



Richmond Highway Bus Rapid Transit

Phases I & II

Project Description

The Richmond Highway (Route 1) Bus Rapid Transit (BRT) project includes median running BRT from Huntington Metro Area to Fort Belvoir. The project will include new transit stations, facilities for bicycle, pedestrian, and vehicle travel modes.

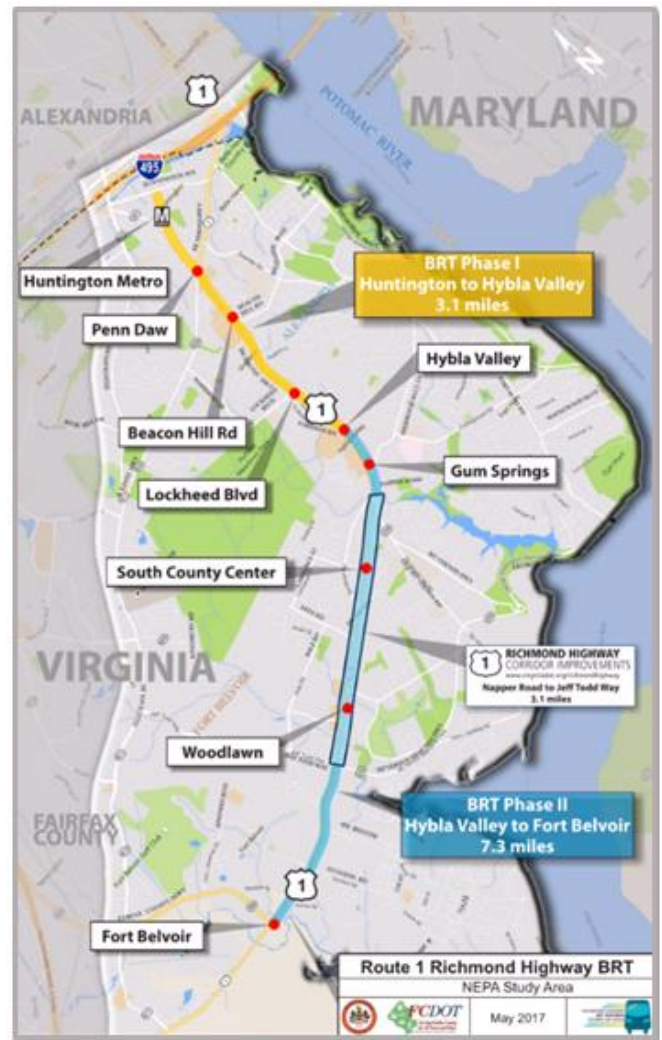
In 2015, the Department of Rail and Public Transportation (DRPT) led a transportation study for Richmond Highway called the Route 1 Multimodal Alternatives Analysis, which evaluated the benefits, costs, and impacts of implementing multimodal improvements along a 15-mile stretch of Richmond Highway, from the I-95/I-495 Beltway area, through Fairfax County, to the VRE Station at Woodbridge in Prince William County. Through stakeholder participation and technical analysis, the study recommended transportation improvements for adoption by Fairfax County and Prince William County. This recommendation from the study included a phased approach, which was to implement median running BRT in the near-term between Huntington in Fairfax County to Woodbridge in Prince William County and expanding Metrorail to Hybla Valley, Fairfax County in the long-term.

In May 2015, the Fairfax County Board of Supervisors endorsed phases I and II of the preferred transit alternative, which was to implement median running BRT from Huntington to Accotinck Village, Fort Belvoir. The Board action also included language for staff to work on updating the comprehensive plan to include elements along the corridor that would be supportive of BRT and other necessary actions for BRT implementation.



Reference Number: 2018-007-0
TransAction ID: 39
Submitting Jurisdiction/Agency: Fairfax County
Location: Between Fort Belvoir and Huntington Metrorail Station
Requested NVTA Funds: \$250,000,000
Total Cost to Complete Project: \$544,800,000

Project Location



Project Milestones

	Before FY2018	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	After FY2023
Design, Engineering, Environmental Work	X	X	X	X	X	X	X	X
Right of Way Acquisition				X	X	X	X	X
Construction							X	X
Capital Asset Acquisitions							X	X

Project Funding

	Requested NVTA Funds	Other Funding Sources	Total Cost by Phase
Design, Engineering, Environmental Work	\$74,000,000	\$4,000,000 (VDRPT) \$6,000,000 (C&I Tax Revenues) \$6,000,000 (NVTA 30%)	\$88,800,000
Right of Way Acquisition	\$67,100,000	\$21,465,000 (CMAQ) \$14,505,000 (RSTP)	\$103,400,000
Construction	\$108,900,000		\$329,900,000
Capital Asset Acquisitions			\$22,700,000
TOTAL:	\$250,000,000	\$51,970,000	\$544,800,000

Note: There is a funding gap of \$242,830,000. Fairfax County plans to request additional funds through the state's Smart Scale program, the NVTA's next Call for Projects, federal New Starts Program or other local, federal and/or private sources.

Project Analysis Highlights

Congestion Reduction Relative to Cost Ratio (Total Cost in \$1000's):	28.58
Congestion Reduction Relative to Cost Ratio Rank (Total Cost in \$1000's):	23
TransAction Project Rating:	85.86
TransAction Project Rating Rank:	2

Note: The project analysis above was completed by NVTA staff using data and information from the project application and analyses of the region's transportation network.

Regional Impacts

- Enhance quality of life and economic strength
- Implement a multimodal transportation system, including BRT, bicycle, and pedestrian facilities
- Improve connectivity to Fort Belvoir and the Fort Belvoir Community Hospital, two very large employment centers in south eastern Fairfax County.
- Enable optimal use of the transportation network and leverage the existing network
- Reduce negative impacts of transportation on communities and the environment

Note: The regional impacts listed above are a summary of what was submitted in the project application NVTA staff received from the jurisdiction or agency that has applied for funding.