



## Revisions Suggested by NVTA Staff in Chapter 8.0 Conclusions and Recommendations

### Recommendations for NVTA

#### 1. Identifying Funding Sources

Securing funding for both the construction and operations of the regional BRT system is an essential step [in moving towards](#) making the system a reality. A wide range of funding sources are available, and the mix of sources used to fund any particular BRT route may vary between federal, state, regional, and local sources. [As directed by NVTA's enabling legislation and the guidance provided by the Authority, NVTA will continue to advocate for, support, and work with jurisdictions and agencies to secure federal and state funding such as CIG, BUILD, CMAQ, SMART SCALE, etc.](#) Identifying potential funding sources early in the planning process is important, as different funding sources may carry different types of requirements. For example, federal funding through the CIG program has a stringent set of ridership forecasting requirements; each route will need to consider the tools and approaches necessary to meet these requirements, which may include development of forecasting tools using FTA's Simplified Trips-on-Project Software (STOPS). [A regional framework for such tool development needs to be established to capture the full benefit of the regional BRT vision.](#) An approved Action Plan will better position the region in its pursuit of external funding, including from federal and state sources.

Currently, there are two key public transportation funding initiatives that may impact funding options for BRT in Northern Virginia. The first is SJ28, a Virginia state bill passed in the 2024 General Assembly Session, which established a joint subcommittee to study long-term, sustainable, dedicated funding for Northern Virginia's public transportation. Additionally, DMVMoves, a joint initiative of MWCOC and WMATA, is seeking to create a unified vision and sustainable funding model for the Washington Metropolitan region's transit network and is scheduled to publish final recommendations by the end of 2025.

It is recommended that NVTA continues to participate in both the SJ28 and DMVMoves initiatives and incorporate key findings into consideration of funding for BRT.

#### 2. Additional Evaluation

This Action Plan sets out a vision for a regional BRT system that serves as a starting point for refining each of the BRT routes. More detailed planning, including more targeted engagement with the community, will be necessary to ensure that each BRT route includes the optimal routing, station locations, termini, and operational plan to meet the needs of the community it will serve. This process is already underway for the BRT routes that have been previously funded by NVTA and will need to be undertaken for each corridor as it moves toward implementation. As the region evolves, additional routes may be suggested to further enhance the vision of regional BRT. While detailed development of specific BRT routes will be led at the local level, it is recommended that NVTA conduct evaluations of alternative routes, alignments, station locations, and termini as requested by jurisdictions, agencies, and others.

Beyond route-specific planning efforts, ~~it is recommended that~~ NVTA will continue to actively participate in existing regional working groups, as a key partner and stakeholder, and lead additional ~~evaluation of~~ efforts necessary to fill gaps and areas that will have direct impact on NVTA's long range planning and funding, including the BRT-supportive technology applications that are essential to provide seamless operations and positive customer experience. The region will also need to consider and make decisions about how this multi-jurisdictional BRT system should be operated and governed as it gets built out. It is recommended that NVTA, in collaboration with jurisdictions and agencies across Planning District 8 and in alignment with ongoing efforts, give consideration to various topics such as who will operate each route, and how infrastructure will be used.

### 3. Knowledge Transfer

It is recommended that NVTA, in collaboration with regional partners, while minimizing duplication, document best practices and lessons learned from a wide range of sources to help ensure that Northern Virginia's regional BRT system is implemented efficiently, effectively, and to the benefit of citizens and stakeholders. Valuable knowledge can be gleaned from agencies that are currently operating, constructing, or planning BRT systems, both in the Washington Metropolitan region and across the country. Continued communication with peer agencies can take many forms, including building off of the existing NVTA BRT Planning Working Group. NVTA will continue to participate in existing efforts across the Washington DC metropolitan region, as a key partner and stakeholder, and lead additional efforts for knowledge transfer from/to outside the DC region, including peer exchanges.

### 4. Development of Guidelines and Best Practices

Development of the BRT Action Plan highlights the fact that the design of each BRT route will be unique to meet the needs and constraints of each specific corridor and community. The development of best practices and guidelines for a range of topics that will need to be considered in the design of every BRT route will improve the efficiency of the design process and ensure a more consistent customer experience. These guidelines could cover a range of topics, including but not limited to bus priority treatments, stations, mobility hubs, use of technology, wayfinding, and electrification. For example, common branding themes and other resources will allow streamlined transfers that get riders to their destinations efficiently. NVTA will continue to participate in existing efforts across the Washington DC metropolitan region, as a key partner and stakeholder, and lead additional efforts to fill gaps and areas that may impact NVTA's long range planning and funding.

### 5. Ongoing Outreach

~~The Building and implementing a~~ regional BRT system will require ongoing and consistent outreach with ~~a range of diverse~~ audiences across Northern Virginia. Public engagement ~~will be is~~ essential as planning continues for each individual BRT route but should also be considered as part of developing branding and marketing materials that speak to public audiences. This Action Plan ~~also~~ highlights the importance of ongoing education about what BRT is and its benefits to encourage behavioral changes in choice of travel modes, and the region's efforts to expand high-quality, efficient, affordable transit solutions across Northern Virginia. ~~It is recommended that In collaboration with jurisdictions and agencies, minimizing duplication,~~ NVTA will ~~lead~~ educating key stakeholders, ~~including business community, and partners across Planning District 8, in order to build the kind of community champions~~ and the knowledge necessary to advance BRT; in addition to the optimization of bus service more broadly.