



Northern Virginia Transportation Authority FY2022-2027 Six Year Program

Richmond Highway (Route 1) Bus Rapid Transit

Date Submitted: 10/01/2021

APPLICATION #: FFX-128

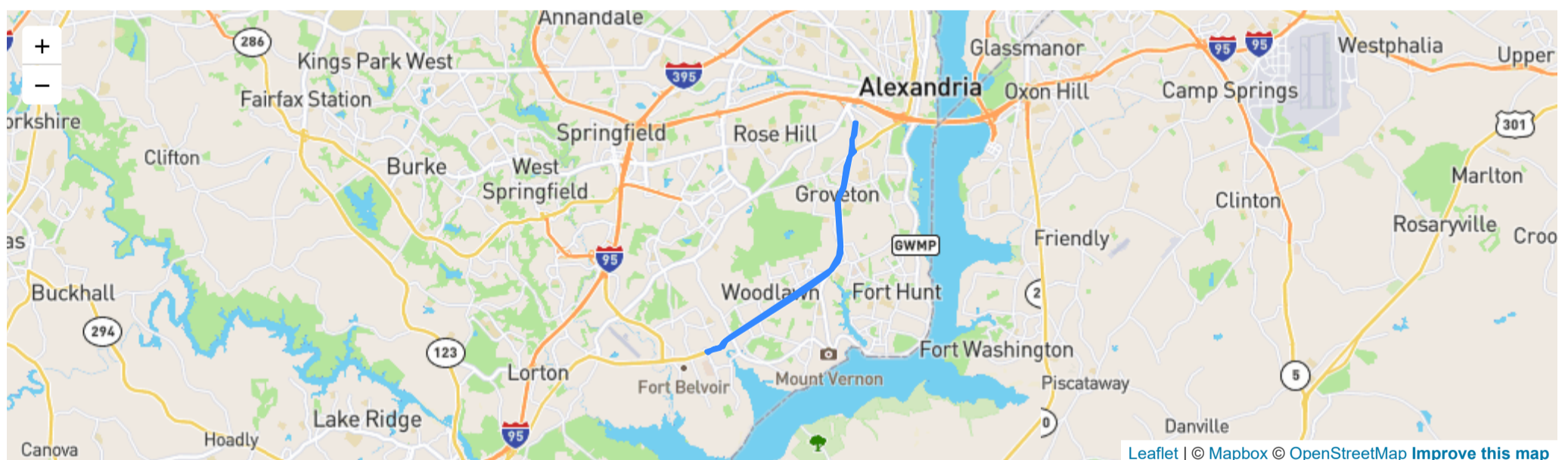
Huntington Metrorail Station to Fort Belvoir

Project Description

The Richmond Highway Bus Rapid Transit (BRT) Project is an approximately 7.4 mile transit project that will run from Huntington Metrorail Station along North Kings Highway and within the median of Richmond Highway (US Route 1) to Fort Belvoir. The project received NEPA determination and is in the design phase. As depicted in the attached, "Richmond Highway BRT-Typical Sections" pdf, the project matches the adopted Fairfax County Comprehensive Plan amendment, EMBARK Richmond Highway. This includes a median reserved for transit elements (i.e. stations, transitway, etc.), a sidewalk, grass buffer for utilities, two-way cycle track for cyclists, a grass median, and three travel lanes in each direction. The project includes nine BRT stations. The pedestrian and bicycle facilities will be constructed continuously within the project limits. Length of turn lanes, access management and other detail features will be determined as design continues.

Primary Mode(s)	Secondary Mode(s)
Application Number	FFX-128
Primary TransAction ID Number	39
Submitting Jurisdiction/Agency	Fairfax County
Location	The first station will be co-located at the existing WMATA Huntington Metrorail Station. BRT will run in mixed traffic from North Kings Highway to Shields Avenue, approximately 3/4 of a mile. The alignment will then continue within the center of Richmond Highway, until Fort Belvoir (Belvoir Road).
Requested NVTA Funds	\$80,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$250,000,000.00
Total Cost to Complete Project	\$730,000,000.00

Project Location



Project Milestones

	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier		X	X		
FY21		X	X		
FY22		X	X		
FY23		X	X		
FY24		X	X		
FY25		X	X		X
FY26		X	X	X	X
FY27		X	X	X	X
Beyond				X	X

Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$114,000,000	\$119,000,000	\$453,000,000	\$44,000,000	\$730,000,000
NVTA Funds Applied	\$0	\$5,000,000	\$3,000,000	\$71,500,000	\$500,000	\$80,000,000
CMAQ		\$20,696,000			\$0	\$20,696,000
Other		\$4,000,000				\$4,000,000
SmartScale				\$50,000,000		\$50,000,000
Previous NVTA 70%		\$49,200,000	\$65,000,000	\$92,300,000	\$43,500,000	\$250,000,000
RSTP		\$19,000,000	\$6,000,000	\$16,437,000		\$41,437,000
Total Other	\$0	\$92,896,000	\$71,000,000	\$158,737,000	\$43,500,000	\$366,133,000
Gap	\$0	\$16,104,000	\$45,000,000	\$222,763,000	\$0	\$283,867,000

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	5.97
Congestion Reduction Relative to Cost (CRRC) Rank	17
TransAction Project Rating	44.50
TransAction Project Rank	2
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	20.07%
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	47%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	16%
Local Priority	2
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	1
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$248,387,962