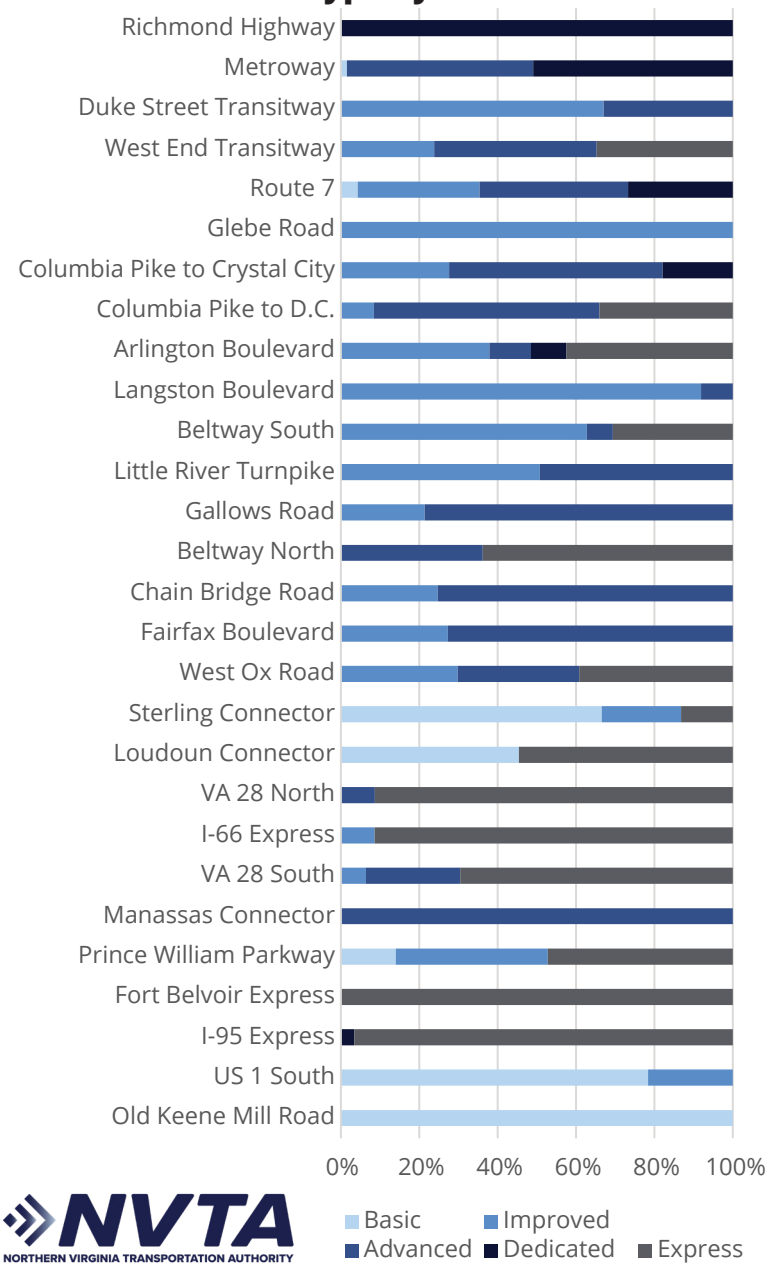
NVTA evaluated potential Bus Rapid Transit (BRT) routes to complement and extend existing transit options (Metro, VRE, local commuter bus systems) and improve connections to the places where people live, work and shop. 28 routes were identified, building on NVTA's investments in five BRT segments, totaling more than $880 million. While the routes keep a focus in Northern Virginia, several routes branch into highly frequented areas in Maryland and Washington D.C.

Each Route Profile presents the individual route location, service and frequency information, overall performance in relation to the other routes in the system, and key performance metrics.

BRT Types

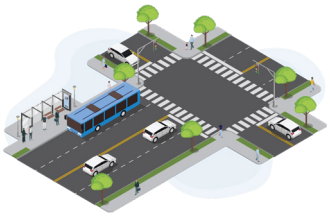
Five potential BRT types have been identified: Basic BRT, Improved BRT, Advanced BRT, Dedicated BRT, and Express BRT. The passenger amenities and bus priority treatments expand from Basic BRT (least amenities) to Dedicated BRT (most amenities), but with all routes having all-day, frequent service. The following graphics show (on the left) the extent of BRT type for each of the potential routes and (on the right) a summary of key features for each BRT type.

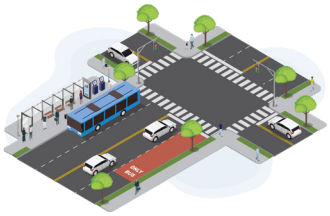
BRT Type by Route



Basic BRT

Shares the road with regular traffic, with some intersection priority and enhanced passenger amenities at popular locations.



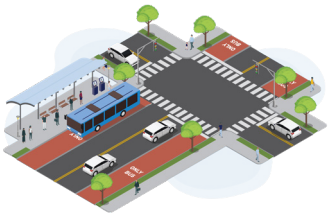


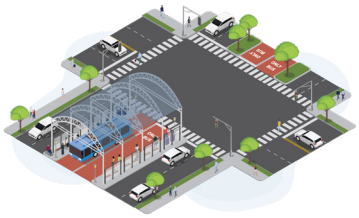
Improved BRT

Provides faster service with level boarding, off-board fare payment, priority at most intersections, and some dedicated lanes, along with significant passenger amenities.

Advanced BRT

Operates in dedicated lanes that are not fully separated from traffic, with high-quality stops and stations, advanced technology, and passenger amenities.



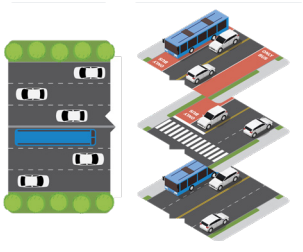


Dedicated BRT

Runs in fully dedicated, bus-only lanes separated from traffic, ensuring the highest level of service reliability, with premium stops, stations, and passenger amenities.

Express BRT

Provides point-to-point express service that often uses limited access roadways.

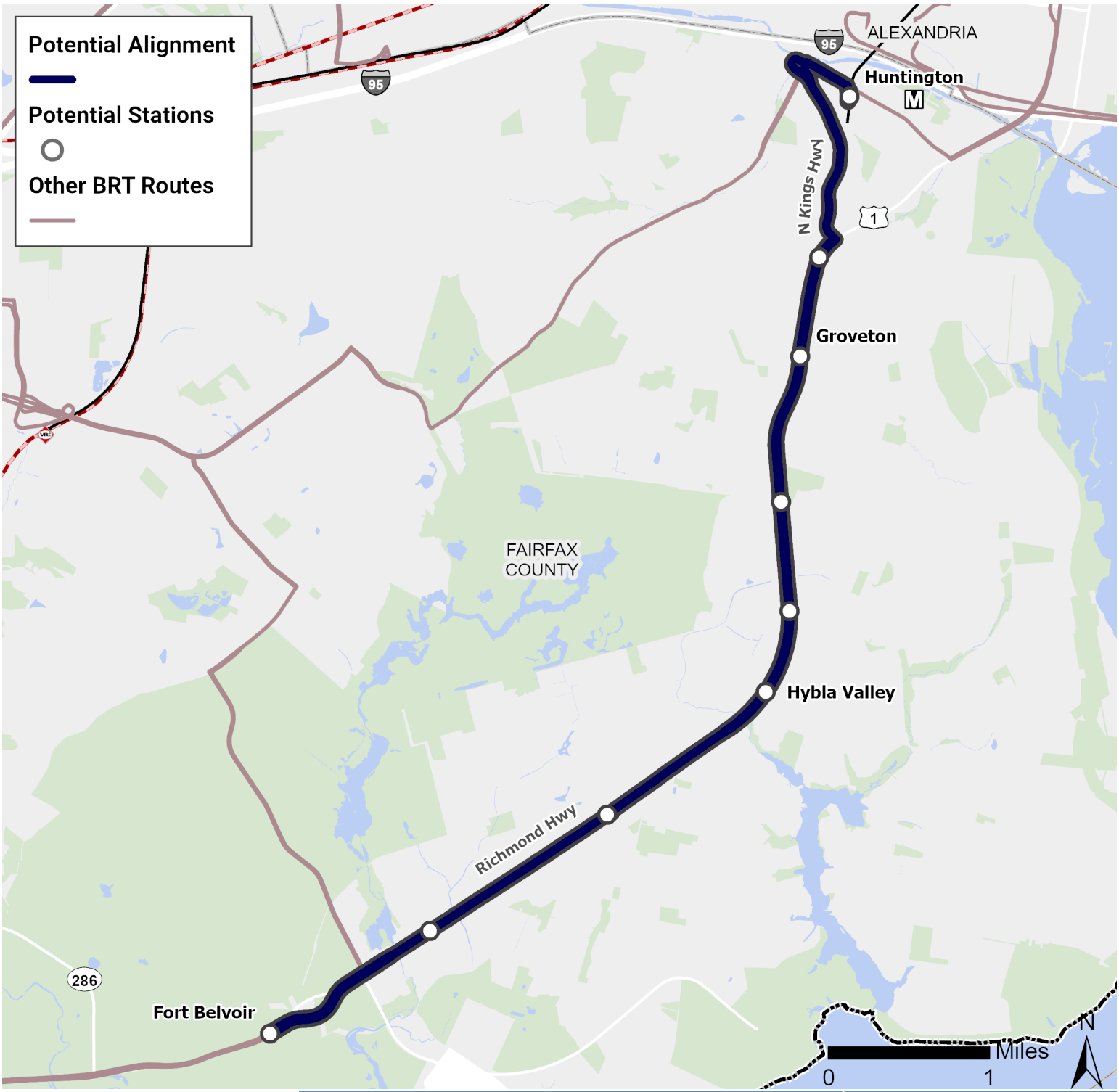


NVTA NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 1

Richmond Highway



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	6 minutes	Frequency - Off-Peak	12 minutes	Frequency - All Day	12 minutes

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 1

Richmond Highway

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

12,900 - 13,500

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

34%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,700

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

2,100

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

48,400 & 23,000

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

35%

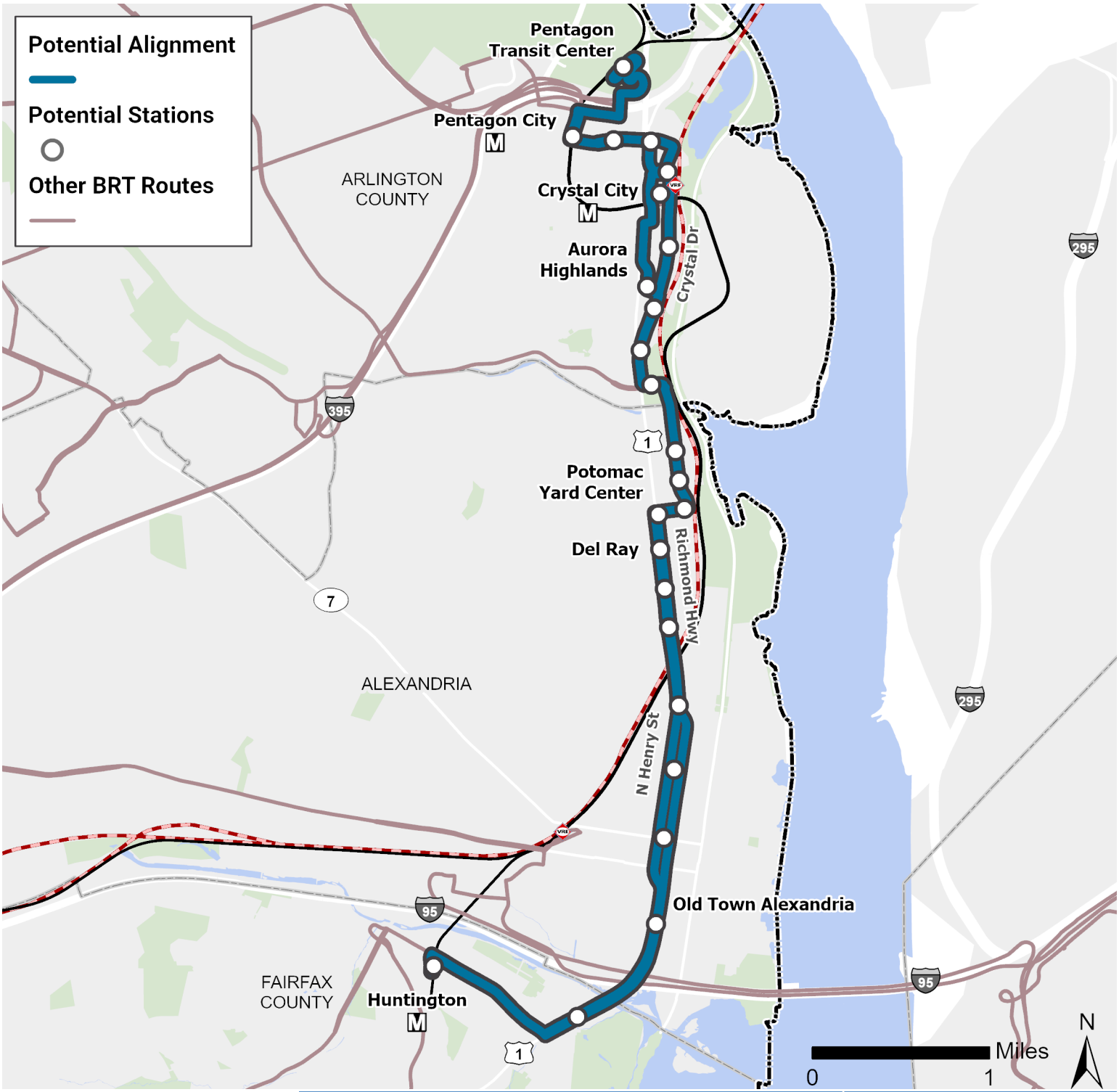
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 2

Metroway



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	6 minutes	Frequency - Off-Peak	12 minutes	Frequency - All Day	12 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 2

Metroway

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

11,700 - 12,200

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

28%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

2,000

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

2,200

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

36,800 & 33,000

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

29%

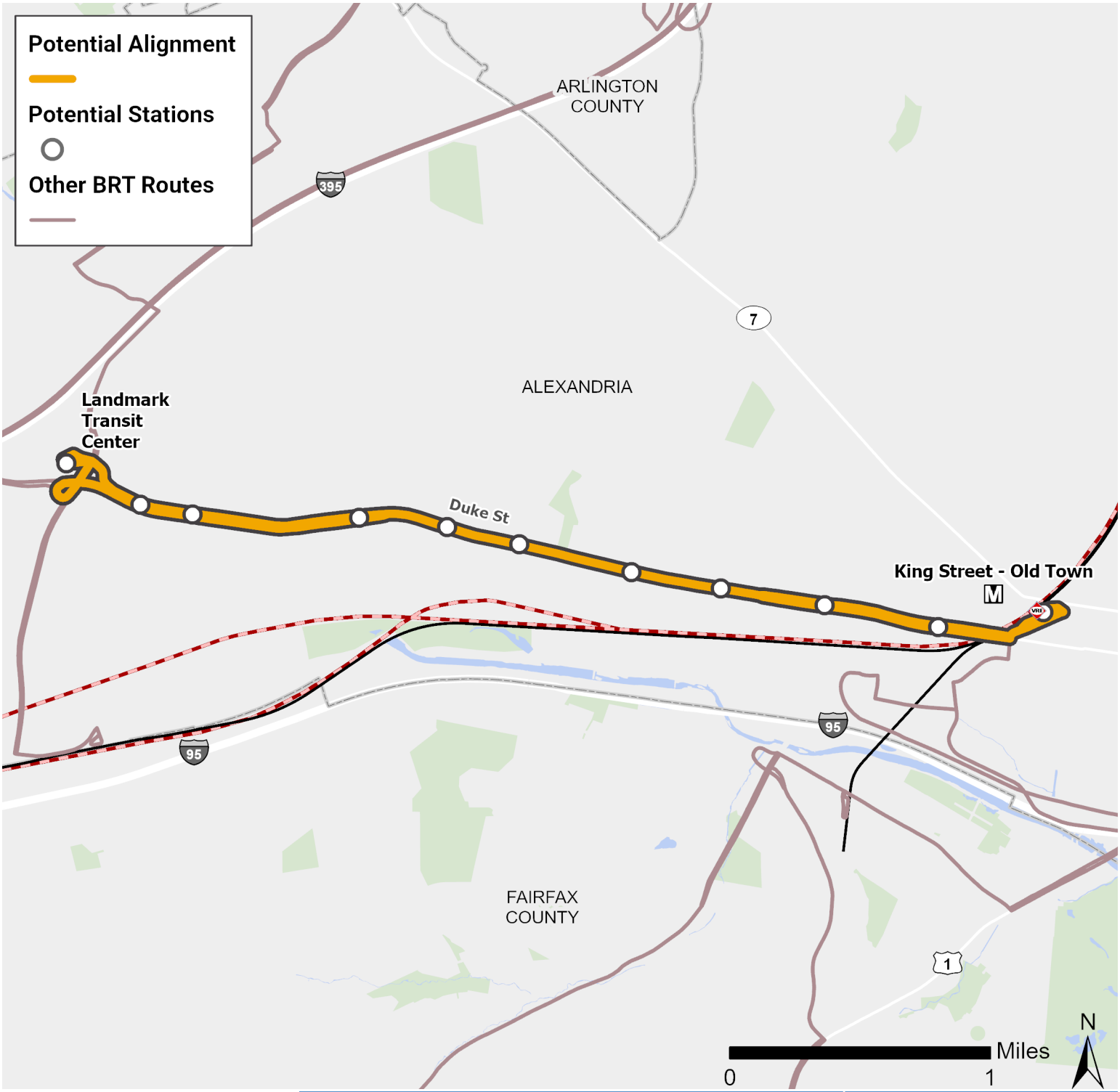
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 3

Duke Street Transitway



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	10 minutes	Frequency - Off-Peak	15 minutes	Frequency - All Day	15 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 3

Duke Street Transitway

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

5,500 - 5,800

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

34%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,300

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

2,300

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

74,600 & 43,100

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

33%

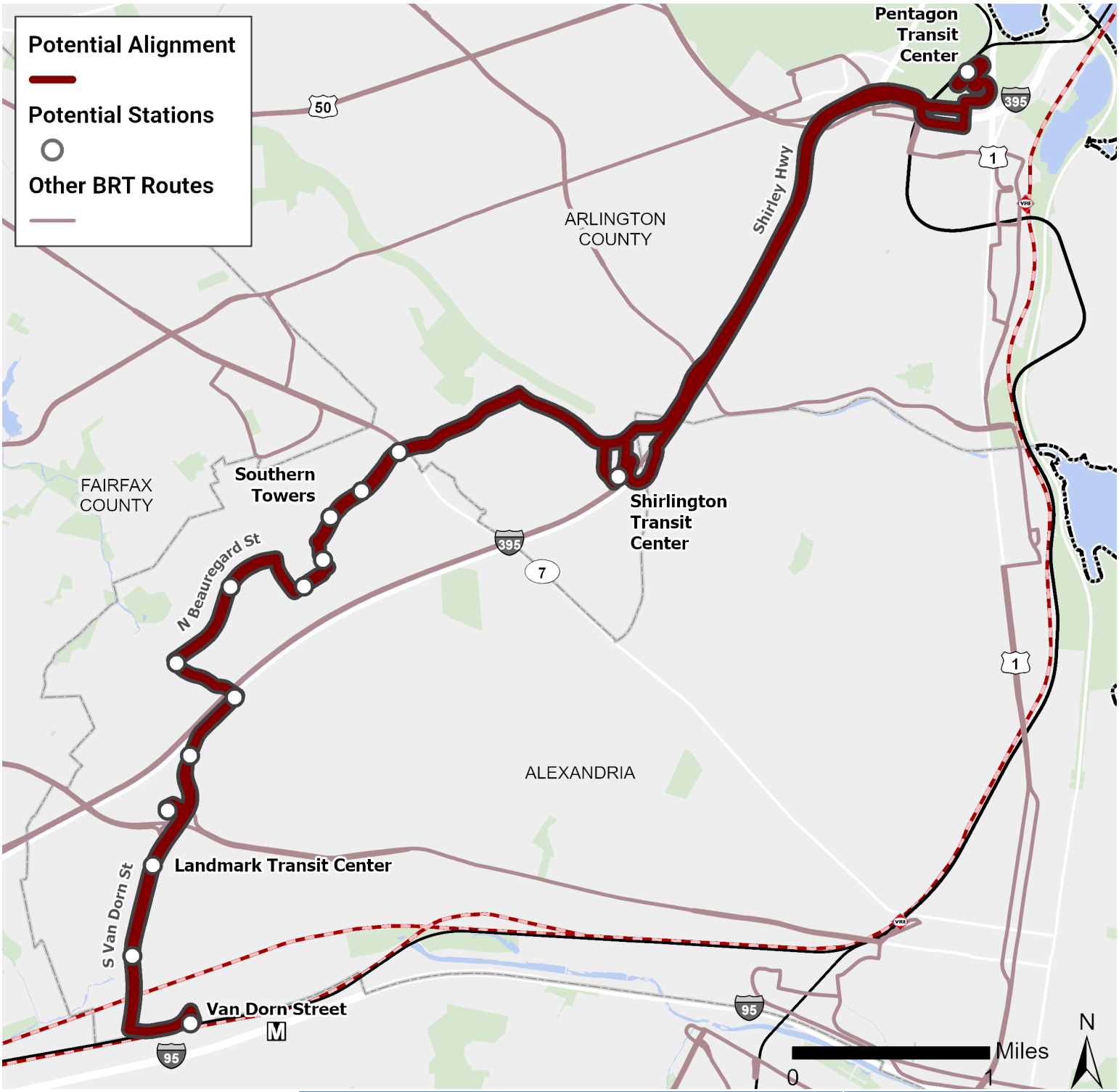
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit *Action Plan*

Potential Route 4

West End Transitway



**Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM*

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	10 minutes	Frequency - Off-Peak	15 minutes	Frequency - All Day	15 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 4

West End Transitway

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

3,300 - 4,200

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

13%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,300

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

100

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

87,600 & 33,100

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

35%

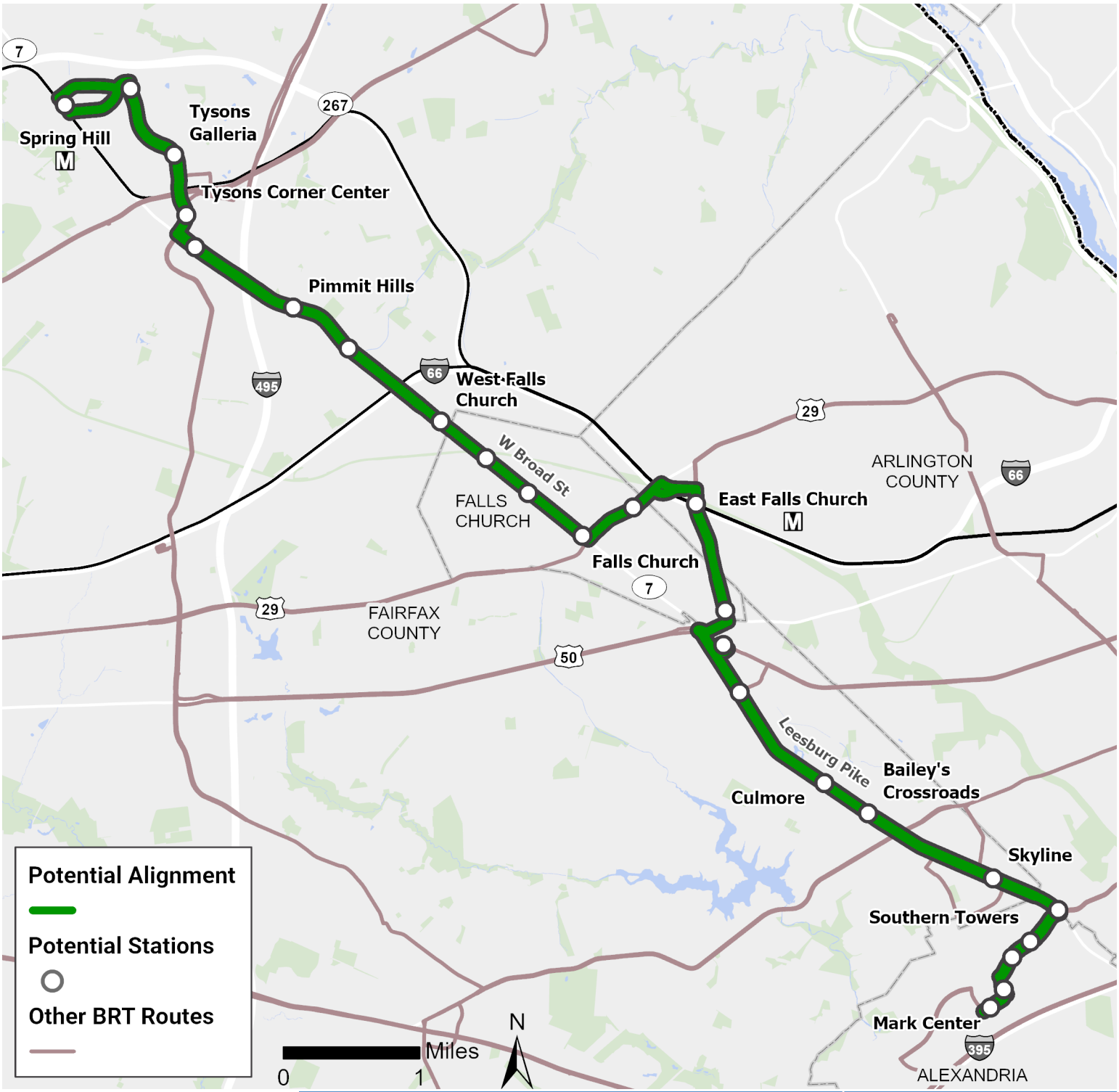
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 5

Route 7



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NVTA NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	8 minutes	Frequency - Off-Peak	12 minutes	Frequency - All Day	12 minutes

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 5

Route 7

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

16,000 - 18,000

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

33%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

4,200

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

3,400

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

164,200 & 168,300

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

32%

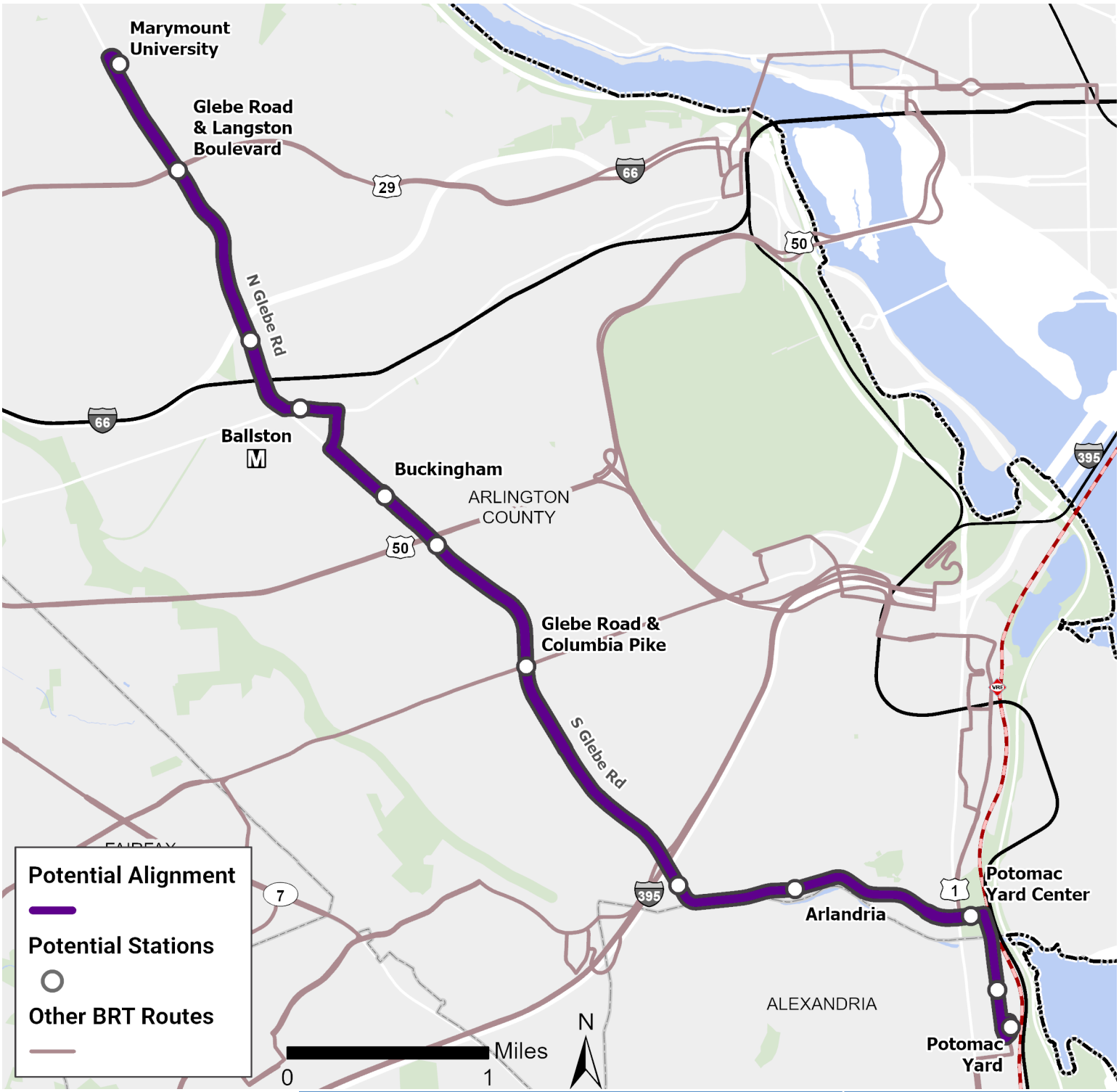
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 6

Glebe Road



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Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	20 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 6

Glebe Road

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

5,700 - 6,300

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

29%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,700

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

300

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

102,800 & 81,300

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

29%

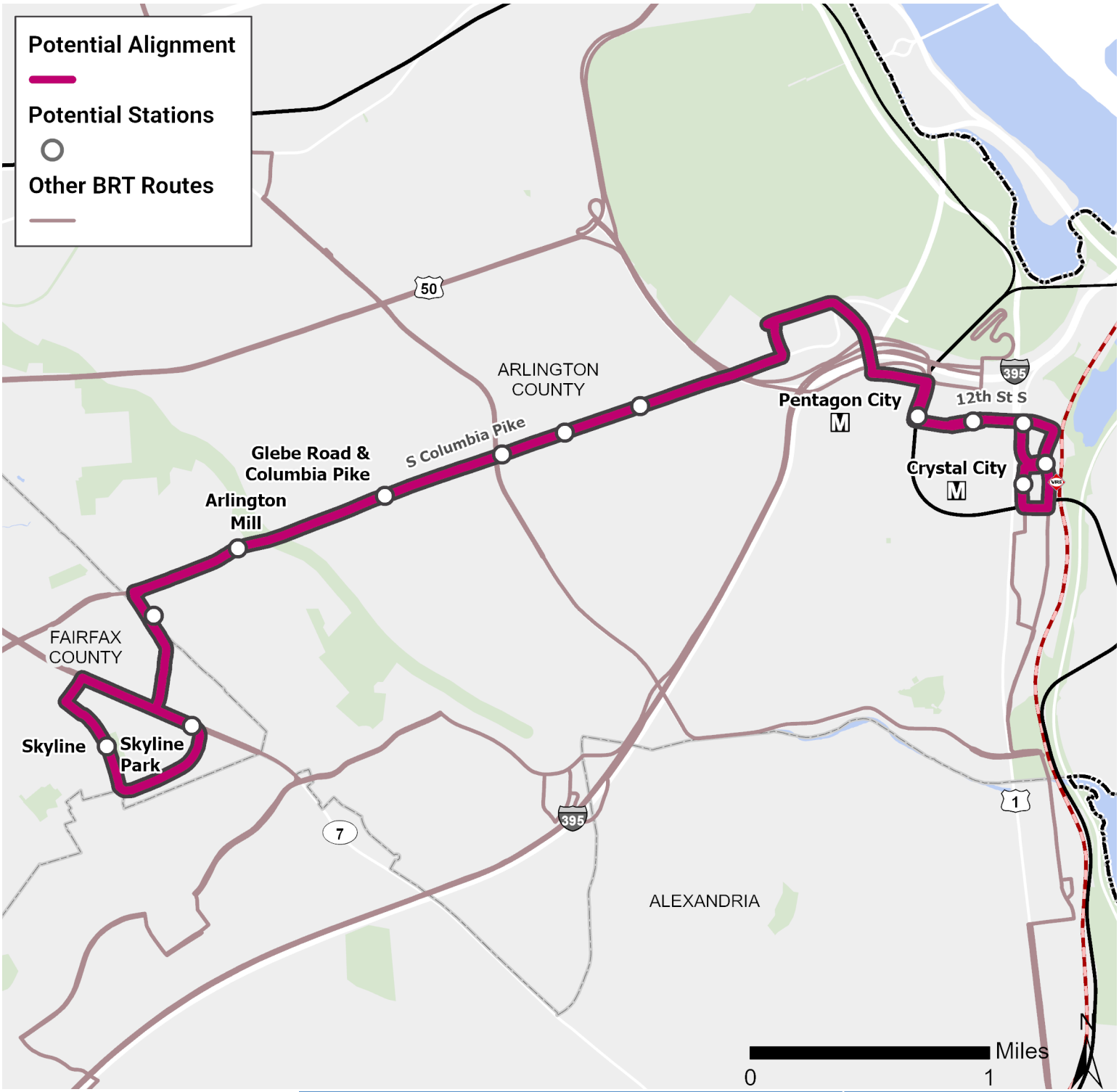
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 7

Columbia Pike to Crystal City



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Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	10 minutes	Frequency - Off-Peak	12 minutes	Frequency - All Day	12 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 7

Columbia Pike to Crystal City

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

9,600 - 11,600

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

42%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

900

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

1,700

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

84,100 & 24,000

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

34%

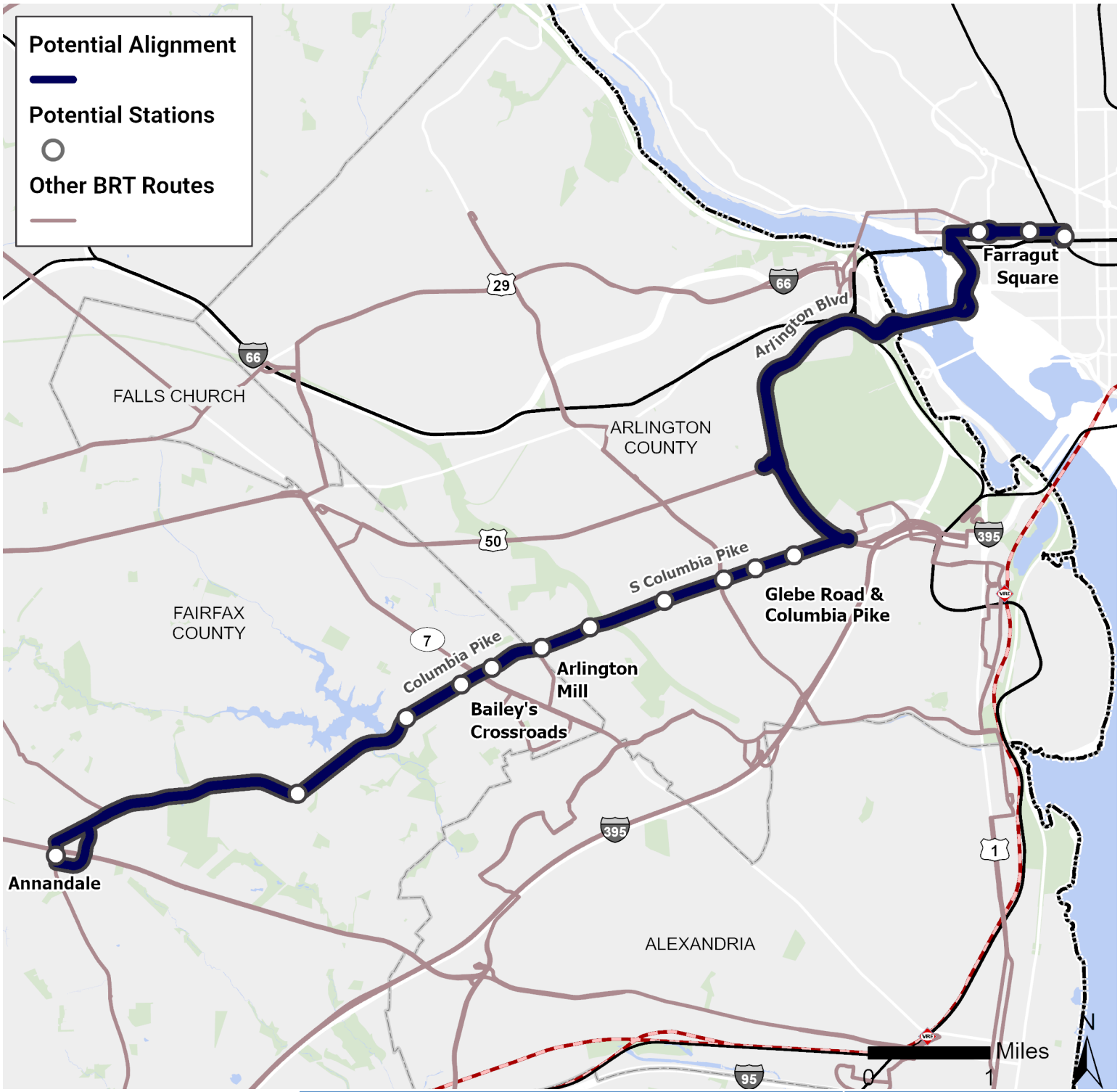
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 8

Columbia Pike to D.C.



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	10 minutes	Frequency - Off-Peak	15 minutes	Frequency - All Day	15 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 8

Columbia Pike to D.C.

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

8,700 - 10,000

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

22%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,400

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

700

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

91,400 & 24,200

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

34%

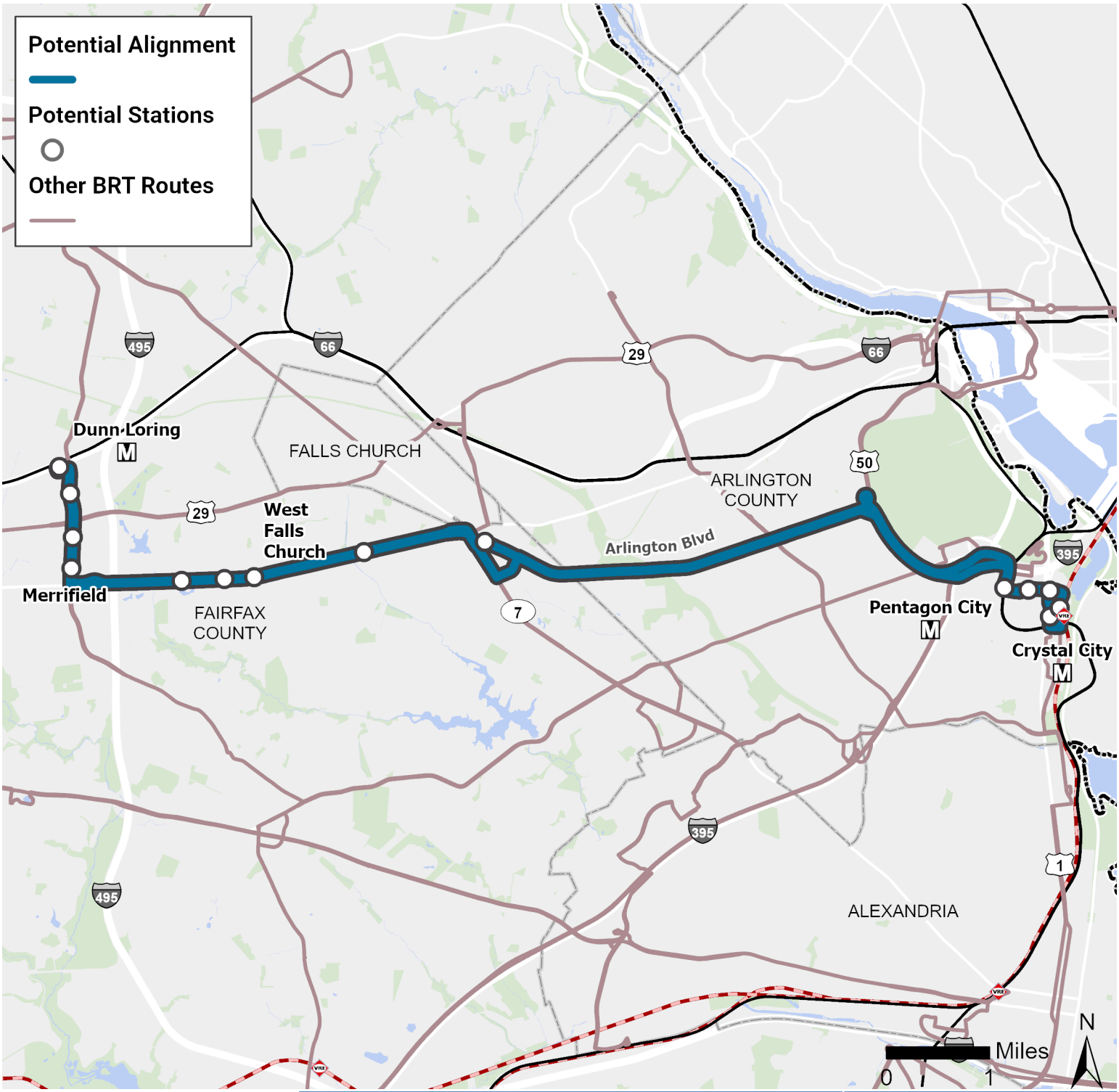
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 9

Arlington Boulevard



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	20 minutes

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 9

Arlington Boulevard

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

3,800 - 4,100

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

14%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,300

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

1,500

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

48,000 & 43,700

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

32%

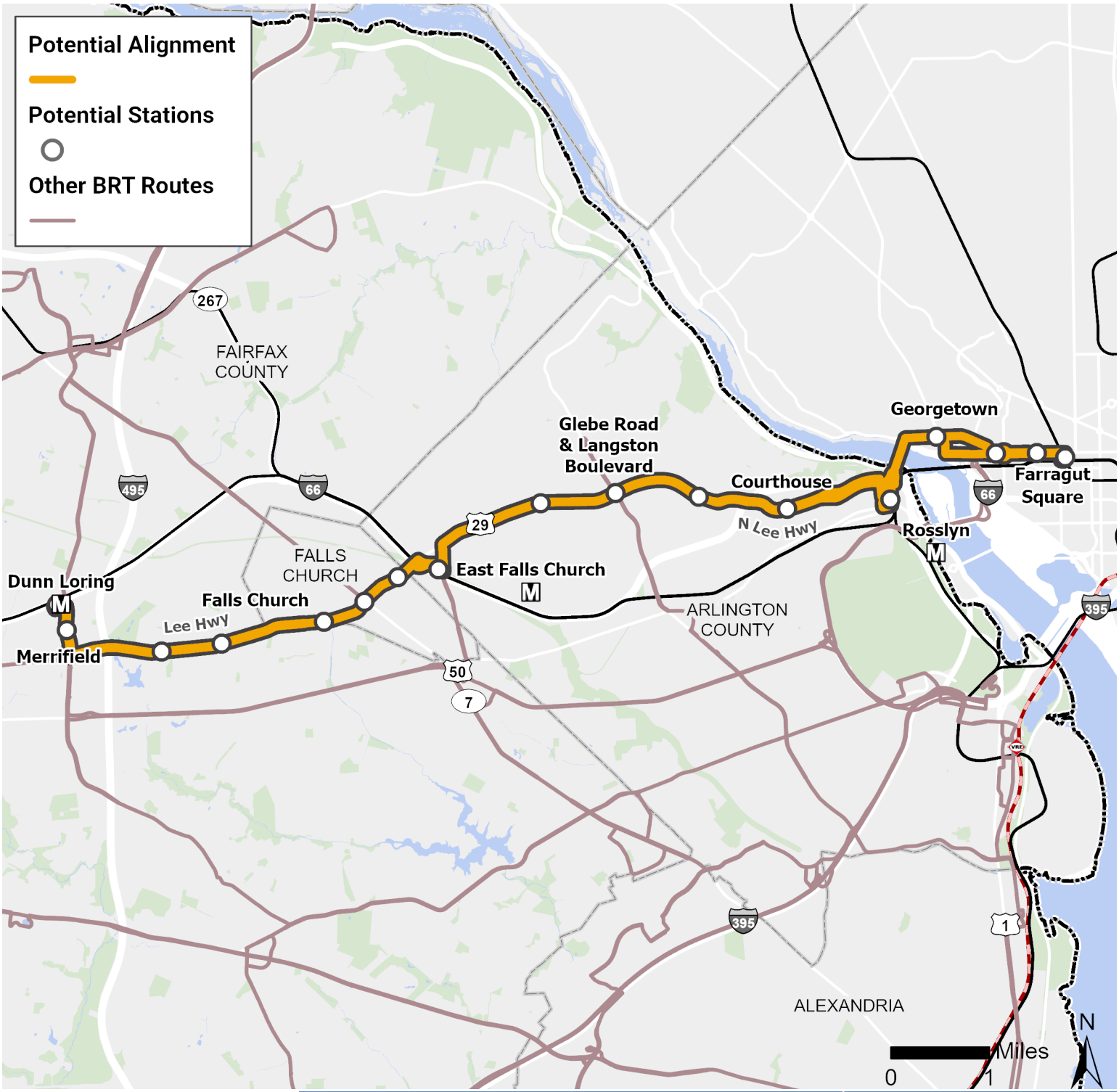
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 10

Langston Boulevard



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	10 minutes	Frequency - Off-Peak	15 minutes	Frequency - All Day	15 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 10

Langston Boulevard

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

9,900 - 10,400

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

24%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,800

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

3,100

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

100,400 & 90,900

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

29%

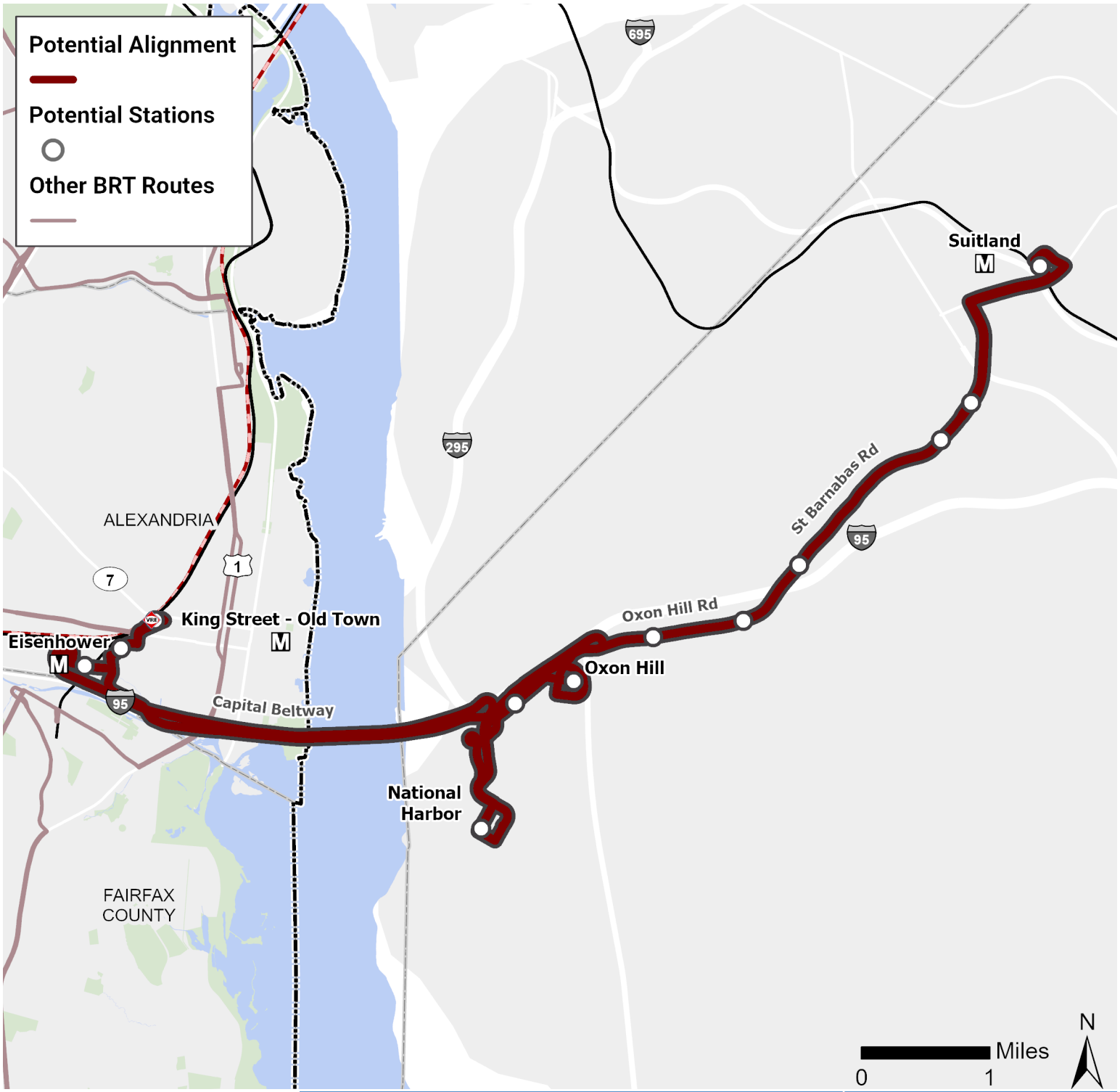
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 11

Beltway South



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 7:00 AM - 7:00 PM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	30 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 11

Beltway South

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

6,600 - 6,800

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

28%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

400

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

1,900

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

33,600 & 34,200

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

37%

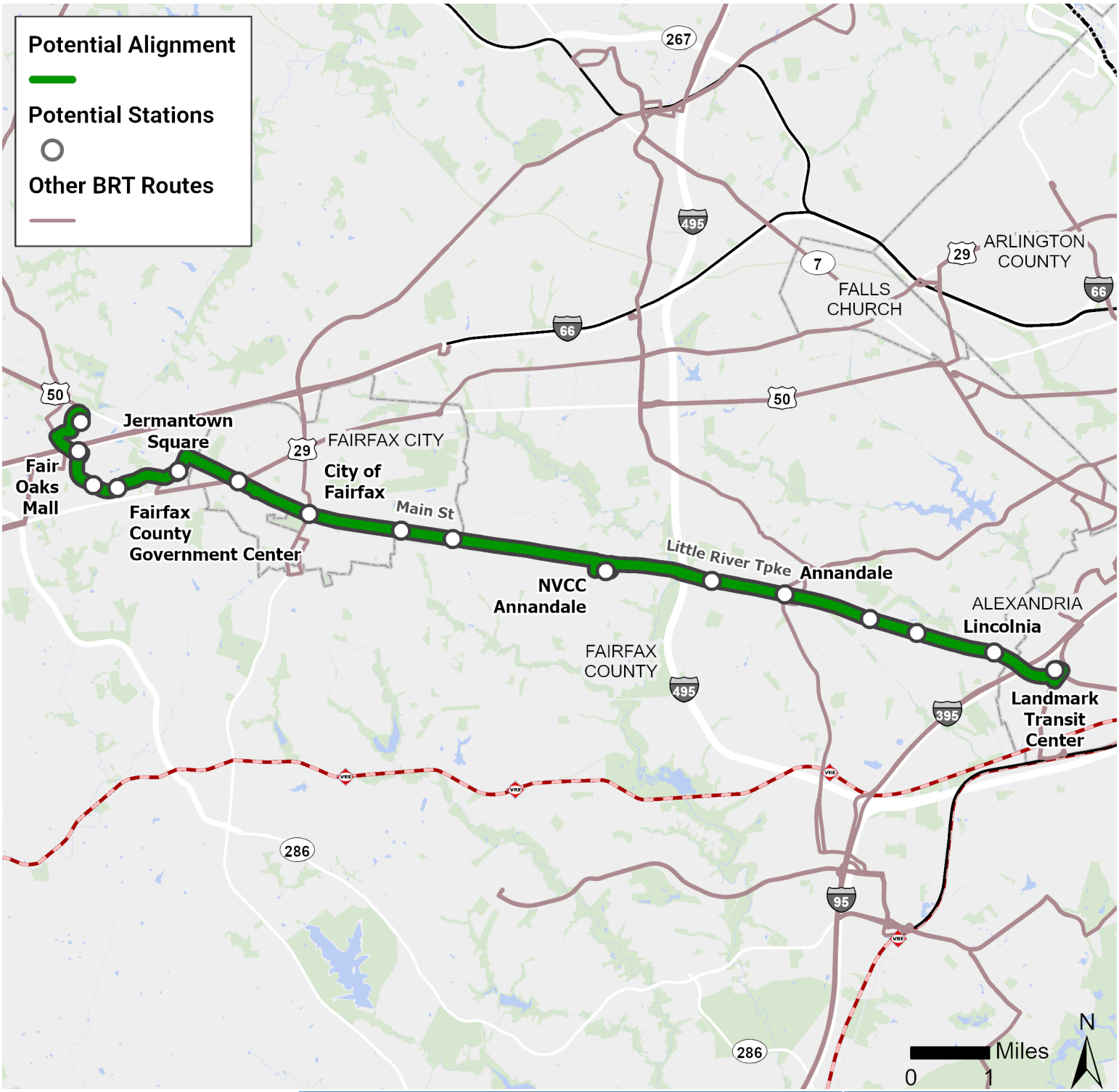
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 12

Little River Turnpike



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	20 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 12

Little River Turnpike

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

2,700 - 3,300

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

10%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,400

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

1,000

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

86,500 & 51,000

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

32%

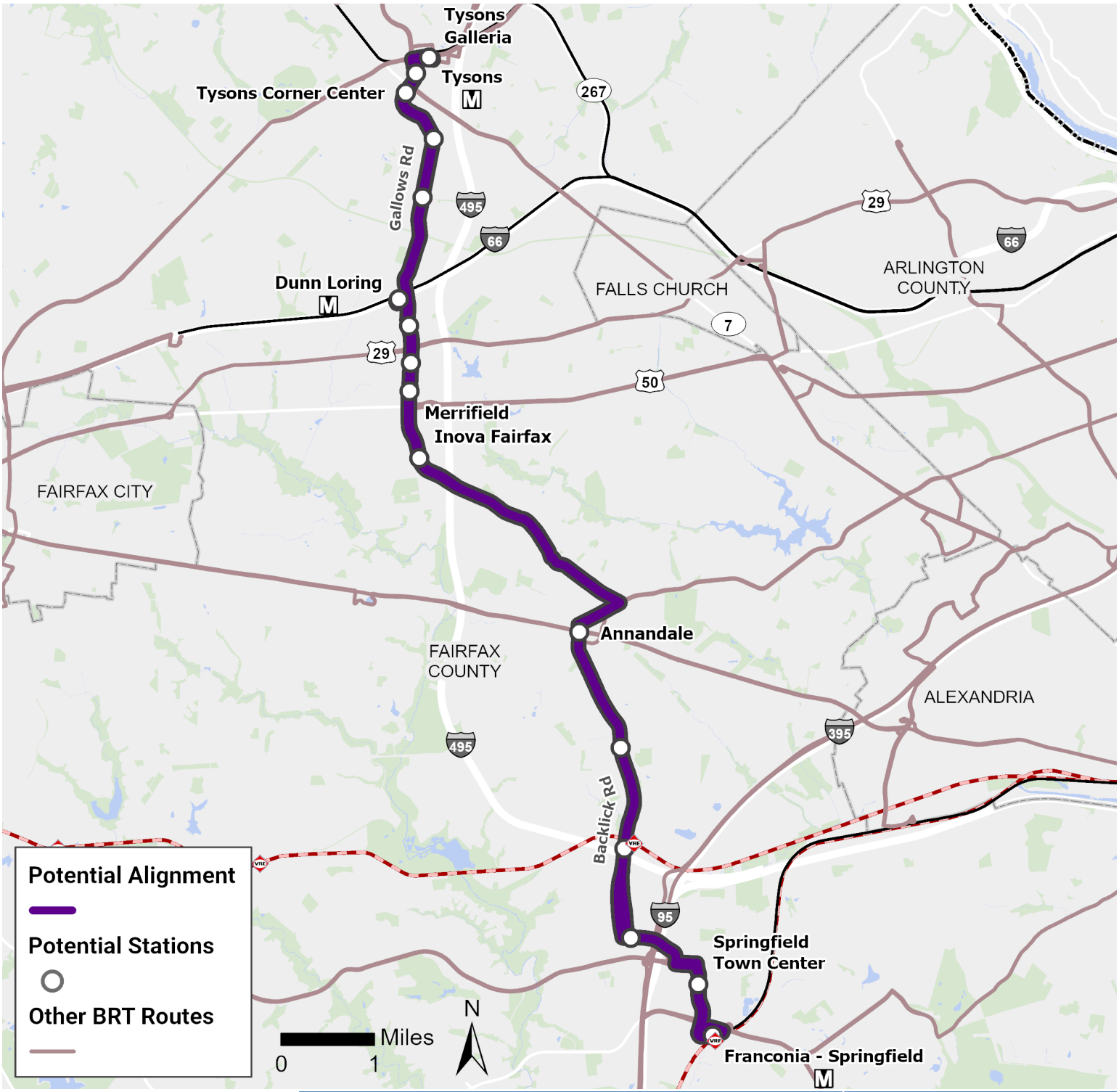
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 13

Gallows Road



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	10 minutes	Frequency - Off-Peak	15 minutes	Frequency - All Day	15 minutes

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 13

Gallows Road

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

6,800 - 6,800

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

15%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

2,200

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

1,300

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

81,400 & 134,600

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

28%

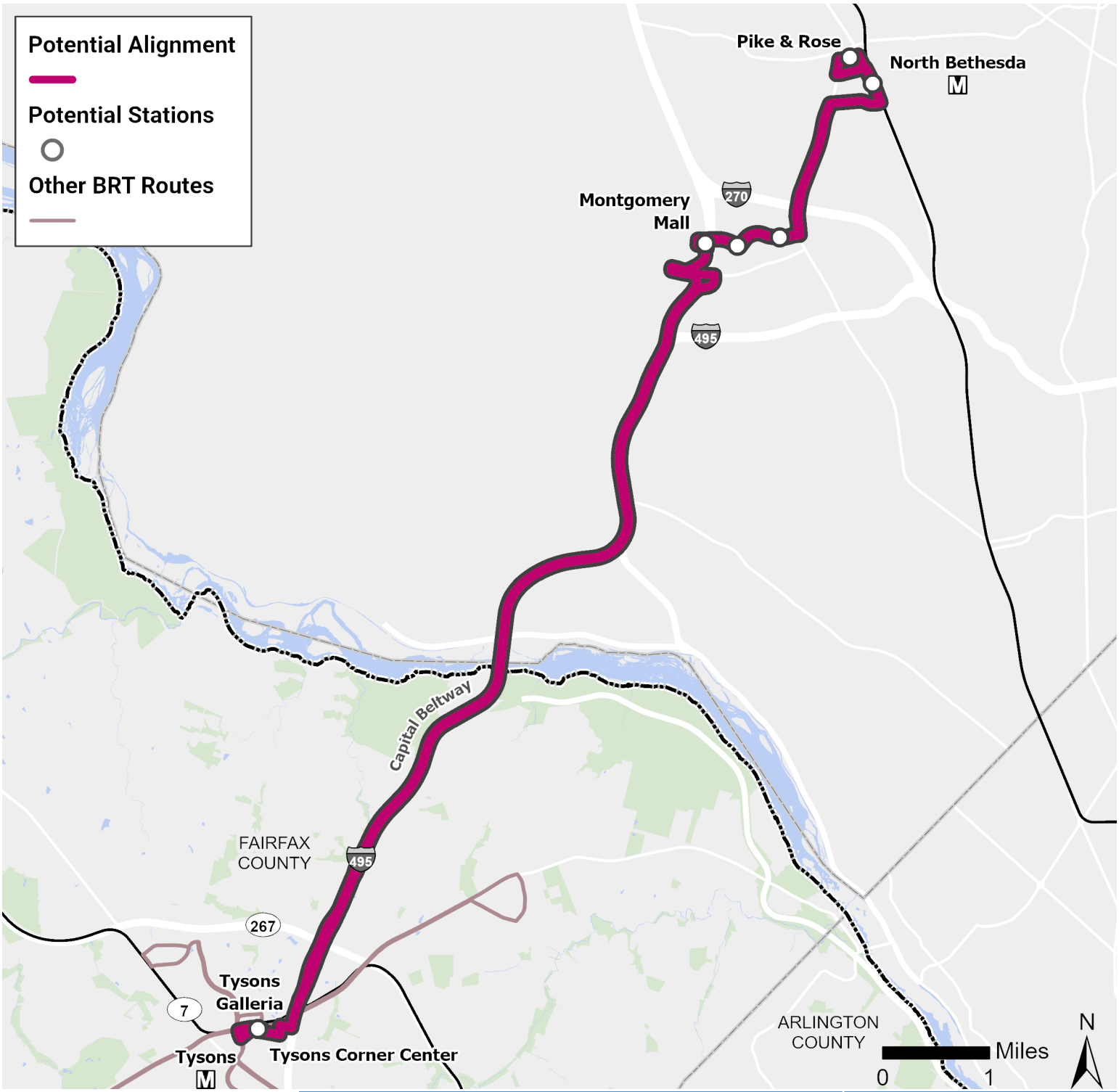
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 14

Beltway North



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 7:00 AM - 7:00 PM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	30 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 14

Beltway North

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

3,000 - 3,100

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

13%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

200

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

300

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

13,600 & 49,100

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

33%

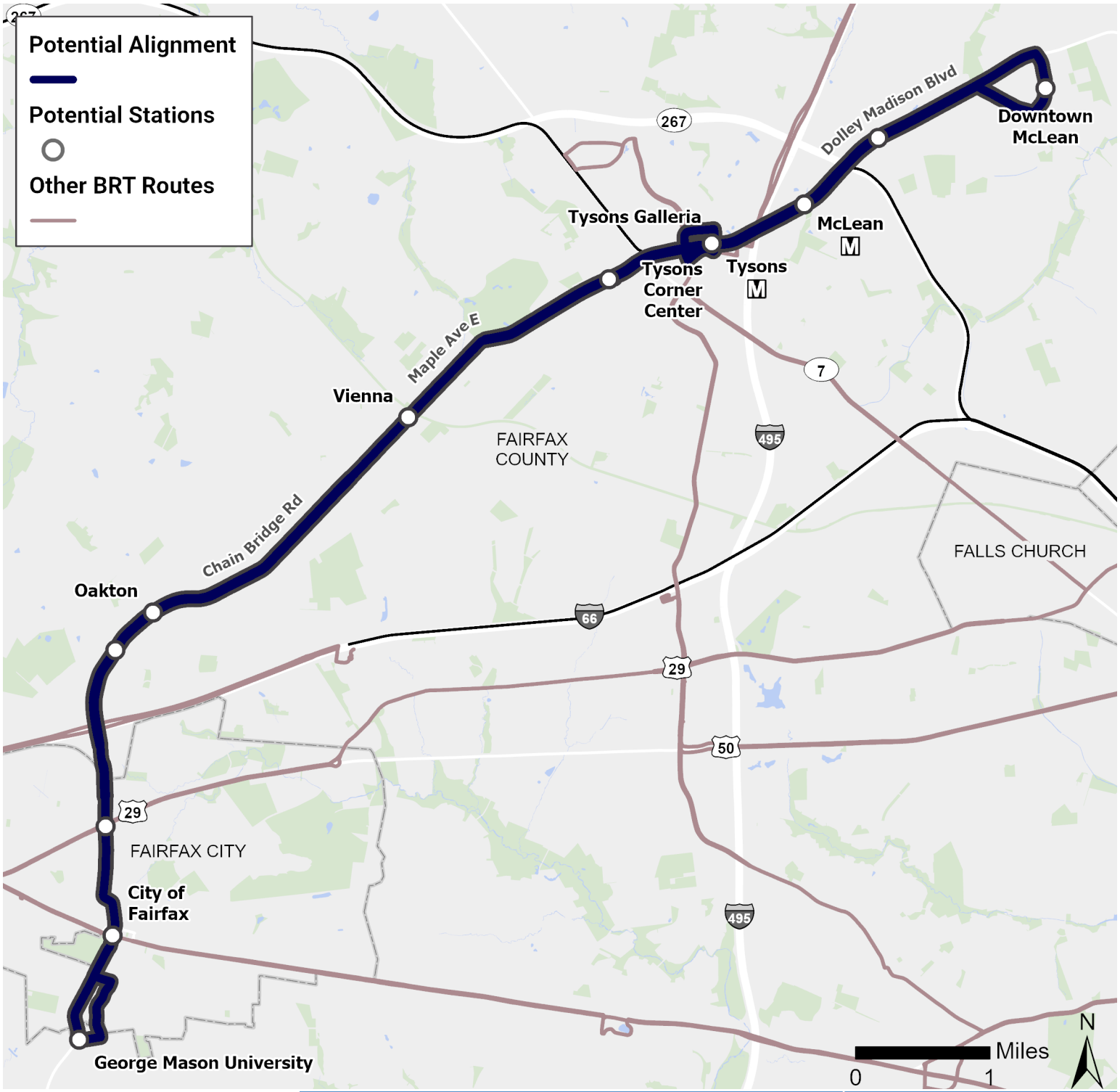
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 15

Chain Bridge Road



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	10 minutes	Frequency - Off-Peak	15 minutes	Frequency - All Day	15 minutes

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 15

Chain Bridge Road

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

5,000 - 5,400

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

15%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,800

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

300

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

69,800 & 132,800

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

25%

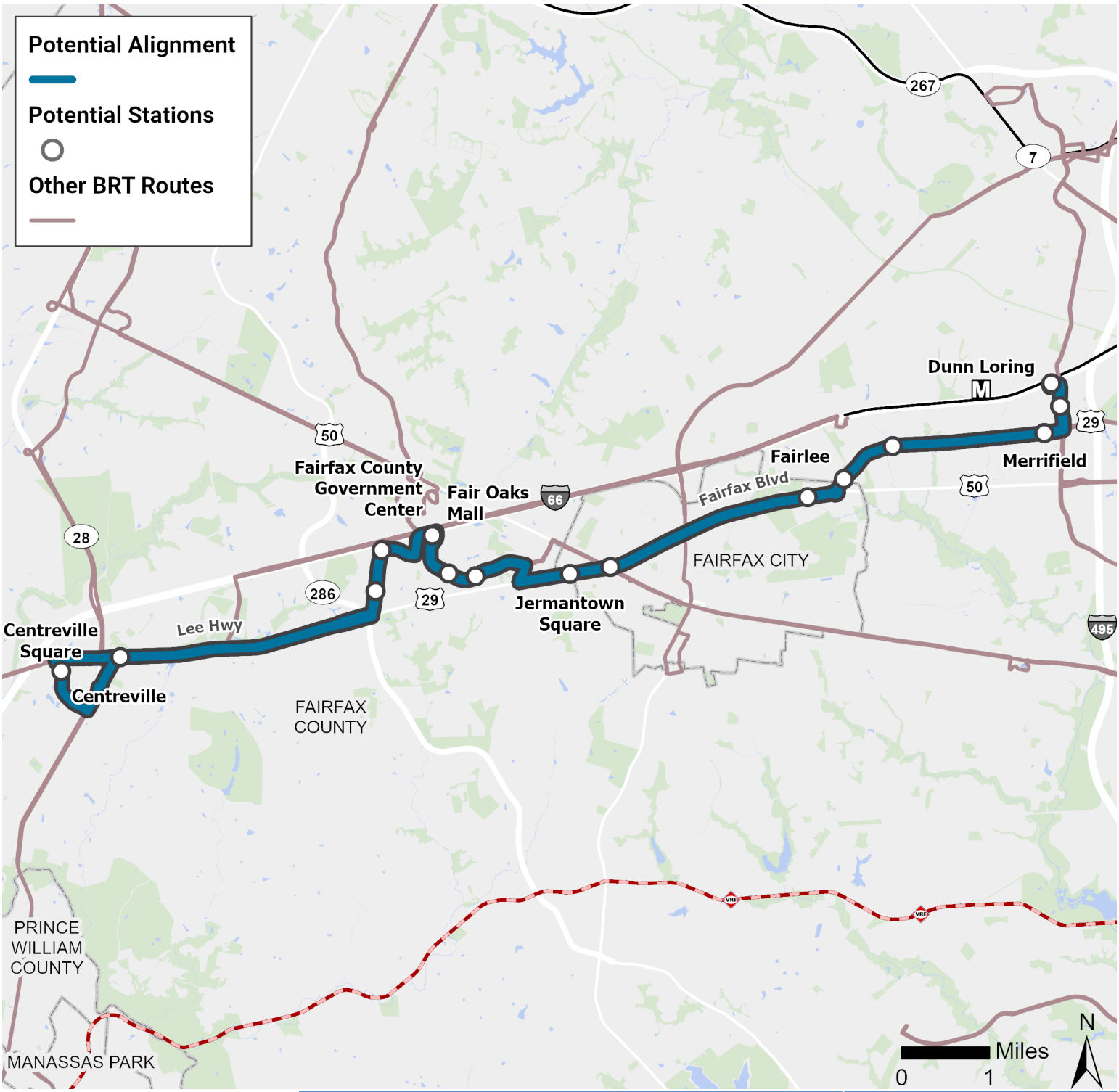
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 16

Fairfax Boulevard



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	10 minutes	Frequency - Off-Peak	15 minutes	Frequency - All Day	15 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 16

Fairfax Boulevard

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

4,400 - 4,600

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

9%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,600

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

300

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

78,900 & 60,200

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

28%

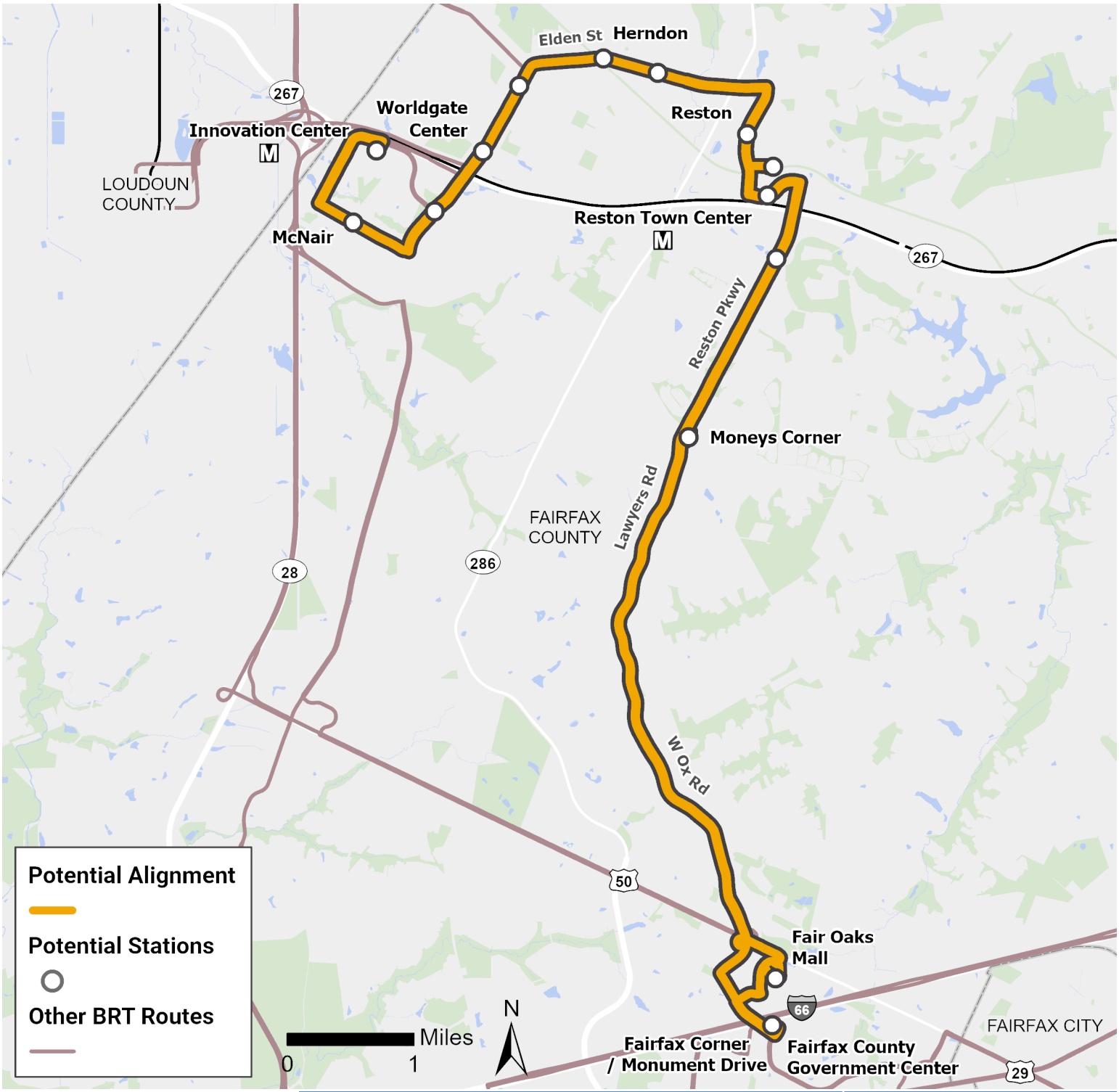
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 17

West Ox Road



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	20 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 17

West Ox Road

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

4,400 - 4,500

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

14%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,900

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

1,100

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

88,400 & 95,500

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

30%

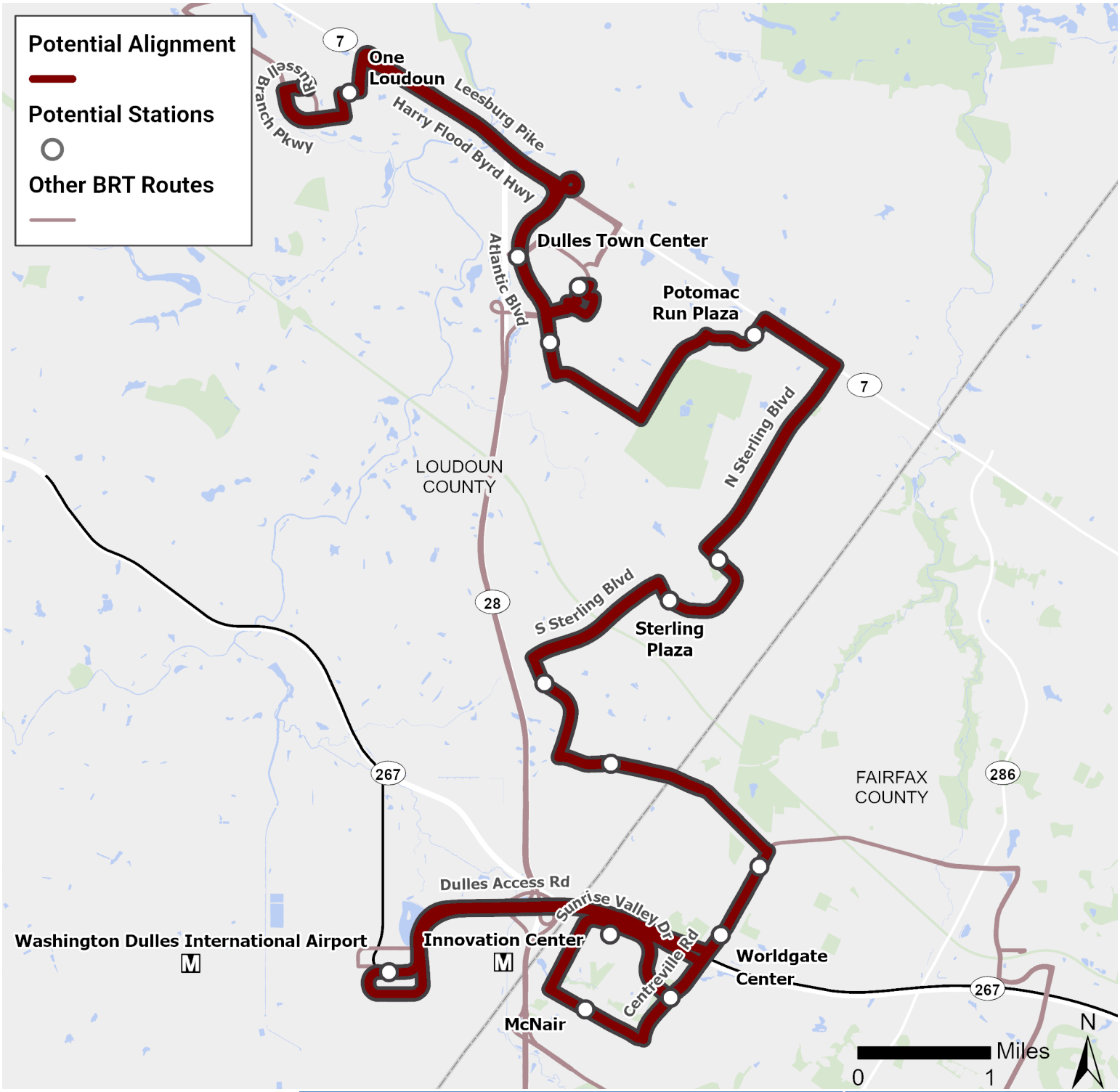
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 18

Sterling Connector



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	20 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 18

Sterling Connector

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

2,400 - 2,800

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

6%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,700

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

100

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

69,900 & 64,700

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

30%

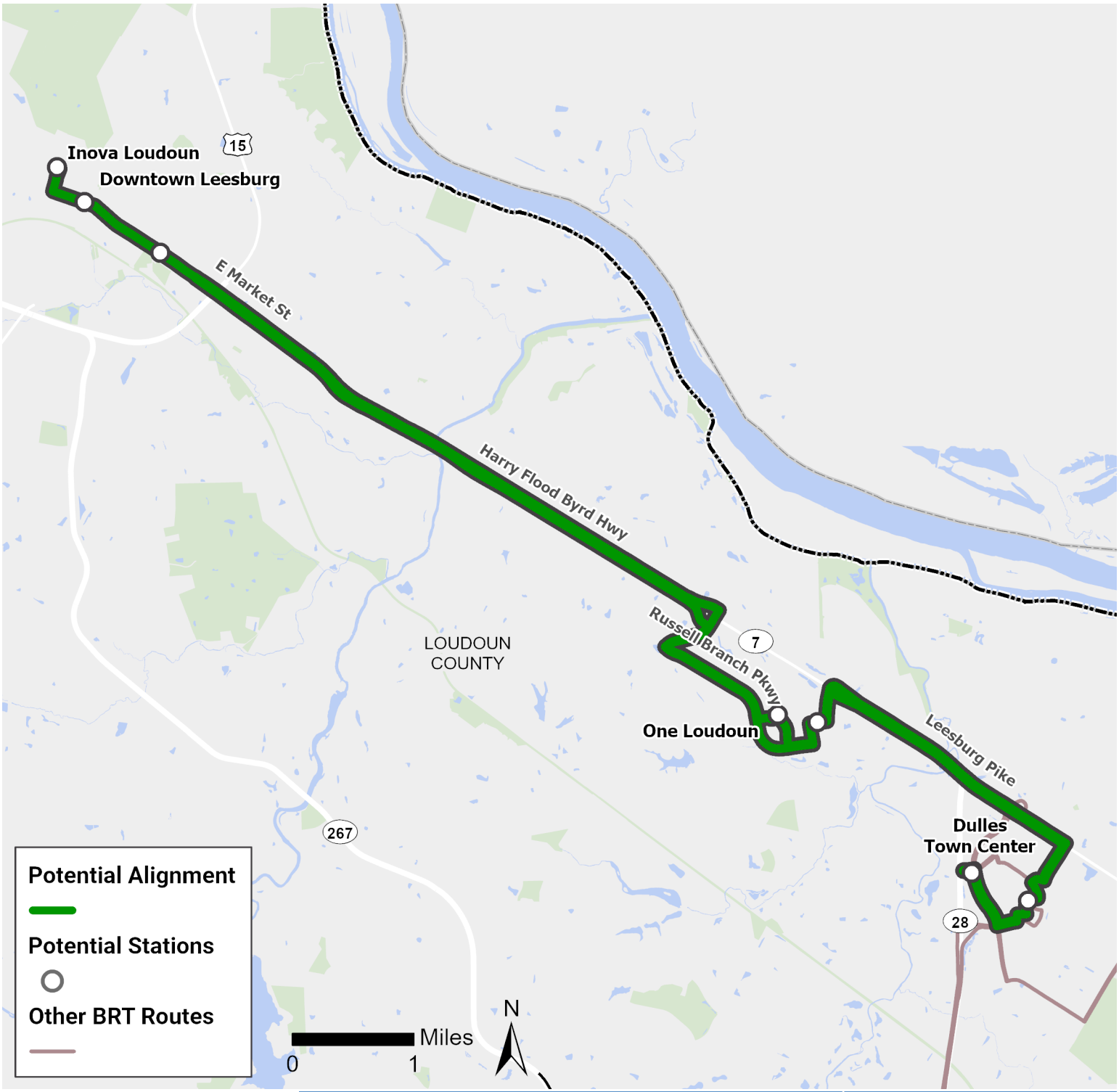
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 19

Loudoun Connector



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	20 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 19

Loudoun Connector

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

800 - 900

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

4%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

800

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

1,300

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

19,700 & 22,700

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

26%

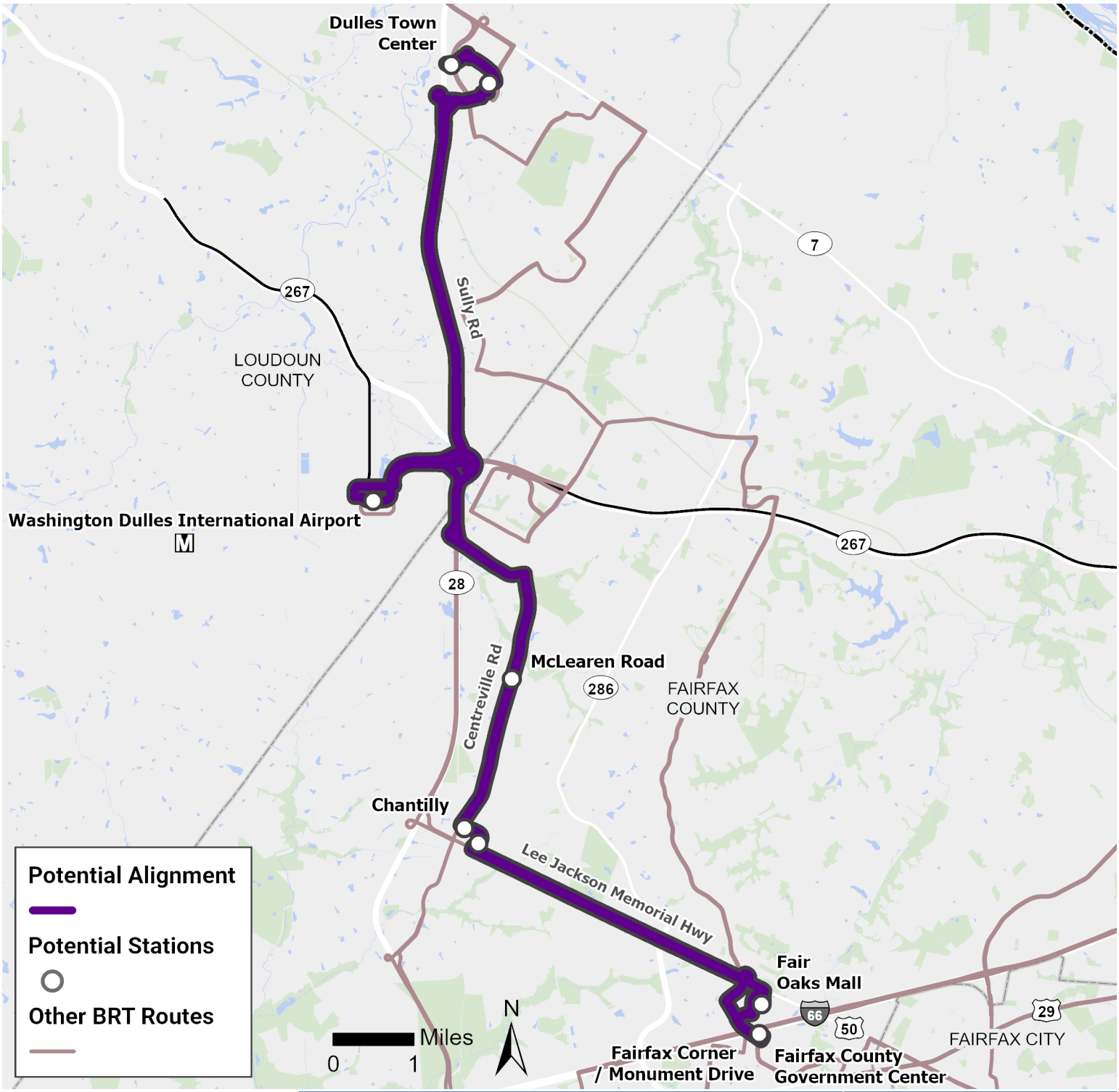
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 20

VA 28 North



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

NVTA NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	20 minutes

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 20

VA 28 North

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

1,600 - 1,800

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

5%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

900

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

600

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

23,700 & 35,900

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

28%

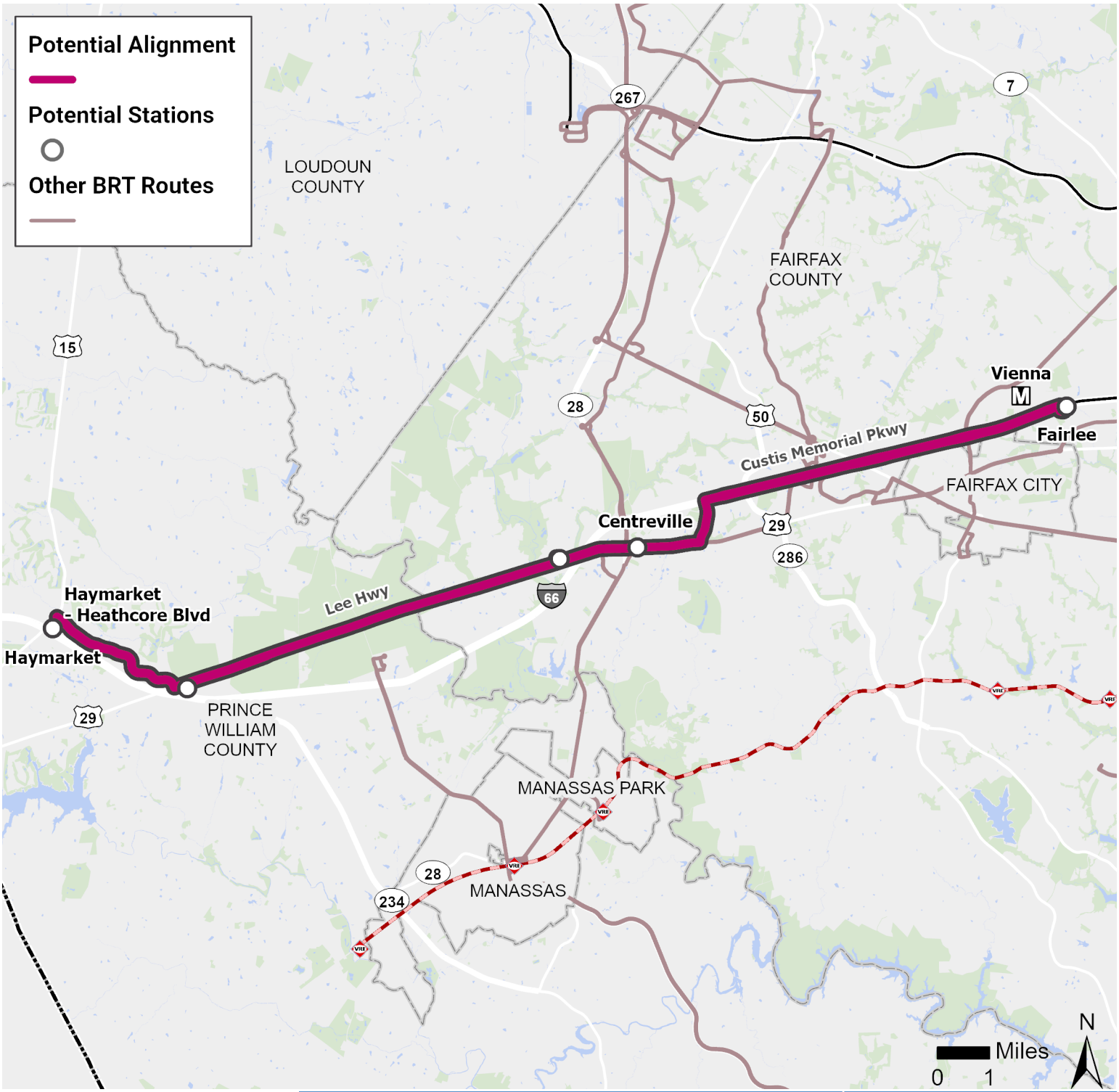
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 21

I-66 Express



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 7:00 AM - 7:00 PM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	30 minutes

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 21

I-66 Express

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

1,100 - 1,400

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

3%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,000

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

2,100

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

27,700 & 10,500

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

26%

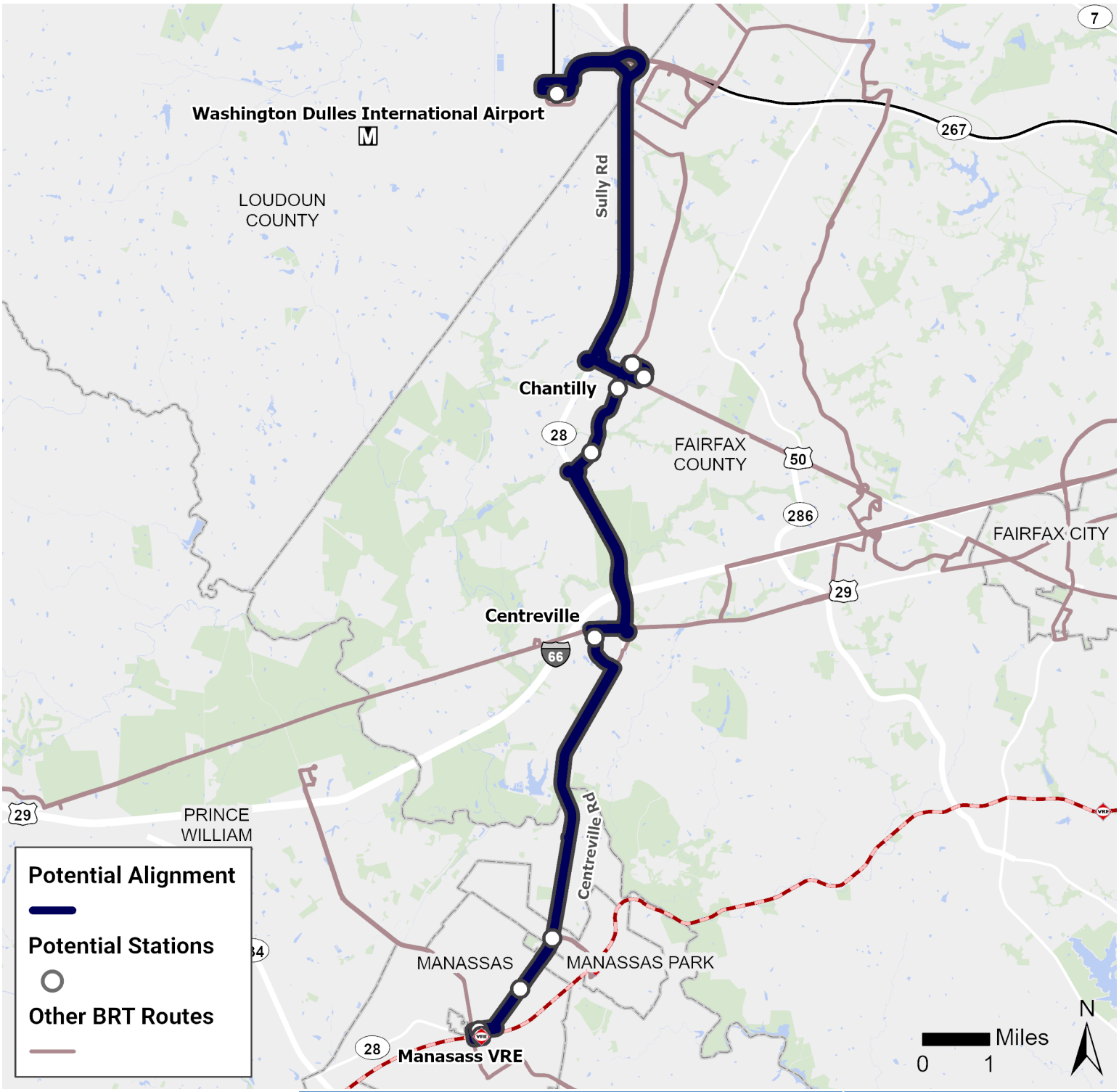
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 22

VA 28 South



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

NVTA NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	20 minutes

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 22

VA 28 South

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

2,500 - 2,900

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

7%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

2,200

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

600

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

34,900 & 34,600

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

30%

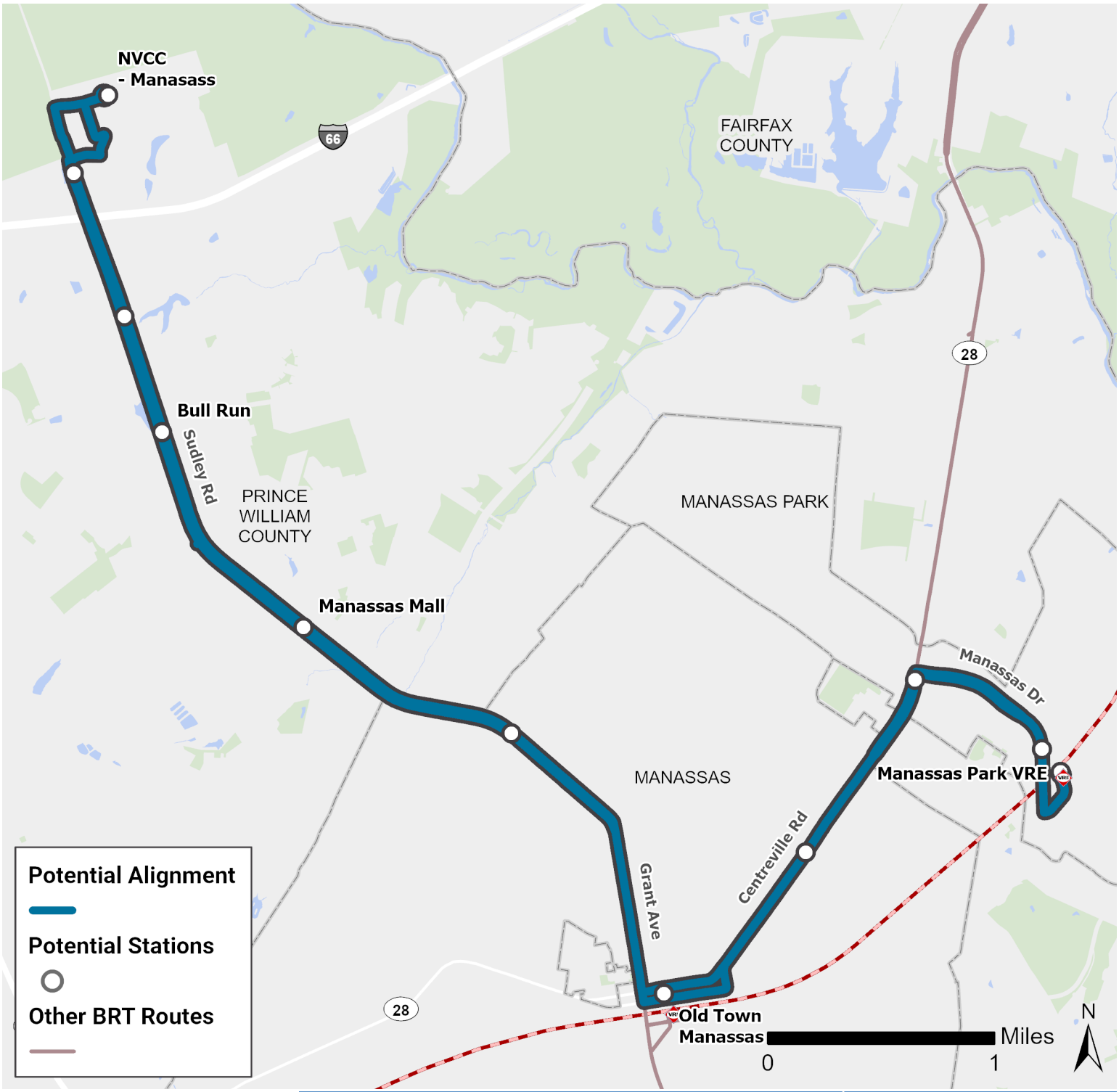
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 23

Manassas Connector



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	10 minutes	Frequency - Off-Peak	15 minutes	Frequency - All Day	15 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 23

Manassas Connector

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

2,600 - 2,900

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

9%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

2,400

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

1,600

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

38,000 & 30,000

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

32%

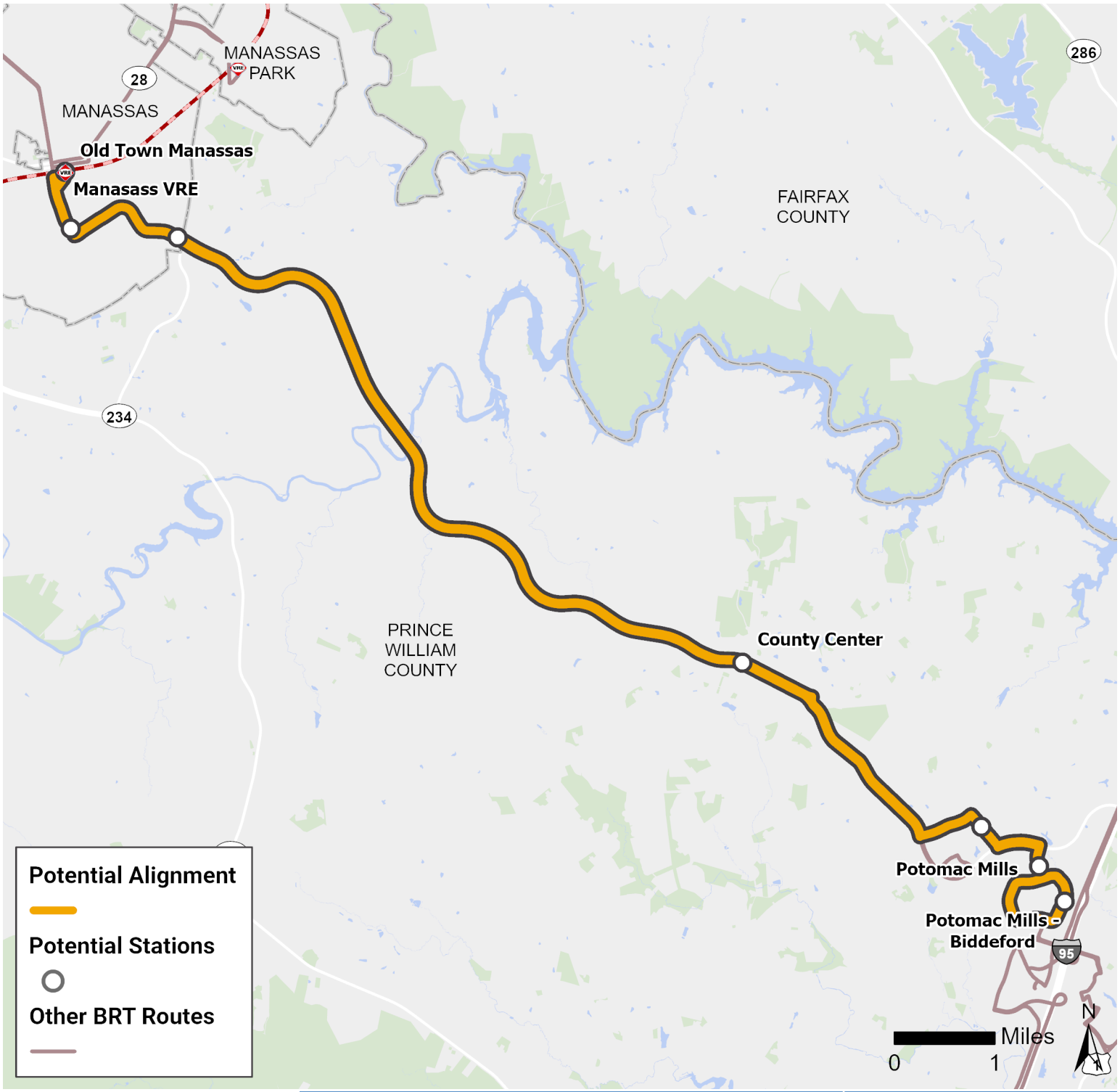
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT
Bus Rapid Transit Action Plan

Potential Route 24

Prince William Parkway



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	20 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 24

Prince William Parkway

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

1,200 - 1,300

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

5%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

900

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

100

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

21,600 & 24,900

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

27%

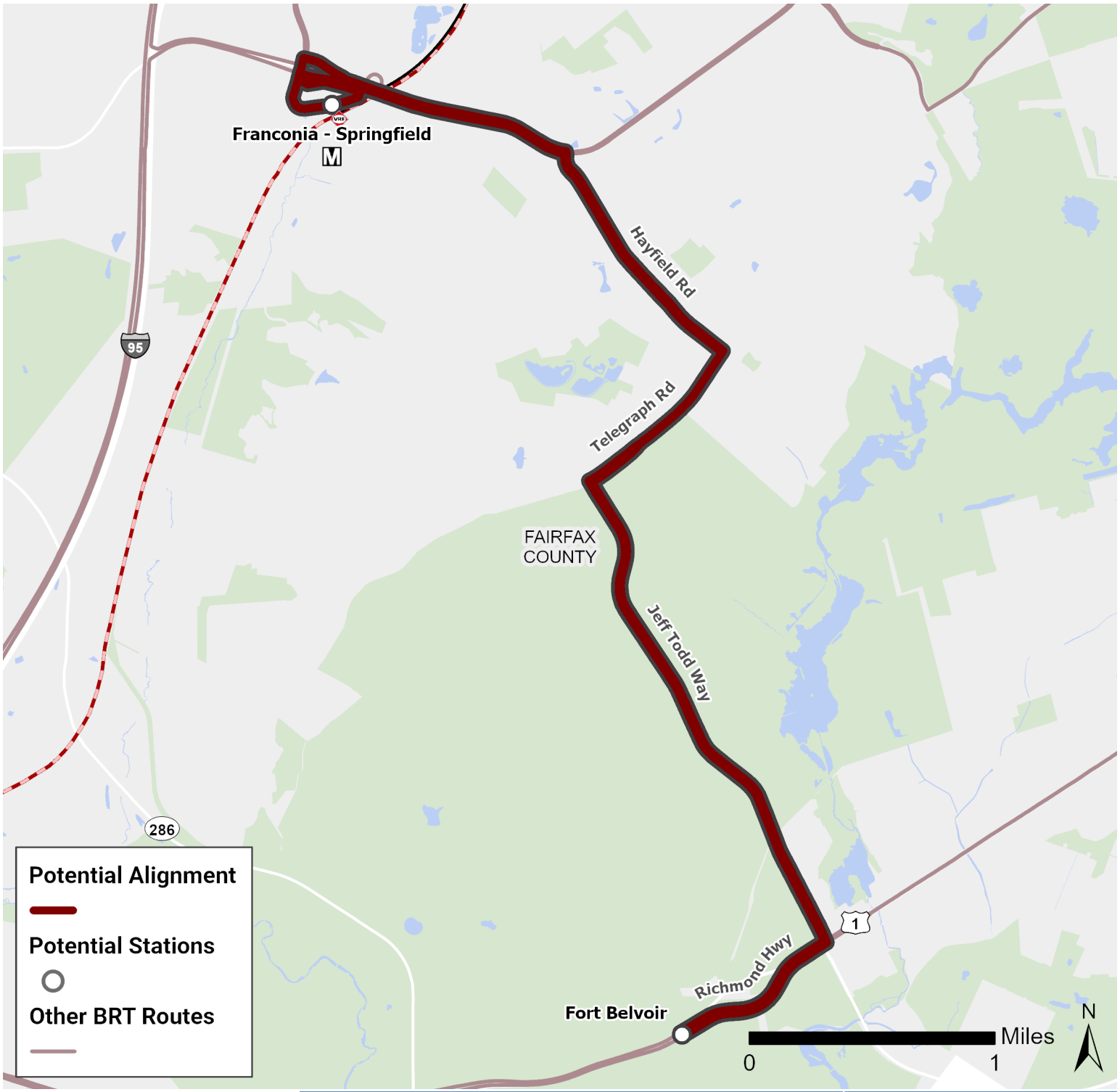
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 25

Fort Belvoir Express



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Weekday Service				Weekend Service	
Span: 5:00 AM -7:00 PM				Span: 7:00 AM - 7:00 PM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	30 minutes

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 25

Fort Belvoir Express

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

200 - 200

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

1%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

100

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

500

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

5,300 & 10,300

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

27%

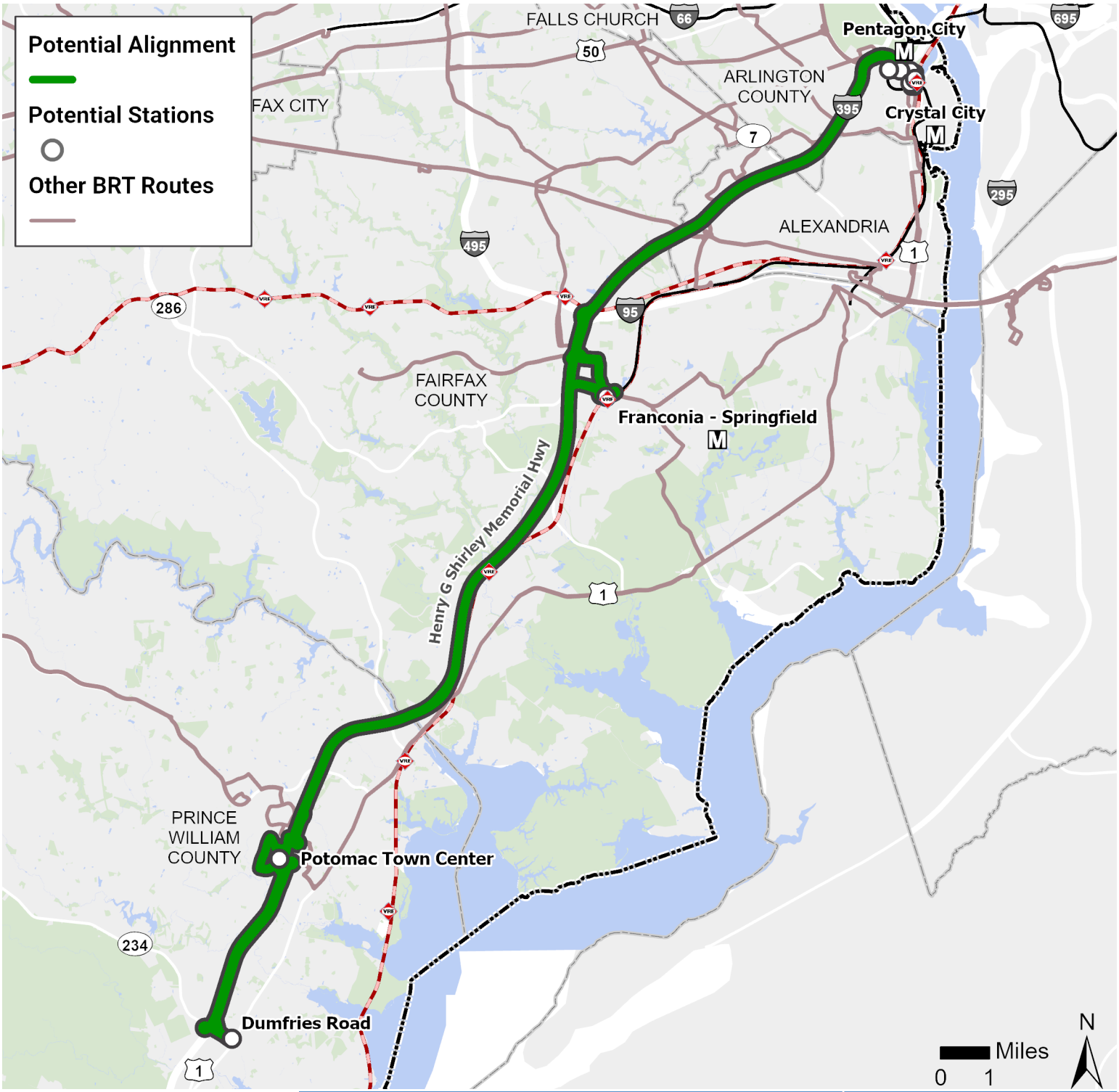
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 26

I-95 Express



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 7:00 AM - 7:00 PM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	30 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 26

I-95 Express

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

3,300 - 3,700

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

7%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,000

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

100

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

9,800 & 11,600

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

34%

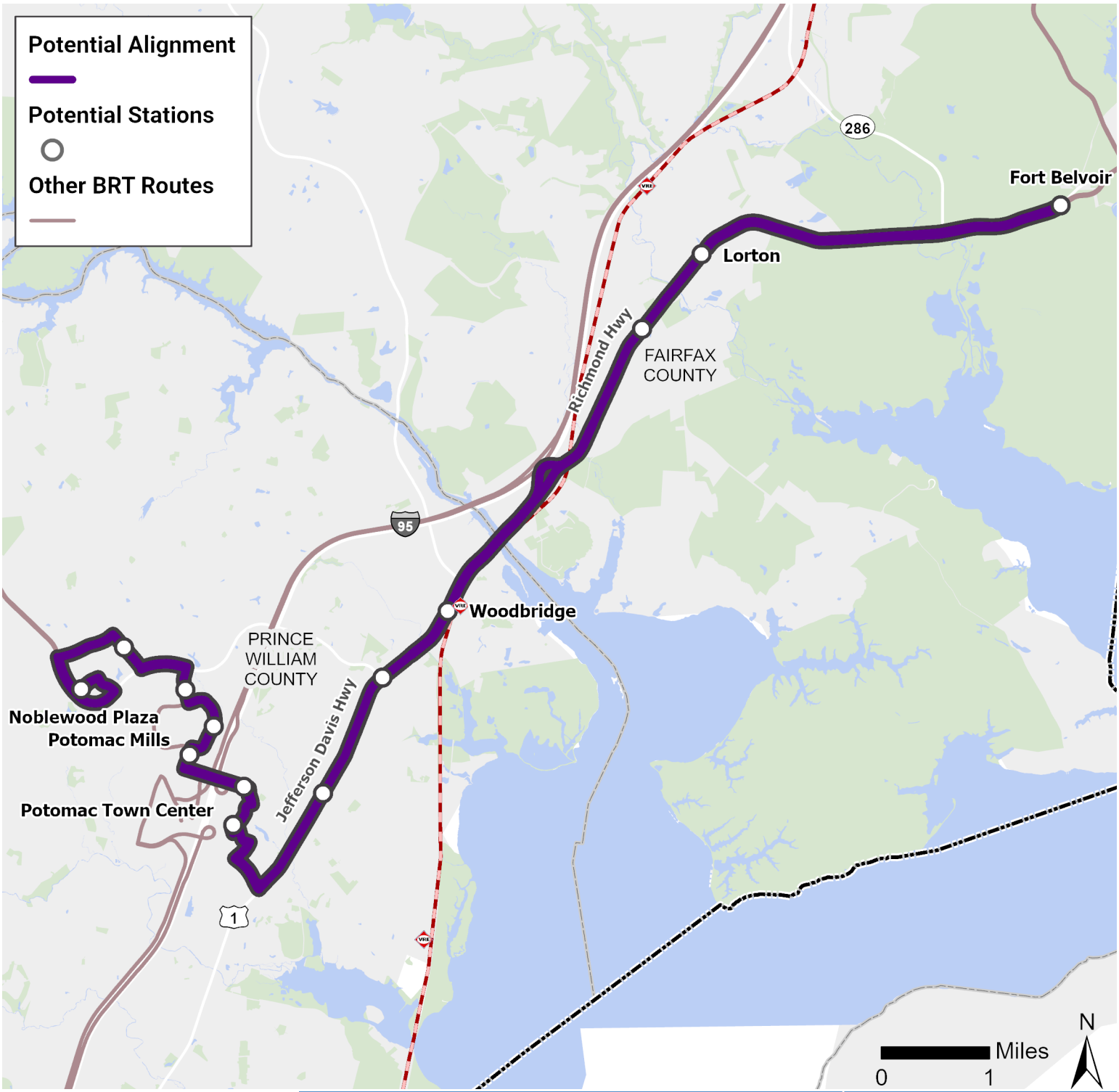
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 27

US 1 South



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	20 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 27

US 1 South

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

1,800 - 2,200

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

5%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

1,400

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

600

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

50,900 & 37,700

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

32%

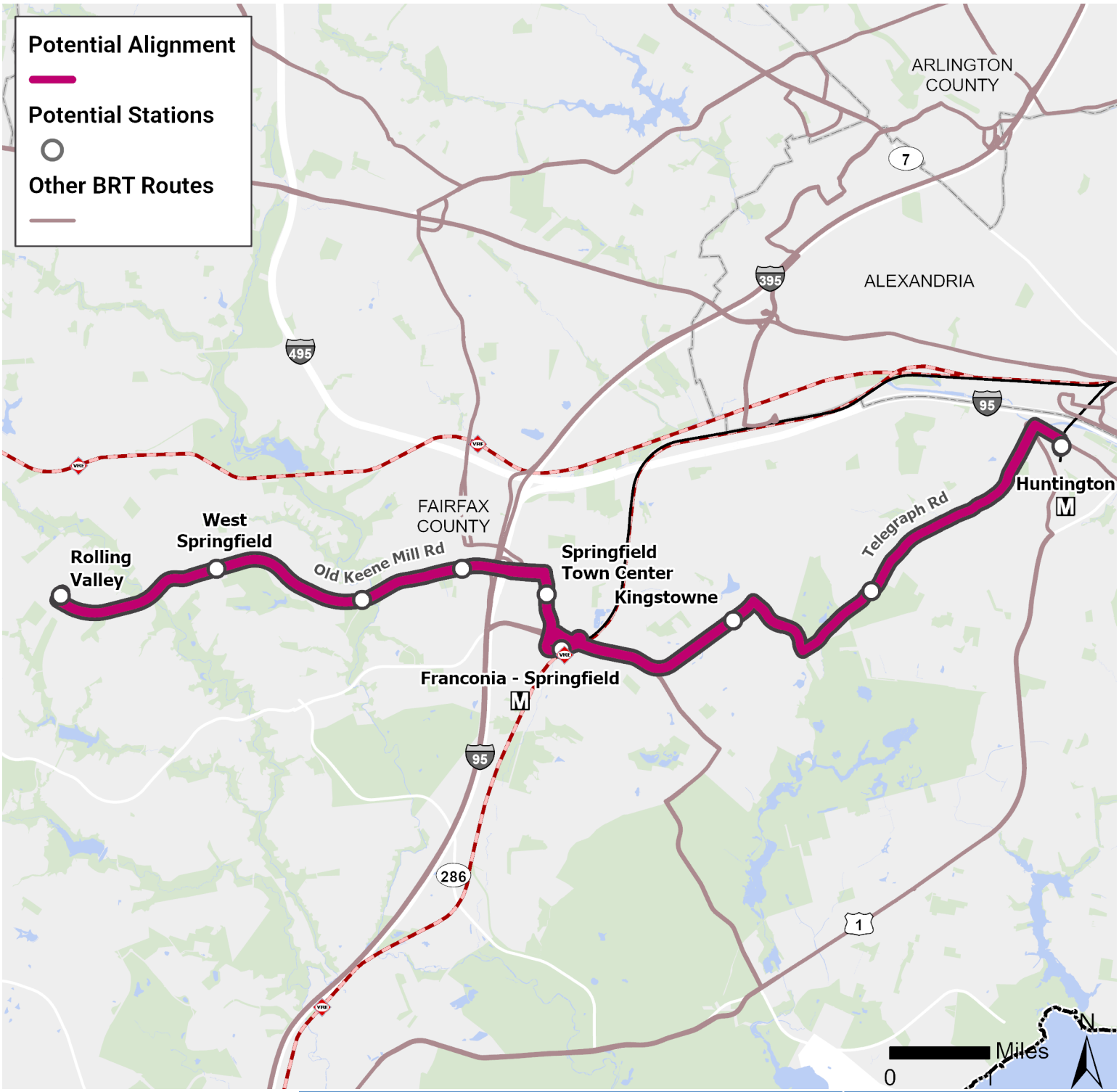
Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 28

Old Keene Mill Road



*Peak Frequency is typically 6:00 AM - 9:00 AM and 3:00 PM - 7:00 PM

Weekday Service				Weekend Service	
Span: 6:00 AM -12:00 AM				Span: 6:00 AM - 12:00 AM	
Frequency - Peak*	15 minutes	Frequency - Off-Peak	20 minutes	Frequency - All Day	20 minutes

NVTA
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA'S BRT Bus Rapid Transit Action Plan

Potential Route 28

Old Keene Mill Road

Overall Performance

How does this route compare to the other routes in the full BRT network across key categories? High performance is always better than low performance.

Ridership

Includes Boardings, Service Efficiency, Mode Shift, and Mode Shift in Equity Emphasis Areas.

Transportation Impacts

Includes many metrics such as Congestion Reduction, Vehicle Emissions Reduction, and Run Time Improvement.

Land Use

Includes Existing Land Use Density, Walking Infrastructure Available, Bikeshare Stations, and Transit Supportive Policies.

Readiness

Includes Future Land Use Density and Socioeconomic Characteristics.

Cost

Includes Capital Cost Estimate and Annual Operating Cost Estimate.

Cost Effectiveness

Includes Capital Cost per Rider, Congestion Reduction Relative to Cost, and Greenhouse Gas Reduction Cost.

Key Metrics

How does this route perform on some of the key metrics?

2,100 - 2,200

Average Weekday Boardings (2045)

Presented as a range based on if the route was implemented independently or part of a full network.

7%

Fare Recovery (2045)

The percentage of the route's operating cost that would be paid for by fares collected.

900

Driving Trips Shifted to Transit (2045)

The estimated number of trips that would shift from driving to the region's transit network.

700

Person-Hours of Delay Removed (2045)

The reduction in the total number of hours Northern Virginia residents spend in congestion delay.

34,700 & 27,300

Population & Jobs Served (2045)

The total number of people and jobs within a half-mile of the BRT stations.

26%

Station Area Residents in Equity Groups (2025)

The average percentage of residents within a half-mile of BRT stations that are part of equity-focused groups.