



County of Fairfax, Virginia

**Transportation Initiatives:
Capital Improvement Program
Planning Commission Workshop**
March 11, 2021

Pages 224-243

Fairfax County Department of Transportation





PROGRAM DESCRIPTION

- VDOT owns, constructs, maintains and operates nearly all the roads in Fairfax County.
- WMATA provides rail service throughout the region and primarily provides bus service between jurisdictions.
- Fairfax Connector primarily provides bus service within Fairfax County
- Virginia Railway Express (VRE) provides commuter rail service for the County
- Transportation Planning Board (TPB) is responsible for ensuring **regional** compatibility of all transportation plans, a prerequisite for the expenditure of federal funds for any transportation project. Many County projects are entered in the region's Visualize 2045 (formally Constrained Long Range Plan - CLRP) and Transportation Improvement Program (TIP)
- Fairfax County's Comprehensive Plan has a number of objectives and policies for transportation systems in the County.
- County Transportation Priorities Program (TPP)



MAJOR FUNDING SOURCES

For Roads, Transit, Bike & Pedestrian

STATE/REGIONAL

- 2013 - General Assembly passed HB 2313
 - NVTA: 70% regional projects and 30% locality projects ~ \$32 million in FY 2021
- 2014 – General Assembly passed HB 2 – Smart Scale
 - Directs the Commonwealth Transportation Board (CTB) to develop and implement the prioritization process for roadway, transit, rail, technology improvements, and transportation demand management strategies that must be used for the development of the Six-Year Improvement Program (SYIP). For the FY 2024-FY2025 SYIP, Fairfax County submitted ten projects requesting a total of \$846.6 million. The CTB will decide what to fund and adopt the SYIP in June.
- Revenue Sharing: Up to \$5 million with County \$5 million match
- 2018 – General Assembly passed HB 1539/SB 856 - \$154 million/year for Washington Metropolitan Area Transit Authority (WMATA). \$102 million was diverted from existing local and NVTA regional sources. The 2020 General Assembly passed HB 1414/SB 895 which restored \$50 million
- 2018 – General Assembly passed HB 1539/SB 856 - \$15 million/year for Commuter Rail Operating and Capital (C-ROC) Fund

FEDERAL

- Regional Surface Transportation Program (RSTP)
- Congestion Mitigation and Air Quality Program (CMAQ)
- Transportation Alternative Program (TAP)
- Other Grants, e.g., USDOT Better Utilizing Investments to Leverage Development (BUILD) Grants; Infrastructure For Rebuilding America (INFRA) Grants
- Fixing America's Surface Transportation Act (F.A.S.T.) – Continues these funds but with new performance measures



MAJOR BOARD APPROVED TRANSPORTATION PLANS

Budgeted or Expected Through FY 2021

- **2012 Third Four-Year Transportation Plan:** \$937 million from various sources – RSTP, CMAQ, GO & Revenue Bonds, C & I Taxes, federal & private funds to fund all modes of transportation projects.
- **2020-2025 Six-Year Plan Transportation Project Priorities (TPP):** \$3.04 billion – New road construction for sidewalks, bike lanes, and transit facilities. Improvements to existing roads, sidewalks, bike lanes and transit facilities.
- **Tysons Transportation Funding Plan:** \$3.1 billion from various funding sources to provide transportation infrastructure improvements in Tysons based on the Tysons Comprehensive Plan.
- **Reston Funding Plan:** \$2.27 billion approved by the Board of Supervisors in 2017. Various funding sources for transportation infrastructure improvements in Reston based on Reston Phase I Comprehensive Plan



FY 2020-2025 Transportation Priorities Plan

For Roads, Transit, Bike & Pedestrian

- The Board approved the TPP plan on January 28, 2014
- The initial six-year plan was for FY 2015- FY 2020
- Latest TPP update was approved by the Board of Supervisors on December 3, 2019 for the six-year period of FY 2020- FY 2025
- The proposed TPP includes approximately \$3.04 billion in available funding through FY 2025

Revenues		Total (in millions)
Previous Allocations (Local, State, Federal, Regional)		\$519.4
Local		\$952.3
Federal		\$314.0
Private		\$181.5
Regional		\$738.2
State		\$330.6
Total Expenses		\$3,036.0
Project Categories		Total (in millions)
Major Roadway Capital (e.g. widenings*, extensions, interchanges)		\$1,626.9
Spot/Intersection Improvements		\$185.1
Bicycle and Pedestrian Projects		\$215.3
Transit Capital and Operating		\$837.2
Debt Service		\$78.5
Project Support Needs		\$68.3
Other Transportation Needs (e.g. studies and planning, traffic calming, etc.)		\$9.8
Reserve/Contingency		\$14.8
Total Expenses		\$3,036.0



WHERE THE \$\$\$ GOES

- **Highways**
 - Primarily VDOT responsibility for Construction & Maintenance
 - Based now on the Commonwealth's new Smart Scale process, County bi-annually reviews projects based on projects in the Comprehensive Plan & submits applications to the CTB for VDOT's SYIP
- **Public Transportation – Utilizes All Funding Sources**
 - Metrorail – 10 stations in Fairfax County (including new Silver Line stations)
 - Metro Bus
 - Fairfax Connector – 312 buses; Three garage operating facilities
 - Commuter park-and-rides
 - Commuter Rail (Virginia Railway Express) – Five stations in Fairfax County
- **Bike/Pedestrian Projects**
 - Projects for safety, access to public transportation, bus stop improvements, pedestrian signals, and missing links
 - 2014 Bond Referendum funds >200 countywide pedestrian projects



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