NVTA's Bus Rapid Transit Plan

Implications for Herndon
September 9, 2025
Informational Item

TOWN OF Herndon
LIVE DIFFERENTLY.

Northern Virginia Transportation Authority (NVTA)

- Regional Authority
- Created by the General Assembly
- Funding Resource: to Date $5 Billion for 380 Projects
- Long-Range Planning: Regional Coordination
- Roadway, Bus, Intersections, Rail, Bike/Ped, Technology

What is Bus Rapid Transit (BRT)

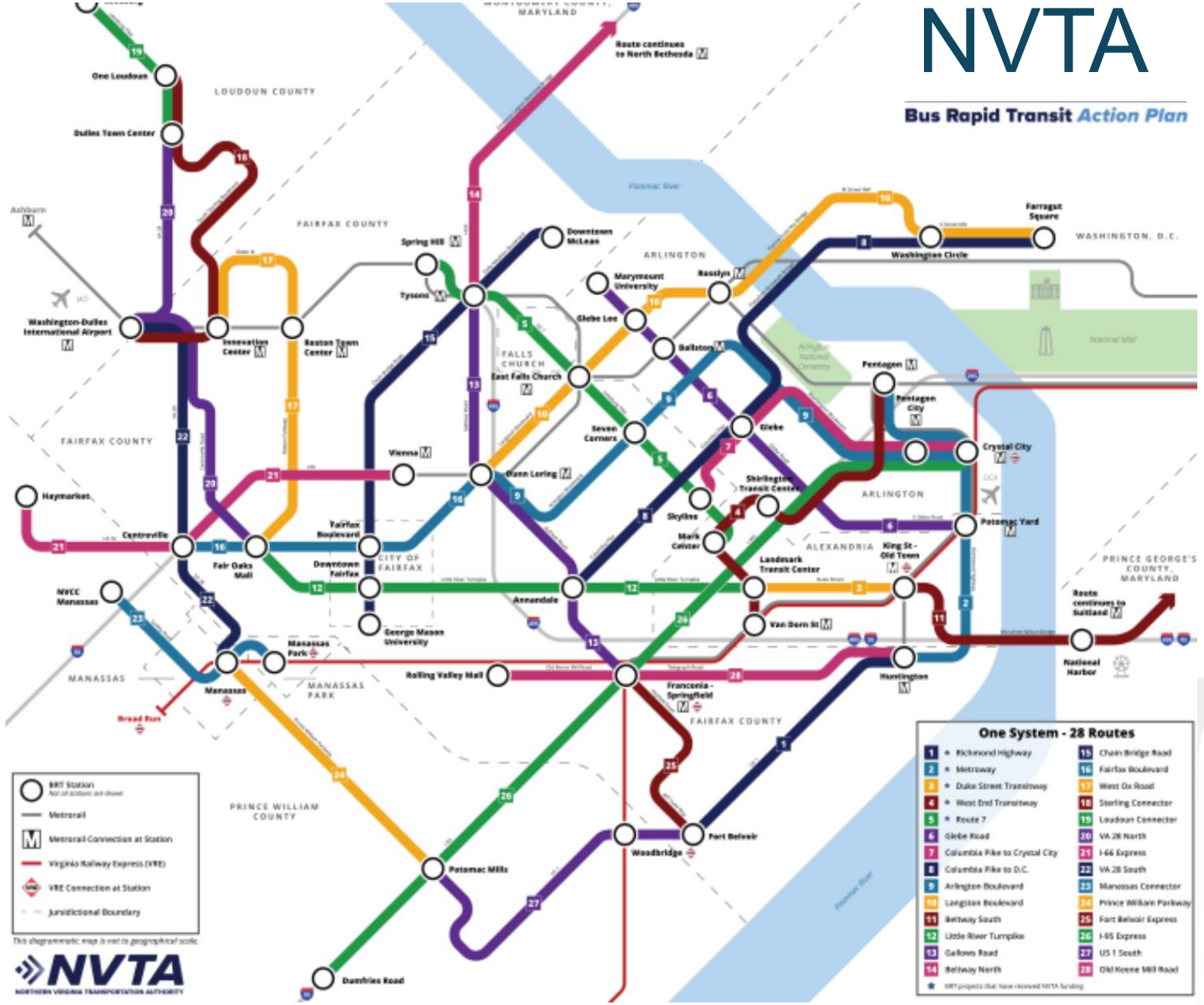
- Along Existing or Augmented Streets
- Various Methods for Giving Buses Priority Over Other Vehicles
- Faster, More Reliable, More Efficient
- Branded and Enhanced Equipment
- More Flexible than Rail and at Lower Cost

NVTA: BRT Capital Investment to Date

- Richmond Highway [“The One”] $638 Million, Fairfax County
- Route 7 $102 Million, Fairfax County, Falls Church, Arlington, Alexandria
- Duke Street Transitway $87 Million, Alexandria
- Metroway $36 Million, Alexandria/Arlington
- West End Transitway $20 Million, Alexandria/Arlington

NVTA'S BRT Bus Rapid Transit Action Plan

- Long-Range Regional Plan
- Proposes a Future Regional BRT System
- High-Level Perspective
- Builds on Previous BRT Projects
- One System – 28 Routes

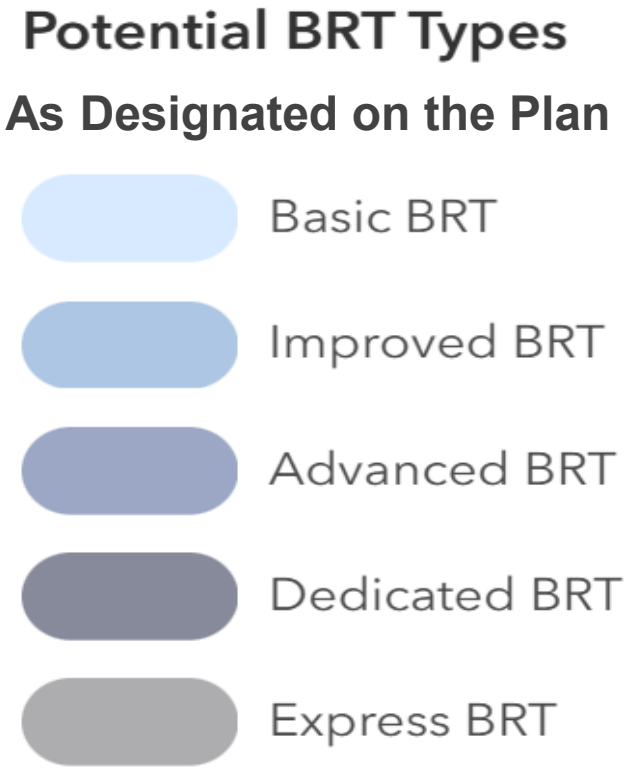


LIVE DIFFERENTLY. TOWN OF Herndon VIRGINIA

The NVTA BRT Plan

- Five types or levels of BRT service
  1. Basic
  2. Improved
  3. Advanced
  4. Dedicated
  5. Express

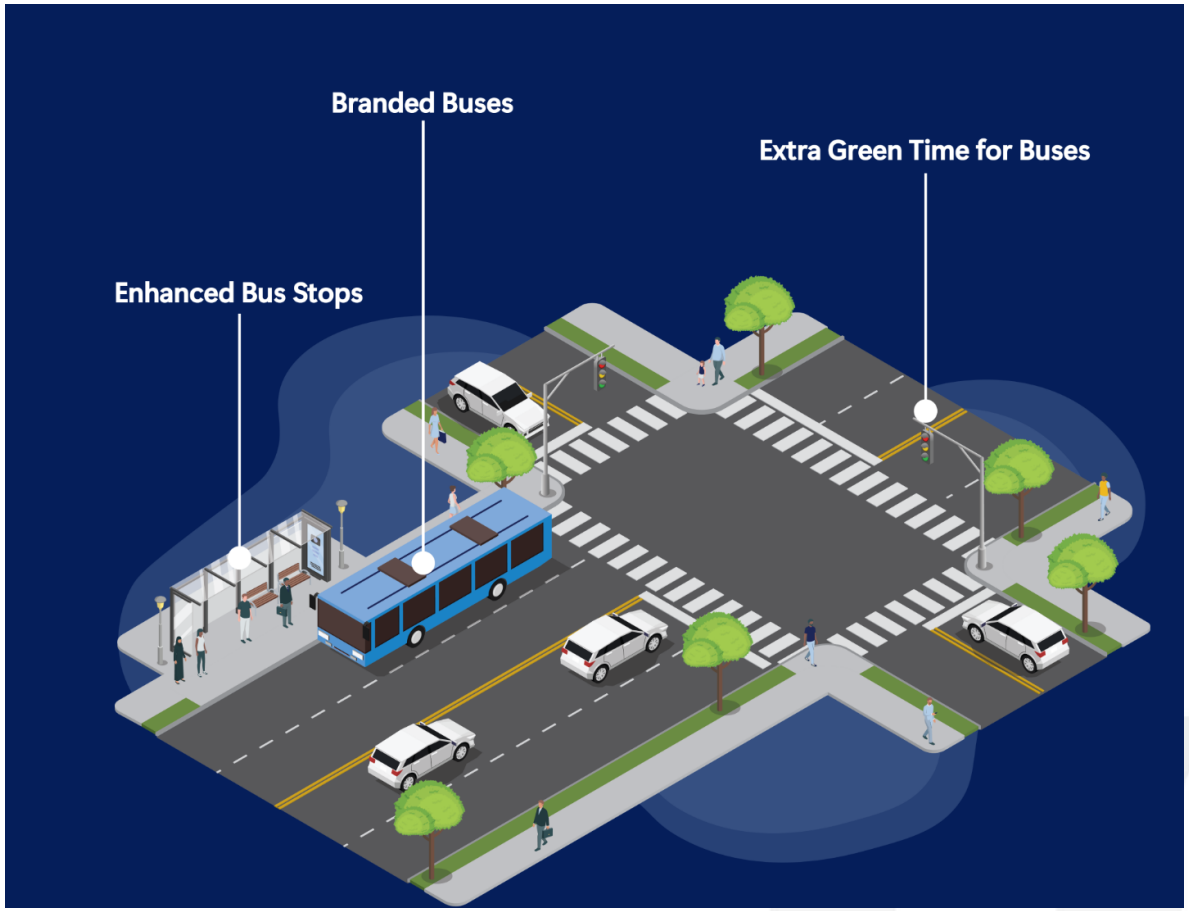
- Proposed for Herndon:
  Basic, Improved and Advanced.



NVTA Plan of Herndon

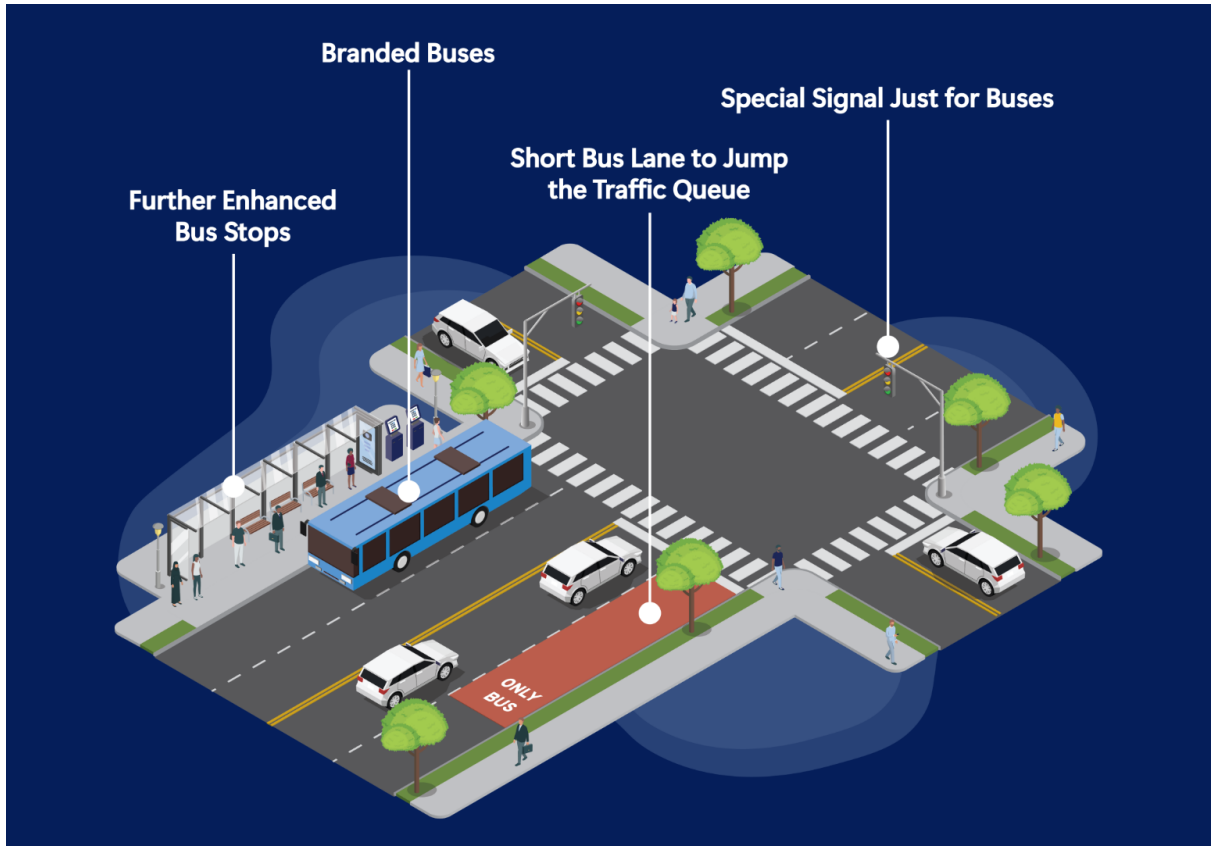


Basic



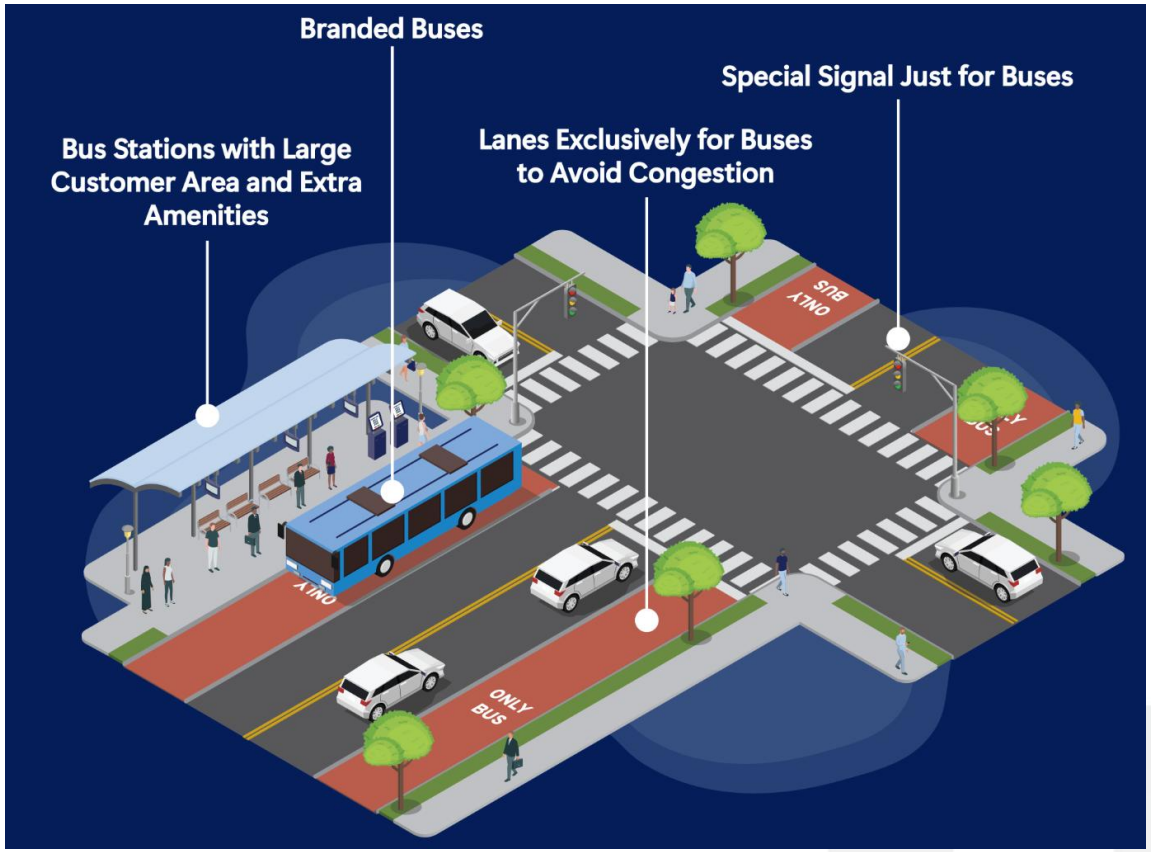
Shares the road with regular traffic, some intersection priority and enhanced amenities at popular locations.

Improved



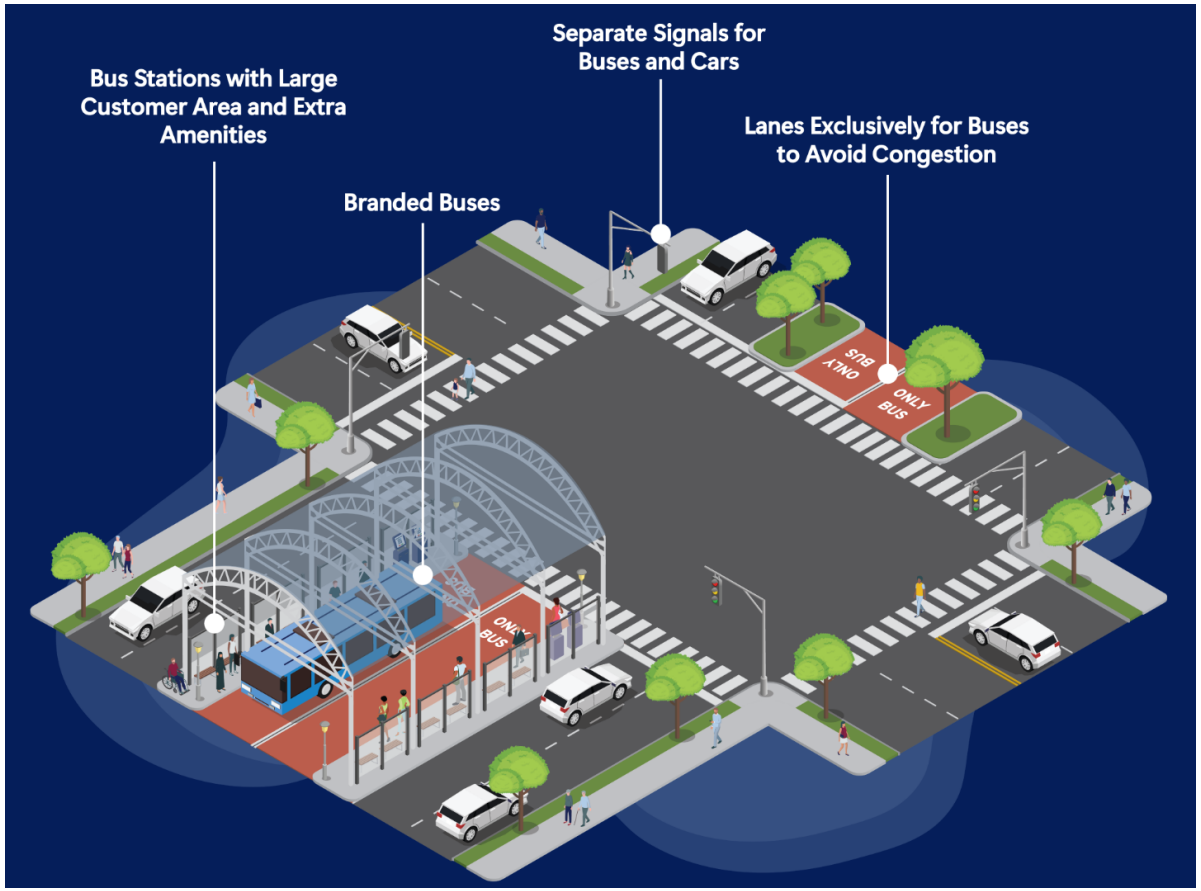
Provides faster service with level boarding, off-board fare payment, priority at most intersections, some dedicated lanes, significant passenger amenities.

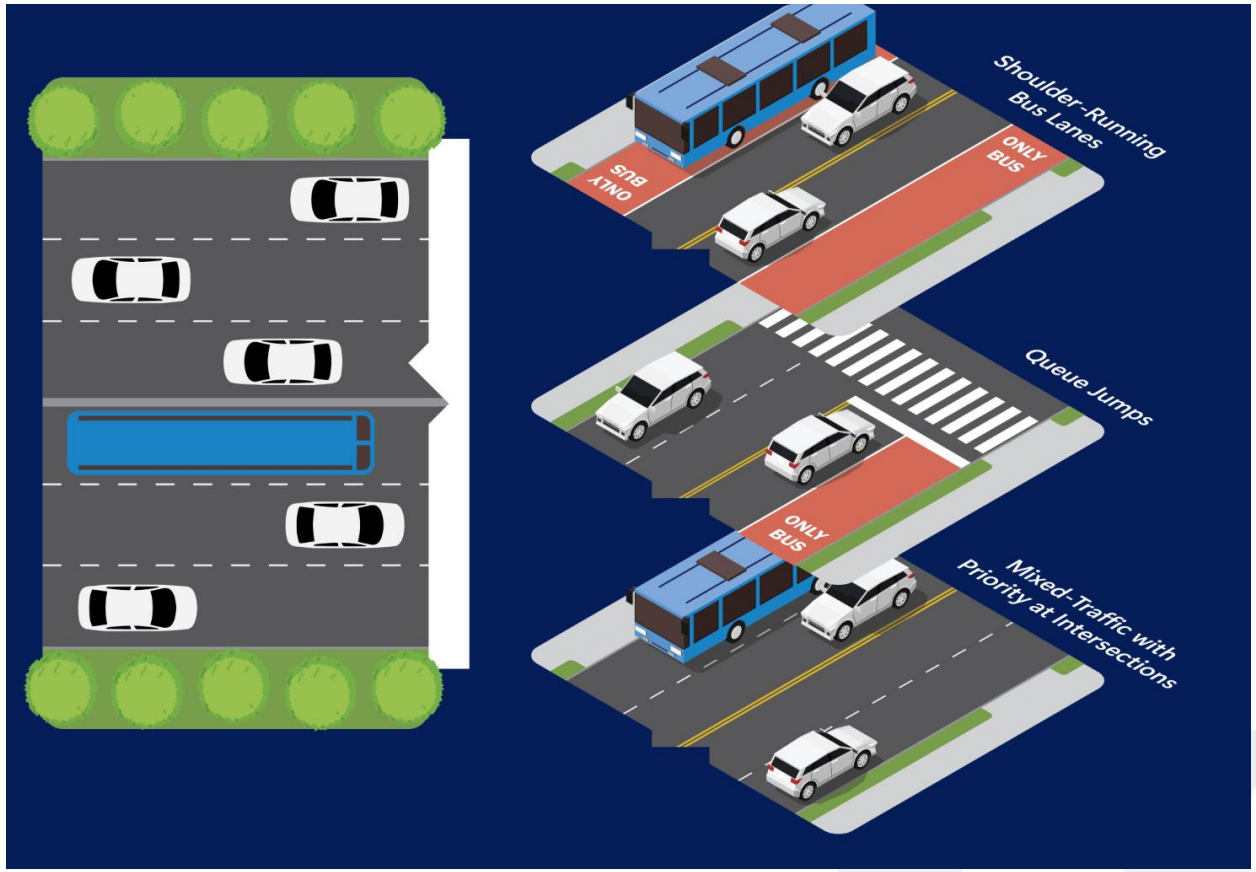
Advanced



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

Two Types Not Proposed for Herndon





Dedicated: 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: Provides point-to-point express service that often uses limited access roadways. Mixed-Traffic or use of HOV/HOT lanes and priority treatments on local roadways

Impacts

Long-Range Regional Planning

No Required Action

Not Mandatory

Can Help to Support Grant Applications if Measures are Included