



# Northern Virginia Transportation Authority

## Richmond Highway (Route 1) Bus Rapid Transit

Date Submitted: 08/01/2025

**APPLICATION #: FFX-141**

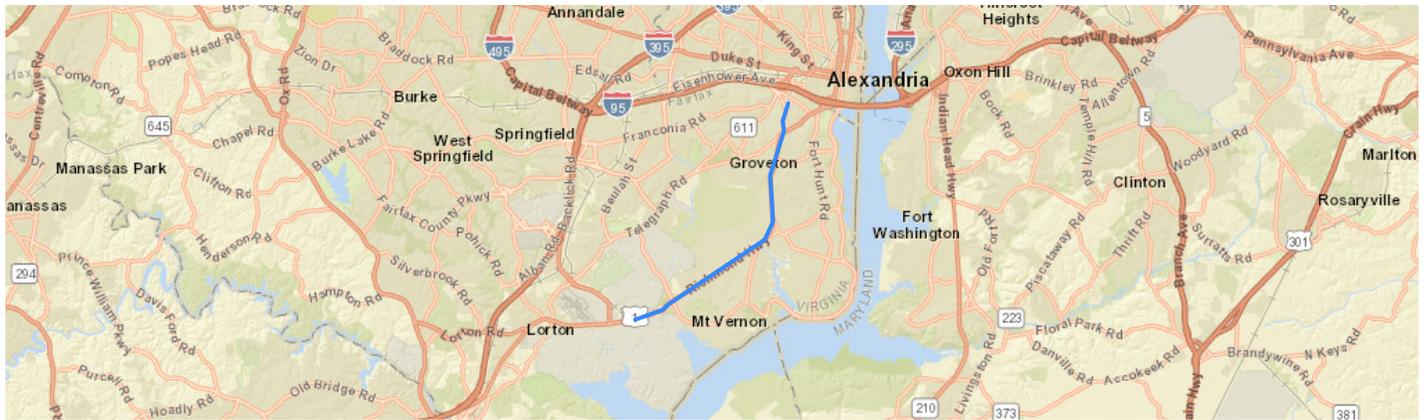
**Huntington Metrorail Station to Fort Belvoir**

### 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 matches the adopted Fairfax County Comprehensive Plan Amendment, EMBARK Richmond Highway. This includes a median reserved for transit elements (i.e. stations, transitway, etc.), nine BRT stations, a sidewalk, grass buffer for utilities, two-way cycle track for cyclists, a grass median, and three travel lanes in each direction. Pedestrian and bicycle facilities will be constructed continuously within the project limits.

Primary Mode(s)	Secondary Mode(s)
Application Number	FFX-141
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). The limits of disturbance to the North extend to Bell Haven on Richmond Highway, and the WMATA Property at Huntington. On the south side, the limits of disturbance extend down Belvoir Rd and past the intersection on Richmond Highway at least 1000 ft.
Requested NVTA Funds	\$463,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$330,000,000.00
Total Cost to Complete Project	\$987,290,200.00

## Project Location



## Project Milestones

	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier		X	X	X	X
FY29		X	X	X	X
FY30		X	X	X	X
FY31				X	X
Beyond				X	X

Year of expected project completion: FY2034

## Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$110,000,000	\$204,000,000	\$609,890,200	\$63,400,000	\$987,290,200
NVTA Funds Applied	\$0	\$1,000,000	\$10,000,000	\$401,000,000	\$51,000,000	\$463,000,000
CMAQ				\$15,960,000		\$15,960,000
RSTP				\$25,140,000		\$25,140,000
Other Federal				\$43,010,000		\$43,010,000
Other Federal			\$0	\$3,600,000		\$3,600,000
Revenue Sharing				\$12,030,000		\$12,030,000
Local				\$170,000		\$170,000
Previous NVTA 70%		\$101,000,000	\$122,000,000	\$107,000,000	\$0	\$330,000,000
NVTA 30%		\$8,000,000	\$2,000,000	\$1,980,200	\$12,400,000	\$24,380,200
Other			\$20,000,000	\$0		\$20,000,000
SmartScale			\$50,000,000			\$50,000,000
Total Other	\$0	\$109,000,000	\$194,000,000	\$208,890,200	\$12,400,000	\$524,290,200
Gap	\$0	\$0	\$0	\$0	\$0	\$0

## Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	8.73
Congestion Reduction Relative to Cost (CRRC) Rank	7
TransAction Project Rating	70.36
TransAction Project Rank	1
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2025)	89.00%
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2025)	74.21%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	19.68%
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	2
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$638,595,000