



Request to Use Draft Embark Land Use (BRT Scenario) in the Regional Cooperative Forecasts for the Richmond Highway Corridor

Board Transportation Committee

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Background

- A study completed in 2014 by the Virginia Department of Rail and Public Transportation (VDRPT), known as the Route 1 Multi Modal Alternatives Analysis recommended median running Bus Rapid Transit (BRT) from Huntington Metro Station to Woodbridge with an ultimate Metrorail extension of the Yellow line to Hybla Valley.

Route 1 

Multimodal Alternatives Analysis
JOIN US FOR OUR THIRD PUBLIC MEETING!



MEETING 1: PRINCE WILLIAM COUNTY
Wednesday, October 8
6:00 p.m. – 8:00 p.m. (Presentation at 7:00)
Belmont Elementary School
751 Norwood Lane, Woodbridge
Public Transit: OmniLink's Route One Bus will travel off-route to serve the elementary school that evening.

MEETING 2: FAIRFAX COUNTY
Thursday, October 9
6:00 p.m. – 8:00 p.m. (Presentation at 6:30)
South County Center
8350 Richmond Hwy, Alexandria
Public Transit: Fairfax Connector Route 171 and the REX.



The Route 1 Multimodal Alternatives Analysis is a study to enhance mobility along a 15-mile segment of Route 1 between the VRE station in Woodbridge and Huntington Metro Station. Join us at the upcoming public meeting to learn about the study's findings and recommendations for improved transit, roadway, bicycle, and pedestrian facilities along Route 1.

route1multimodalaa.com  [route1multimodalaa](https://www.facebook.com/route1multimodalaa)  [@rt1multimodalaa](https://twitter.com/rt1multimodalaa)

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Background

- May 2015 Board of Supervisors directed Staff to:
 - ✓ Update Comprehensive Plan for the Richmond Highway Corridor.
 - ✓ Implement a Bus Rapid Transit (BRT) System in the corridor from Huntington Metro Station to Fort Belvoir.



VDRPT Multi Modal Alternatives Analysis
Conceptual Rendering

Where we are today

- The Richmond Highway Comprehensive Plan Amendment is scheduled for Board of Supervisors adoption in March 2018, with Planning Commission public hearing in January 2018.
- FCDOT staff has continued work to move the BRT project forward and into a pre-design phase in coordination with other County agencies and VDOT. Focused on implementation as outlined in the DRPT study with Phase I in 2026 and Phase II 2028.

Background

- On a yearly basis, DPZ and the Economic, Demographic and Statistical (EDSR) unit submit employment, population, housing unit and household forecasts, for inclusion in the regional forecasting model run by the Metropolitan Washington Council of Governments (MWCOCG). These inputs become the basis for the regional travel demand model.
- Inputs for the next MWCOCG Model are due in January 2018.

Federal Transit Administration (FTA) New Starts Application and timeline

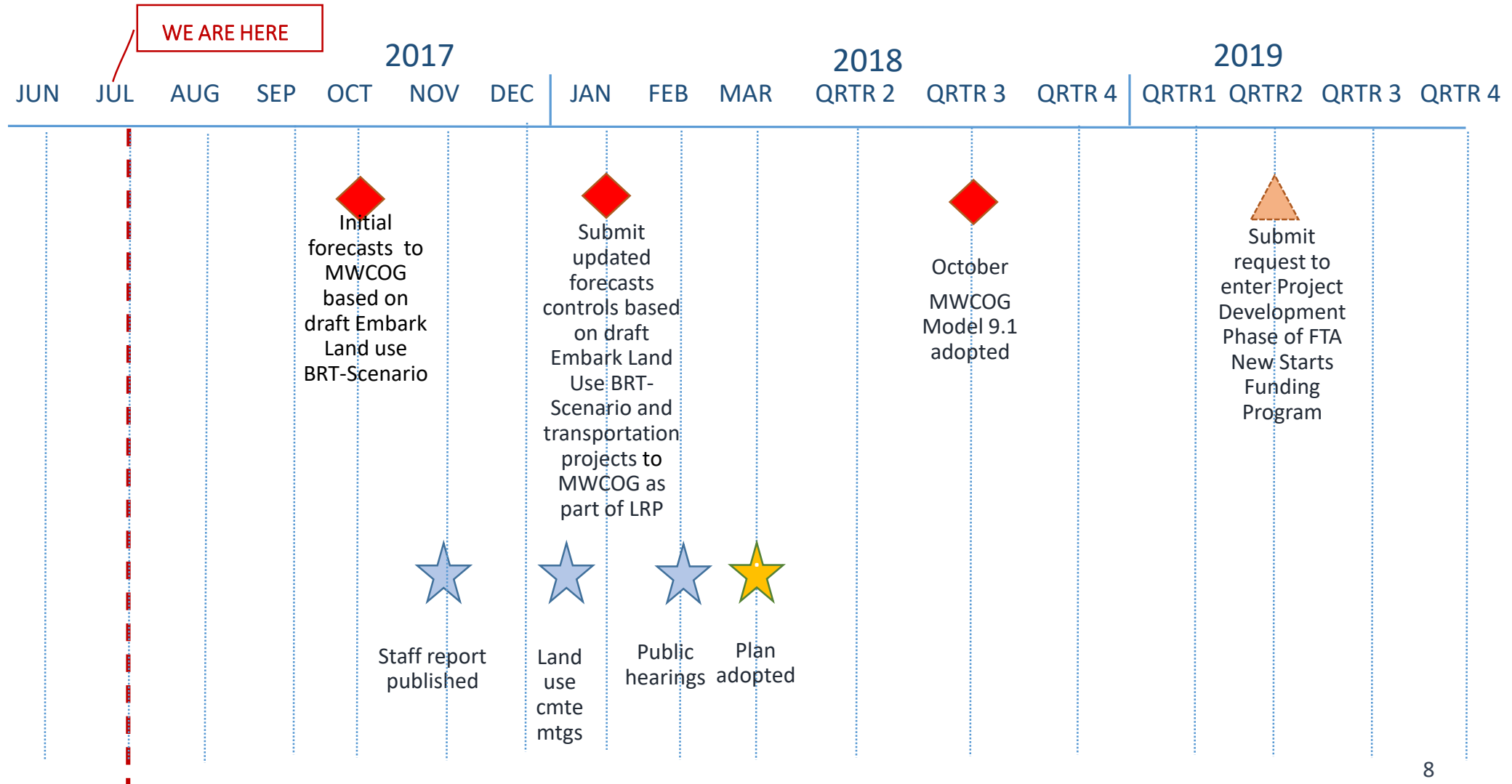


- Federal Funding will be required to implement the BRT project.
- The FTA funding program, New Starts is very competitive. Over 60 projects are actively seeking funding nationwide.
- BRT project needs to use Embark land use densities to facilitate the most competitive application possible and increase the chances of receiving federal funding to meet the suggested schedule.
- If Embark land uses are not submitted with the upcoming COG Round there may be an 11 month delay to the overall BRT project schedule.

What staff is asking

- To move the BRT project forward, staff will need to include the DRAFT Embark Land Use BRT-Scenario by January 2018. Staff's standard practice is to develop the forecast based on the adopted land uses in the Comprehensive Plan.
- Staff is asking for Board support for submission of forecast to MWCOCG based on this Draft Land Use scenario not yet adopted by the BOS.
- This submission does not prejudice the Board Decision on the Comprehensive Plan amendment.
- If the Board approves different land use for the Richmond Highway corridor the regional forecasts will be updated the next MWCOCG forecast cycle.

Comprehensive Plan Amendment & COG Forecasting Timelines



Richmond Highway Corridor-wide Development Potential*

Land Use Type	Existing Development (2015)	Adopted Comprehensive Plan	Proposed BRT Land Use Scenario
Office Gross Square Feet (gsf)	706,000	7,477,000	4,490,000
Retail gsf	3,290,000	4,775,000	3,750,000
Hotel gsf	355,000	1,465,000	860,000
Industrial gsf	289,000	104,000	104,000
Institutional gsf	452,000	272,000	322,000
Total Non-Residential gsf	5,092,000	14,100,000	9,526,000
Total Residential Units	9,950	22,000	27,000

*Includes the Huntington Transit Station Area (TSA), Community Business Centers (CBCs), and Suburban Neighborhoods

Next Steps

- If the Board is comfortable with this approach, staff will prepare a letter for partnering County agency concurrence and move forward with a MWCOCG submission of the Draft Land Use BRT scenario.
- BRT Team will move forward with using MWCOCG 9.1 Model, as soon as it is available.

QUESTIONS/DISCUSSION