

Transportation Initiatives

Transportation Initiatives Goals

- To provide long range transportation planning for new capacity roadway improvements.
- To identify potential locations for major transit facilities such as future rail stations and park and ride sites.
- To enhanced public transportation corridors which will require further study to identify the feasibility of alternative modes and levels of service.
- To provide a system of alternative transportation links between residential, educational and commercial activity centers oriented to the non-motorized user.

Transportation Initiatives

Program Description

Transportation facilities and services in Fairfax County are primarily provided by the Virginia Department of Transportation (VDOT) which owns, constructs, maintains and operates nearly all of the roads in Fairfax County, and by the Washington Metropolitan Area Transit Authority (WMATA) which provides the majority of all public transit service in the region. In addition to the transportation planning done by these two agencies, the Metropolitan Washington Council of Governments (COG) is responsible for ensuring regional compatibility of all transportation plans, a prerequisite for the expenditure of federal funds for any transportation project.

Link to the Comprehensive Plan

The Transportation Section of the Fairfax County's Comprehensive Plan includes the following established objectives:

- Provide for both through and local movement of people and goods via a multi-modal transportation system that provides transportation choices, reduces single-occupancy-vehicle (SOV) use and improves air quality.
- Increase use of public transportation and non-motorized transportation.
- Ensure that the roadway system provides adequate local access and capacity for through movements, consistent with financial, social, and environmental constraints and with the county's goal of reducing SOV use.
- Provide a comprehensive network of sidewalks, trails and on/off road bicycle routes as an integral element of the overall transportation network.
- Promote Transportation Demand Management (TDM) to support efficient use of the county's transportation system.
- Ensure that improvements to the transportation system are cost-effective and consistent with environmental, land use, social, and economic goals.
- Provide transportation facilities and services that minimize community disruption and adverse environmental impacts.
- Identify the funding needed for the county's transportation system and potential sources for that funding.
- Ensure safety for users of transportation facilities and services and for the general public.
- Maximize the operational efficiency of transportation facilities for all modes.
- Ensure that land use and transportation policies are complementary.
- Preserve land needed to accommodate planned transportation facilities.
- Review and update the Fairfax County Transportation Plan and Bicycle Master Plan once every five years.

Source: Fairfax County Comprehensive Plan, 2017 Edition; Policy Plan - Transportation, Amended through 3-20-2018

Program Initiatives

Transportation legislation and federal public transportation grants continue to change the way that Fairfax County programs and implements transportation projects.

Funding for the Transportation Priorities Plan (TPP)

On January 28, 2014, the Board approved the Transportation Priorities Plan (TPP). This plan, which established transportation priorities for six years, was the product of a dialogue that began at the Board's retreat in February 2012. Following the Board's retreat, there was a two-year effort, titled the "Countywide Dialogue on Transportation" (CDOT), which consisted of a project prioritization process that included a Benefit-Cost Analysis (BCA) for proposed projects, along with extensive public outreach and community input. The initial six-year plan was for FY 2015- FY 2020. Since 2014, the TPP has been updated with several factors to be included in the process which include:

- Providing updated costs and timelines for projects in the approved TPP;
- When possible, fully funding projects that were only partially funded in the original TPP;
- Ensuring the update is a continuation of the County's transportation priorities (e.g., implementation of the County's Comprehensive Plan, congestion reduction, multimodal solutions, the County's Economic Success Strategic Plan, etc.);
- Evaluating potential new projects based on several selection criteria, including Benefit Cost Analysis, support for major activity centers, schools, parks and disadvantaged populations, and public input; and
- Noting most potential revenues sources when determining what is available to meet the needs of these projects. This provides for a more inclusive, comprehensive plan for transportation.

The 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. The tables below include the various sources of revenues and proposed allocations by project category.

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

Revenues noted in the table above include most sources. Unlike the TPP the Board approved in January 2014, the FY 2020- FY 2025 TPP is more inclusive of transportation projects implemented in Fairfax County. It accounts for most revenues dedicated to transportation capital projects, whereas the FY 2015- FY 2020 TPP accounted only for available revenues (not previously approved for other projects). Since the Board's adoption of the TPP on January 28, 2014, 100 projects have been completed. A complete list of projects for the TPP can be found at www.fairfaxcounty.gov/transportation/TPP.

Local/Regional

As authorized by the Virginia General Assembly, the Board of Supervisors has implemented a Commercial and Industrial (C&I) tax for transportation projects in Fairfax County. The Board has adopted a rate of 12.5 cents (the maximum allowed by the Code of Virginia), which is expected to generate \$62 million in FY 2022. The C&I tax is one of the revenue sources utilized to fund projects within the TPP.

C&I tax revenues also fund Fairfax Connector transit service. Some of this service includes the operation of West Ox Division rush hour and midday service; support for increased frequencies on overcrowded priority bus routes; support of Transit Development Plan expansions of bus service hours at all three operating divisions; support of I-495 Express lanes service and the Tysons Circulator. Additional information can be found at:

<https://www.fairfaxcounty.gov/transportation/status-report>.

In 2013, the General Assembly passed HB 2313, which provided additional revenues for transportation at the statewide and regional level. Of the funds collected, 70 percent are provided to



the Northern Virginia Transportation Authority (NVRTA) to be used on regional projects meeting certain criteria and 30 percent of the funds are distributed to individual localities to be spent on urban or secondary road construction, capital improvements that reduce congestion, projects included in NVRTA's regional transportation plan or for public transportation purposes.

Localities are required to meet certain criteria to be able to receive all of the funds authorized by HB 2313.

In 2018, the General Assembly approved HB 1539 (Hugo)/SB 856 (Saslaw), which diverted \$102 million, annually, from existing local and NVRTA regional sources (approximately one-third of what HB 2313 originally authorized) to address Washington Metropolitan Area Transit Authority (WMATA) state of good repair needs. Through HB 1414 (Filler-Corn)/SB 895 (Saslaw), the 2020 General Assembly successfully enacted legislation to provide \$50 million in annual regional transportation funding to partially address the funding diversion enacted in 2018.

NVRTA currently estimates \$251 million in FY 2021 regional revenues, of which \$176 million will be utilized for regional projects approved as part of NVRTA's Six Year Program (70 percent funds), and \$75 million will be disbursed to the localities for them to allocate to eligible transportation projects (30 percent funds). Fairfax County should benefit from approximately 43 percent of these funds. The County's share of the 30 percent funds is expected to be approximately \$32 million, including the portion subsequently provided to the Towns of Herndon and Vienna. For a list of projects being

funding with local “30 percent” funds, please visit: <https://thenovaauthority.org/programming/30-local-projects/>.

NVTA adopted its FY 2020 - FY 2025 Six Year Program in July 2020. NVTA's program included funding for several projects in Fairfax County including:

- Fairfax County Parkway Widening (Lee Highway (Route 29) to Nomes Court) - \$37,400,000
- Rolling Road Widening (Hunter Village Drive to Old Keene Mill Road) - \$27,700,000
- Richmond Highway Widening (Route 235 North to Route 235 South) - \$120,387,962
- Soapstone Drive Extension (Sunset Hills Road to Sunrise Valley Drive) - \$15,000,000
- Franconia-Springfield Passenger Rail Bypass - \$ 22,958,821 (requested by the Virginia Department of Rail and Public Transportation)

More information on NVTA's Six Year Program can be found here: <https://thenovaauthority.org/fy2024-2025-six-year-program-update/>.

Economic Development Authority (EDA) revenue bonds in the amount of \$100 million were included in Fund 40010, County and Regional Transportation Projects, and are consistent with the Board of Supervisors TPP. Debt service on these bonds will be paid using Commercial and Industrial Tax revenues. To date, the sale of these bonds for project implementation has not been necessary as the fund has had sufficient cash in account to cover project expenses; however, the authorization is important to advance projects expeditiously.

Fairfax County currently has service districts created to support the advancement of transportation improvements: Route 28, Reston, and Tysons. In FY 2022, the Route 28, Reston, and Tysons Transportation Service Districts are expected to generate approximately \$11.8 million, \$2.4 million, and \$8.6 million in tax revenues, respectively.

On November 4, 2014, voters approved a \$100 million bond referendum for transportation. This referendum included funding for spot roadway intersection improvements, pedestrian improvements, and bicycle projects that were included in the TPP. For additional details, see:

<https://www.fairfaxcounty.gov/boardofsupervisors/sites/boardofsupervisors/files/assets/meeting%20materials/board/2014/june17-final-board-package.pdf>.

The December 2019 Board approved TPP included \$100 million in planned Fall 2024 General Obligation Bond funding. These funds are necessary for the advancement of the Board's transportation priorities.

Federal

In December 2015, Congress passed a new transportation authorization bill, entitled Fixing America's Surface Transportation (FAST) Act. The FAST Act provides \$305 billion for highway, transit and railway programs. Of that, \$233 billion is for highways, \$49 billion is for transit and \$10 billion is dedicated to federal passenger rail. The remaining \$13 billion will be used for other items related to transportation funding over the five-year period, such as helping to replenish the Highway Trust Fund. By the end of the bill's five-year duration, highway investment will rise by 15 percent, transit funding will grow by nearly 18 percent, and federal passenger rail investment will remain flat. The bill also increases the amount of funding that is sub-allocated to metropolitan areas on the basis of population from the current 50 percent to 55 percent over five years. The bill reclassified TAP as the “Surface Transportation Program (STP) Set-Aside” and provides approximately \$840 million per year.

Projects in Fairfax County are eligible to receive federal funding from a variety of funding programs, including the Regional Surface Transportation Program (RSTP), the Congestion Mitigation and Air Quality (CMAQ) Program, and the Transportation Alternatives Set-Aide Program (TAP).

Federal law requires a rigorous air quality impact assessment of all transit and highway projects both at the programming level and at the specific project level. The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet federal clean air requirements. Funding provided through the CMAQ program is designed to assist states in attaining the federal air quality standards for ozone and carbon monoxide. RSTP funding may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel project on any public road, pedestrian and bicycle infrastructure, and transit capital project. TAP funds are utilized for smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects. Details for the RSTP and CMAQ programs can be found at: <https://thenovaauthority.org/programming/cmaq-rstp/>. Information regarding the TAP program can be found at: <https://smartportal.virginiahb2.org/#/about/tap>.

The Americans with Disabilities Act (ADA) requires all public and private providers of transportation services to provide accessible services to those with disabilities. These provisions impact transit and paratransit services operated by WMATA and Fairfax County. This changing regulatory and funding environment provides the County with special challenges and opportunities. One of the important results is increasing multimodal competition for project programming and implementation. In addition, air quality considerations may delay or scale back major roadway projects, while supporting short-term Transportation System Management (TSM) and Transportation Demand Management (TDM) solutions. Additional information can be found at <https://www.fairfaxcounty.gov/transportation/tdp>.

Per federal law, each Metropolitan Planning Organization (MPO) with a transportation management area of more than one million in population representing a nonattainment or maintenance area is required to develop and update biennially a performance plan to achieve air quality and congestion reduction targets. Currently, the National Capital Region, is in an Environmental Protection Agency Air Quality 8-Hour Ozone Maintenance Area. A CMAQ Outcomes Assessment Study for the program is also required. To support many of the federal transportation initiatives to reduce congestion and air pollution, the County and VDOT have advanced an ambitious multimodal program for interstates and primary arterials, which involves building High Occupancy Vehicle (HOV) lanes, High Occupancy Toll (HOT) lanes, park-and-ride lots and new transit facilities. These improvements have significantly improved commuting for those who rideshare or use public transit. This has resulted in an appreciable increase in transit ridership which, in turn, lessened the demands on the area highways.

Private

Fairfax County receives private contributions from developers for roadway and transportation improvements throughout the County. Developer contributions are based on the developer contribution rate schedule for road improvements in the Fairfax Center, Centreville, Reston, and Tysons Areas. These area contributions will address the traffic impact of new development associated with growth resulting from the Comprehensive Plan. The contribution rate schedule is revised periodically by the Board of Supervisors based on the Consumer Price Index.

In November 2016, I-66 Mobility Partners was selected to deliver the Transform 66 Outside the Beltway project. The project is a public-private partnership between the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), and a private

partner, Express Mobility Partners (EMP). The project will deliver \$3.7 billion of transportation improvements in the I-66 corridor and transform I-66 into a multimodal corridor that moves more people by providing more reliable and new travel options.

The Transform 66 Outside the Beltway agreement also provided a \$500 million concessionaire payment for additional transportation projects that will augment the effectiveness of the other I-66 improvements. In December 2017, the Commonwealth Transportation Board (CTB) approved the list of projects, including nine projects in Fairfax County, with a total award of \$122,169,000. See <http://www.transform66.org/> for more information.

State

The Commonwealth utilizes the Smart Scale process to prioritize project funding and the development of the Six-Year Improvement Program (SYIP). The Smart Scale process considers congestion mitigation, economic development, accessibility, safety, land use, and environmental quality to rank candidate projects. The CTB can weigh these factors differently in each of the Commonwealth's transportation districts; however, congestion mitigation must be weighted highest in Northern Virginia.

The Weighting Framework for Northern Virginia is:

- Congestion Mitigation (45%)
- Land Use Coordination (20%)
- Accessibility (15%)
- Environmental Quality (10%)
- Economic Development (5%)
- Safety (5%)

During the last round of funding, the Board Authorized the County to submit applications for ten projects listed in priority order below:

- Richmond Highway Widening (Sherwood Hall Lane to Mount Vernon Highway/Jeff Todd Way): \$106.8 million
- Soapstone Drive Extension/Dulles Toll Road Overpass: \$66.4 million
- Braddock Road Improvements Phase I (Southampton Drive to Ravensworth Road): \$38.9 million
- Frontier Drive Extension (Franconia-Springfield Metrorail Station to Loisdale Road): \$110.3 million
- Seven Corners Ring Road (Phase 1A/Segment 1A): \$99.5 million
- Braddock Road and Old Lee Road Improvements: \$16 million
- Route 7 Widening (Route 123 to I-495): \$46.1 million
- Fairfax County Parkway Widening (Route 123 to Nomes Court): \$96.9 million
- Route 7 Widening (I-495 to I-66): \$57 million

The Commonwealth will announce which projects are recommended for funding in early 2021 and the CTB should adopt the approved list in June 2021, as part of the SYIP process. Because Smart Scale is a competitive process, there is no means to accurately forecast funding for projects in Fairfax County. As such, for planning purposes, FCDOT staff uses an average of previous awards in assuming revenues for the TPP, and CIP.

The Revenue Sharing program is administered by VDOT, in cooperation with the participating localities, as authorized by the Code of Virginia. The Program provides funding for use by a county, city, or town to construct, reconstruct, improve or maintain the highway systems. These funds must be equally matched by the locality. For Fairfax County, this program has been very successful in helping to fund some of the County's major road and transit projects. State law provides that the program shall receive up to \$100 million in each fiscal year for improvements to the secondary and primary road systems, with these funds to be equally matched by locality funds. The Commonwealth Transportation Board has adopted a policy of providing a match of up to \$10 million, through its Revenue Sharing Program, for roadway projects designated by a locality for improvement, construction or reconstruction. Additional information can be found at: http://www.virginiadot.org/business/resources/local_assistance/Fiscal_Year_2019-2020_Revenue_Sharing_allocations.pdf

State law also prioritizes project types for the Revenue Sharing Program, stating that priority will be given: first, to projects that have previously received Revenue Sharing funds; second, to projects that (i) meet a transportation need identified in the Statewide Transportation Plan or (ii) accelerate a project in a locality's capital plan; and third, to projects that address pavement resurfacing and bridge rehabilitation projects where the maintenance needs analysis determines that the infrastructure does not meet the Department's maintenance performance targets.

While Revenue Sharing funds have historically been allocated to projects in the upcoming one or two years, revenue impacts from the COVID-19 pandemic have led to changes in the program. The Commonwealth's updated FY 2021- FY 2022 budget includes language allowing the CTB to utilize Revenue Sharing Funds allocated in previous fiscal years not currently needed to support the project based on the project's current schedule. This will increase the funding available to the Commonwealth Transportation Fund for distribution to other transportation funds and programs so that projects can continue to move forward. New funding allocations to projects will likely not occur until the funding is fully restored to those projects from which Revenue Sharing was diverted, which is required to occur by FY 2024.

Public Transportation

Public transportation in Fairfax County includes several different types of capital facilities programmed to move people effectively throughout the transportation network in the County and the region. Primary capital facilities include Metrorail, Metrobus, Fairfax Connector, commuter park and ride lots and commuter rail related projects. The County's role with neighboring Virginia jurisdictions, the Washington, D.C. region and state and federal entities varies from project to project.

Funding for Public Transportation

Funding for public transportation in Fairfax County includes Federal Aid, State Aid, Northern Virginia Transportation District bonds, Northern Virginia motor fuels tax, County bonds, the County General Fund, the C&I tax, and NVTa local and regional revenues for transportation.

Metrorail

The Washington Metropolitan Area Transit Authority (WMATA) currently operates the 117 mile long mass transit rail system with 91 stations serving the National Capital Region. The following ten Metrorail stations are located in Fairfax County: West Falls Church-VT/UVA, Dunn Loring-Merrifield and Vienna-Fairfax/GMU Stations on the Orange line, the Franconia-Springfield Station on the Blue line; the Huntington Station on the Yellow line, and the McLean, Tysons Corner, Greensboro, Spring Hill, and Wiehle-Reston East Stations on the Silver Line. The Van Dorn Station on the Blue line is

located in Alexandria, but also serves transit riders of Fairfax County. See <https://www.fairfaxcounty.gov/transportation/projects/silver-line> for more information.

WMATA Capital

As part of the federal Passenger Rail Investment and Improvement Act (PRIIA) of 2008, Congress authorized \$1.5 billion for WMATA over ten years to address urgent capital needs, if the region provided \$1.5 billion to match the federal funds. All three signatory jurisdictions (Virginia, Maryland, and the District of Columbia) passed the compact amendments required to receive the federal funding, and the non-Federal matches are in place. The capital funding is used to support areas such as: meeting safety requirements of the National Transportation Safety Board (NTSB), repairing aging rail track, investing in new rail cars, fixing broken escalators and elevators, and rehabilitating decaying rail stations and platforms.

The Capital Funding Agreement (CFA) was signed by the WMATA jurisdictions in 2010. The CFA included all the planned capital expenditures for Metrorail, Metrobus, and Paratransit for FY 2011 through FY 2016. This six-year capital funding plan is reviewed and updated annually. The CFA has been extended for one year each year since FY 2017 including FY 2021. WMATA funding jurisdictions are currently working on the next Capital Funding Agreement which should be a multi-year agreement. This agreement will provide for state of good repair needs in the Capital Improvement Program (CIP) at WMATA such as the purchase of new railcars, buses, and station capacity improvements in the core of the system.

Significant regional, state, and federal efforts were undertaken to secure an additional \$500 million per year in capital funding for WMATA to bring the Metrorail system, in particular, back to a "State of Good Repair" and to keep it that way. In Virginia, the General Assembly passed HB 1539 /SB 856, the WMATA/Transit Funding Bill, which provides dedicated capital funding for WMATA as well as governance reforms.

The reforms and requirements (which WMATA has met to date) include:

- Restricting participation of alternates on the WMATA Board
- Withholding 35 percent of state funds if Virginia operating assistance increases by more than three percent annually
- Requiring WMATA to adopt a CIP and strategic plan
- Requiring a Performance Annual Report on the performance and condition of WMATA
- Requiring annual certification by NVTC of receipt of various items from WMATA

Dulles Corridor Rail Project

The extension of the Metrorail system to Tysons and Dulles International Airport (IAD) has been identified as a transportation priority for Fairfax County and the Commonwealth of Virginia for several decades. This project includes the completion of a 23-mile extension of the Metrorail line, beginning between the East and West Falls Church Stations through Tysons, Reston, Herndon, and then to Dulles Airport and into Loudoun County. When complete, the new line will have eleven stations, including eight in Fairfax County.

The project is being constructed in two phases. Phase 1, with a cost of \$2.9 billion, begins at the Orange Line and extends the line to Wiehle Avenue in Reston. Phase 1 of the Silver Line was completed in July 2014. Phase 2 will complete the rail line through Dulles International Airport to its final stop at Ashburn Station in Loudoun County, including three more stations in Fairfax County, an airport station, two in Loudoun County, and a rail maintenance and storage facility at Dulles

International Airport. Phase 2 is estimated to cost \$2.8 billion and is currently under construction. Fairfax County and Loudoun County are funding the parking garages separately from the project. The primary source of funding to complete the rail line is toll road revenues (50.9 percent), with \$900 million, or 15.8 percent from the Federal government, 16.1 percent from Fairfax County, 4.8 percent from Loudoun County, 4.1 percent from MWA airport revenues, and 10.1 percent from the Commonwealth of Virginia. A portion of Fairfax County's share of Phase 1 and Phase 2 is funded by two special transportation improvement districts. The special tax districts will provide \$400 million and \$330 million of Fairfax County's share for Phase 1 and 2, respectively.

The balance of the total project funds owed by Fairfax County, net of the two tax districts and regional transportation funding, is approximately \$187 million for both phases of the project. These funds are expected to be paid from future Commercial and Industrial (C&I) tax revenues along with \$10 million in 70 percent regional funding from the Northern Virginia Transportation Authority (NVTA). In addition, the Funding Partners closed on a United States Department of Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. This loan offers competitive interest rates, and unique financing provisions and will fund a majority of the funding partners remaining project costs. Fairfax County closed on its \$403.3 million TIFIA loan in December 2014. For more information on the funding breakdown for this project, visit the Dulles Corridor Metrorail Project website: <http://www.dullesmetro.com/> and <https://www.fairfaxcounty.gov/transportation/projects/silver-line>.

Commuter Rail

Fairfax County, as a member of the Northern Virginia Transportation Commission (NVTC), and in cooperation with the Potomac and Rappahannock Transportation Commission (PRTC), participates in the development of plans, budgets, agreements and capital projects for the operation of the Virginia Railway Express (VRE) commuter rail service. VRE operates peak period service on the CSX Transportation line from Spotsylvania to Union Station and on the Norfolk Southern Railway line from Broad Run to Union Station. Fairfax County has five stations in the system. Each of these facilities includes parking lots, station platforms, fare equipment and user amenities.

VRE's System Plan 2040, which can be found on VRE's website, (www.vre.org), discusses the long-term capital and equipment needs for the VRE system, as well as various expansion options and associated capital requirements. VRE has been incrementally implementing these improvements since the initial Strategic Plan was adopted in 2004 including supplemental revisions as the system and needs in the northern Virginia, and Washington, D.C. regions change. The Plan evaluates potential service improvement and system expansion initiatives to determine the relative magnitude of benefits and costs, identify potential funding opportunities, and determine needed coordination and cooperation with regional transportation partners and stakeholders to ensure future capacity best meets regional travel needs.

The latest and most significant change to VRE's strategic plan recently occurred with the establishment of the Virginia Passenger Rail Authority (VPRA) by the General Assembly effective July 1, 2020. The VPRA will function much like Virginia's Commercial Space Flight, Port and Airport authorities, which operate under the auspices of the Commonwealth Transportation Board (CTB). VPRA's status as an authority affords it some degree of independence, allowing it to craft long-term plans and maximize rail investments. The 15-member governing board includes the Virginia Railway Express' (VRE) CEO, as an ex-officio member, and six individuals, three a piece, who reside within the jurisdictions represented by the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission.

Creation of the VPRA benefits VRE in several ways. Once an agreement between Virginia and CSX Transportation is finalized, VPRA will acquire and manage a substantial amount of track in the I-95 corridor, between Richmond and the Potomac River. The change in track ownership will allow VRE to add an additional round-trip train on both the Fredericksburg and Manassas lines.

Over the next 10 years, the VPRA will oversee construction of an additional 37 miles of track in the corridor, including a bypass at Franconia-Springfield and a second rail bridge over the Potomac, primarily for passenger trains, that will connect Arlington and Washington, D.C. The separation of freight and passenger trains will go a long way toward alleviating congestion. As a result, VRE will be able to run more trains with greater reliability. Additional service could be phased in beginning in 2026, as infrastructure improvements are completed.

In 2018, the Virginia General Assembly passed HB 1539/SB 856 which provides \$15 million annually for VRE, called Commuter Rail Operating and Capital (C-ROC) fund, within the regional gas tax funds, which was imposed separately through SB 896/HB 768. VRE staff are currently in discussions with DRPT about a contribution to the Transforming Rail in Virginia program from VRE's Commuter Rail Operating and Capital (C-ROC) funds. These discussions, which contemplate a combination of debt issuance proceeds and pay-as-you-go cash, will occur separately from, but in parallel with, VRE's budget adoption process. VRE does not expect to recommend any further C-ROC commitments to specific VRE capital projects (currently \$15 million is committed to the Crystal City Station and \$30 million to the L'Enfant Station and Fourth Track, covering FY 2019-FY 2021 C-ROC funds) until these negotiations are resolved. However, still under consideration when these funds became available, the VRE Operations Board has agreed to the major criteria for the use of these funds, including:

- Projects that are not eligible for typical VRE capital funding sources (e.g., NVTA, SmartScale)
- Projects where a commitment of local funding could 'unlock' significant state or federal matching funds
- Projects that are necessary to allow for future capacity expansion
- Continued use of Capital Reserve to fund small cost/scope changes
- Replacement of major existing assets such as railcars

All of Fairfax County's VRE stations (Burke Centre, Rolling Road, Lorton, Backlick and Franconia-Springfield) are affected by or will affect the system's growth. Fairfax County continues to monitor the parking situations at all VRE Stations to identify any improvements required for safety and/or capacity. The County is also in partnership with VRE to extend all the station platforms within the County to accommodate longer train sets proposed by VRE. The latest station in the County to undergo a platform extension will be Rolling Road, with construction beginning in spring of 2021.

Metrobus

The WMATA Board of Directors payment policy requires local jurisdictions to pay their respective shares of the estimated operating costs of the bus system and capital costs for new buses, old vehicle refurbishment, maintenance facility modernizations, bus shelter installation and other miscellaneous improvements. The non-federal share of capital expenditures for the WMATA bus system are shared by Fairfax County and other local jurisdictions in the Washington metropolitan region. Under HB 1539 /SB 856, the WMATA/Transit Funding Bill, the annual subsidy the County owes to WMATA to support Metrobus operations in Fairfax County cannot rise more than three percent in a given year.

Fairfax Connector

In 1985 the Fairfax Connector system began operations providing service to the Huntington Metrorail Station. This service consisted of ten routes with 33 transit buses. Fairfax Connector was created as a cost-effective public transportation system for Fairfax County to operate as an alternative to Metrobus. The system now provides service to approximately 29,000 weekday riders on 86 routes with 312 transit buses. Additional information can be found at:

<https://www.fairfaxcounty.gov/transportation/connector/>.

For the FY 2022 – FY 2026 time period, the Transit Services Division is looking to focus on two ongoing capital projects.

- *Transit Bus Procurements:* Beginning in FY 2022, the Connector will be receiving 34 buses as part of a fleet renewal program that plans on replacing 173 buses over the five year period based on the Connector vehicle replacement plan. The estimated total cost of replacing these buses over five years is \$99.3 million. The buses will replace older ones that have logged close to or exceed 500,000 miles. The addition of the new buses will improve the reliability of the fleet and provide customers with the latest amenities and technologies.
- *Bus Mid-life Rebuilds:* \$14.7 million is planned for this ongoing program. Major components within buses, such as the engine, transmission and radiator are replaced to increase reliability as the buses continue to service the riding public over their useful life. This type of preventative maintenance is designed to reduce the additional maintenance costs to replace vital systems within the bus before they fail. Mid-life replacement programs are considered to be a best practice within the transit industry to ensure the buses attain the end of the useful life with minimal maintenance expenses.

Highways and Transit Facilities

The Virginia Department of Transportation (VDOT) is responsible for the construction and maintenance of roads in the interstate, primary and secondary highway systems. Funds are allocated for these purposes through federal and state laws, and various combinations of federal state fund matching are utilized for construction and maintenance. In recent years, VDOT's primary focus has been on the programming of highway construction and improvements derived from the priorities for the interstate system and the state's primary highway system aimed at accommodating traffic demands. In years past, the state has proposed studies to require the four largest counties to take over the construction and maintenance of these roads. However, no legislation requiring this proposal has passed the General Assembly.

In addition, implementing the Countywide TPP, based on the Comprehensive Plan, will provide guidance to the County concerning which projects should be submitted for funding for the allocation of state highway funds and the identification of projects to be funded by County bonds, and other sources of transportation revenues.

The Interstate and Primary Six Year Program (SYIP) is prepared annually by VDOT in conjunction with its annual budget and can be found at: <http://syip.virginiadot.org>. Smart Scale does not require the CTB to fund projects in order of their scoring or to select the highest scoring project. Additional consideration may be used to develop the SYIP, such as: public feedback; overall availability of funding and eligible uses of such funding; and project development considerations. VDOT holds public hearings each year and receives input from the Board of Supervisors in preparing and finalizing these project allocations. The allocation of funds to VDOT projects is the subject of public hearings held separately from the County CIP process. Although, in many cases, the County is not

funding the projects and has no direct responsibility for the construction and improvement of the road system, the provision of a road system to adequately serve the needs of the County is of major concern to Fairfax County and its citizens. Fairfax County staff is an integral part of the project team, developing, reviewing, and coordinating projects and studies from scoping through construction phases. To supplement the VDOT programs, other funds and programs have been established and are also included in the CIP. Examples of current road and transit projects include:

- **Herndon Metrorail Station Parking Garage:** The Herndon Metrorail Station Parking Garage is part of the Phase 2 Dulles Rail project and is in addition to the existing Herndon Monroe garage. Fairfax County is responsible for the design, construction, operations and maintenance of the garage which is required to be operational by the WMATA announced start date of revenue service for Phase 2. The new garage has approximately 2,000 parking spaces, bicycle amenities, pedestrian and vehicular bridges connecting to the existing garage, associated stormwater management, roadwork and transportation improvements. The project is complete. The total cost of \$44.9 million was supported by C&I Tax revenues and parking revenue bond proceeds.
- **Innovation Center Metrorail Station Parking Garage:** The Innovation Center Metrorail Station Parking Garage is part of the Phase 2 Dulles Rail project and is required to be operational by the WMATA announced start date of revenue service for Phase 2. Fairfax County is responsible for the design, construction, operations and maintenance of the garage. The garage has approximately 2,100 parking spaces, bicycle amenities, and associated stormwater management, roadwork and transportation improvements. The garage is required to accommodate the anticipated parking requirements for the Metrorail station and is being planned and coordinated in partnership with adjacent property owners as part of a Transit Oriented Development. The project includes a real estate exchange, joint rezoning, and shared public-private site infrastructure. The project is complete. The total cost of \$52.0 million was supported by Commercial and Industrial Tax revenues and parking revenue bond proceeds.
- **Springfield CBC Commuter Parking Garage:** The Springfield CBC Commuter Parking Garage is a new parking garage to accommodate approximately 1,000 commuter parking spaces and provide a bus transit location on the ground level. This multi-year project is currently in the construction bid phase with construction anticipated to begin in March 2021. The estimated total cost of this project is \$63.8 million to be funded with federal, and local C&I tax funding sources. The Fairfax County Department of Transportation (FCDOT) has identified alternative, temporary parking for users of the existing park-and-ride lot until the new Springfield Garage is completed in the spring of 2023.
- **Fairfax Corner Commuter Parking Garage and Transit Center:** The Fairfax Corner Commuter Parking Garage and Transit Center is a new parking garage with a minimum of 820 parking spaces and will include a transit center of eight/twelve bus bays, a kiss-and-ride facility, one shuttle bus bay, bicycle storage, restroom facility, and Connector store. This project is currently in the design phase with construction anticipated to begin in fall 2021. The estimated total cost of this project is \$43.0 million to be funded with Transform 66 Concession Funds and Local Funds.
- **Transit Centers:** \$2,000,000 for two new transit centers for use by the general public and students.

Transportation Initiatives

- **George Mason University (Sandy Creek Way):** 6 bus bays; bus shelters; benches; trash receptacles; and space for a possible future transit store. George Mason University administered the contract and the transit center was dedicated on March 15, 2018.
- **Northern Virginia Community College (NVCC):** FCDOT coordinated with the college on potential locations for the transit center and developed several conceptual designs; however, a suitable location has not been found, and the project has been cancelled.
- **Reston Metrorail Access Group (RMAG) Program:** This Program provides for the construction of missing sidewalk links and improvements to the pedestrian access at intersections located near Phase 2 of the Dulles Rail Metro stations.
- **Traffic Calming Program:** This program provides for the staff review of roads for traffic calming measures when requested by a Board member on behalf of a homeowners' or civic association. Traffic calming employs the use of physical devices such as multi-way stop signs, speed humps, raised pedestrian crosswalks, median islands, or traffic circles to reduce the speed of traffic on a residential street.
- **Jefferson Manor Phase IIIA:** \$4,000,000 will provide for road, sidewalk and storm drainage improvements on Albemarle Drive. Phase I (road and storm drainage improvements on Farmington Drive, Farnsworth Drive, part of Edgehill Drive design); Phase II-A (road and storm drainage improvements on Jefferson Drive, and Monticello Road) and Phase II-B (land acquisition, utility relocation and construction on Fort Drive) are complete. Phase IIIA is under construction with an anticipated completion date in Summer 2021.
- **Walkway Improvements in Tysons:** As part of the Transportation improvements in the Tysons area, several new trails are proposed that will connect residential areas south and east of Tysons with the new Silver Line Metrorail stations. Since these trails will potentially serve a high volume of pedestrian and bicycle users during periods of darkness, pedestrian scale lighting will be included as part of each project.
- **Tysons Roadway Infrastructure:** The County's Comprehensive Plan for Tysons envisions a transformation that will result in an urban center of approximately 113 million square feet of development by 2050. Several improvements to the existing roadway and transportation infrastructure are necessary to improve access to, and mobility within, the Tysons Urban Center. These improvements are identified as "Tysons-Wide" in Table 7 of the Comprehensive Plan and shown in the Table below. These projects include new access points from the Dulles Toll Road and expanded capacity to arterial roads. Projects included in the CIP are those that are programmed for the next ten years. Below is an excerpt from Table 7.

Transportation Initiatives

Transportation Infrastructure, Programs, and Services, as they Relate to the Level of Development in Tysons

Type of Transportation Program or Infrastructure Project	Description of Transportation Program or Infrastructure Project	Area Served by Improvement	Origin of Transportation Program or Infrastructure Project
A. Transit and Pedestrian Improvements			
Rail Transit Routes	Complete Phase I of Metrorail Silver Line	Tysons-wide/ Countywide	Completed
Bus transit routes	Neighborhood bus routes; circulator bus routes serving Metrorail stations; express bus routes on I-66 and I-95/I-495	Tysons-wide/ Countywide	Transit Development Plan
Sidewalks	Sidewalks to provide connections to developments within walking distance of rail stations	District	Tysons Vision TMSAMS
B. Tysons-wide Road Improvements			
Roads – Connecting Bridge	Bridge connecting Jones Branch Drive to Scotts Crossing Road	Tysons-wide	Completed
Roads – Arterial Widening	Widen Route 7 from 4 to 6 lanes from the Dulles Toll Road to Reston Avenue	Tysons-wide	Construction Stage
Roads – Arterial Widening	Widen VA 123 to 8 lanes from Route 7 to I-495	Tysons-wide	Planning Stage
Roads – Arterial Widening	Widen VA 123 from 4 to 6 lanes between Route 7 and Old Courthouse Road	Tysons-wide	Planning Stage
Roads – Arterial Widening	Widen Route 7 from 4 to 6 lanes between I-495 and I-66	Tysons-wide	Planning Stage
Roads – Arterial Widening	Widen Route 7 from 6 to 8 lanes from VA 123 to I-495	Tysons-wide	Planning Stage
Roads – Arterial Widening	Complete widening of Rt. 7 to 8 lanes from the Dulles Toll Road to Rt. 123	Tysons-wide	Programmed and Construction Completed
Roads – Freeway Widening	Widen I-495 from 8 to 12 lanes to provide 4 HOT lanes between the Springfield Interchange and American Legion Bridge	Tysons-wide/ Countywide	Programmed and Construction Completed
Roads – Freeway Ramp	HOT ramp connecting to Jones Branch Drive	Tysons-wide	Programmed and Construction Completed
Roads – Freeway Ramp	HOT ramp connecting to the Westpark Bridge	Tysons-wide	Programmed and Construction Completed
Roads – Freeway Ramp	HOT ramp connecting to Rt. 7	Tysons-wide	Programmed and Construction Completed
C. Grid of Streets			
Roads – Grid of Streets	Grid west of Westpark Drive	District	Planning Stage
Roads – Grid of Streets	Grid bounded by Gosnell Road, Route 7, and VA 123	District	Planning Stage
Roads – Grid of Streets	Grid connections to Greensboro Drive	District	Planning Stage
Roads – Grid of Streets	Grid of streets east of I-495	District	Planning Stage
D. Miscellaneous Improvements			
Bicycle Access Points	Bicycle connections into and out of Tysons	Tysons-wide	Planning and Implementation; Partially Complete
Roads and Intersection Spot Improvements	Intersection improvements outside of Tysons as identified in the Neighborhood Traffic Impact Study and other studies	Tysons-wide	Planning Stage
Metrorail Station Access	Access improvements as identified in the Tysons Metrorail Station Access Management Study	Tysons-wide	Planning and Implementation; Partially Complete

Active Transportation Program

Nationally and internationally, what has previously been referred to in the transportation industry typically as Bicycle/Pedestrian Initiatives, is now known as Active Transportation.

Active Transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling, and recently, scootering. Physical inactivity is a major contributor to the steady rise in rates of obesity, diabetes, heart disease, stroke, and other chronic health conditions in the United States. Many Americans view walking and bicycling within their communities as unsafe due to heavy traffic and a scarcity of sidewalks, crosswalks, and bicycle facilities. Improving these elements encourages active transportation such as children biking to school or employees walking to work. Further, many Fairfax County residents cannot drive due to age, ability, or access to a motor vehicle. Safe and convenient opportunities for physically active travel also expand access to transportation networks for these individuals who cannot drive, while spurring investment in infrastructure to increase the comfort of the on-road experience and improve the appeal of active modes to all people.

Primary strategies used in Active Transportation include:

- Support Safe Routes to School (SRTS) programs to enable children to walk and bike to school safely.
- Construct a connected network of multi-use trails.
- Accommodate all roadway users with comprehensive street design measures such as “complete streets,” including sidewalks, bicycle lanes, and share-the-road signs that provide safe and convenient travel for all users of the roadway.
- Separate motor-vehicle traffic from non-motorized traffic with physical barriers, for instance, the construction of sidewalks, shared-use paths, and separated bike lanes or “cycletracks.”
- Prioritize infrastructure improvements near transit stops and public transportation stations.
- Provide safe and convenient bicycle and pedestrian connections to public parks and recreation areas.
- Promote safe roadway crossings through use of small block sizes, pedestrian refuge islands, and crosswalks.
- Provide streetscape amenities such as benches, landscaping, and lighting in Activity Centers.
- Encourage wayfinding with signs, maps, and landscape cues to direct pedestrians and bicyclists to the most direct route.
- Encourage bicycle parking at workplaces, transit stops, multi-family residences and retail stores.
- Encourage the development of street-level shopping and restaurants along pedestrian and bicycle routes.

Accepting this new comprehensive way of addressing this form of transportation mobility, the Board of Supervisors directed FCDOT to lead the effort to improve active transportation safety and mobility, including constructing bicycle and pedestrian facilities in high-priority areas of Fairfax County. In 2006, the Board endorsed a Ten-Year Funding Goal of \$60 million for new bicycle and pedestrian projects. Through FY 2025, the Board has greatly exceeded this goal by selecting \$536 million in high-priority bicycle and pedestrian improvement projects. A detailed description of Fairfax County's Active Transportation Program can be found at:

<https://www.fairfaxcounty.gov/transportation/sites/transportation/files/assets/documents/pdf/status-report/fctsr20191004.pdf>

Current Project Descriptions and Approved Transportation Plans

- 1. Board of Supervisors Transportation Priorities Plan (Countywide):** Funding of over \$1.9 billion between FY 2022 and FY 2026 is anticipated to be supported by local, regional and state funding sources. These funds will provide for building new roads, sidewalks, bike lanes and transit facilities and improving existing roads, sidewalks, bike lanes and transit facilities. There are several major programs which support the TPP including:
 - Reston Funding Plan (Hunter Mill District):** On February 28, 2017, the Board of Supervisors approved \$2.27 billion for transportation infrastructure improvements to support recommendations in the Reston Phase I Comprehensive Plan Amendment. The proposed plan allocates roughly \$1.2 billion of the improvements over 40 years from public funds, federal, state, local, and regional funds that are anticipated for countywide transportation projects. Approximately \$1.07 billion of the improvement costs will be raised from private funds, sources of revenue that are generated within the Reston Transit Station Areas (TSA) and used exclusively for transportation projects in the Reston TSAs. Additional information can be found at: <https://www.fairfaxcounty.gov/transportation/study/reston-network-analysis>.
 - Richmond Highway Bus Rapid Transit Project (Lee, Mount Vernon Districts):** The Richmond Highway Bus Rapid Transit (BRT) project includes the implementation of an approximate 7.4 mile new transit service extending along North Kings Highway / VA 241 and Richmond Highway / U.S. Route 1 from Huntington Metrorail Station in the north to U.S. Army Garrison Fort Belvoir in the south. The project includes the construction of new BRT-dedicated median lanes; nine BRT stations; streetscape improvements; and walkways and bicycle facilities. The project will operate in mixed traffic along North Kings Highway and dedicated lanes on Richmond Highway. Section 1 of the project is from Huntington Metro Station to the Sherwood Hall Lane, and Section 2 is from the Sherwood Hall Lane to Fort Belvoir. Both Sections are to be operational by 2030. The planning level cost estimate for the project is \$730 million. Fairfax County has secured approximately \$373.6 million of the project cost and continues to seek funding opportunities, such as the Federal Transit Administration (FTA) New Starts grant program.
 - Tysons Transportation Funding Plan (Providence, Hunter Mill and Dranesville Districts):** On October 16, 2012, the Board of Supervisors approved \$3.1 billion in public and private funding for transportation infrastructure improvements to support recommendations in the Tysons Comprehensive Plan. The proposed plan includes various transportation improvements including: a grid of streets network, neighborhood intersection improvements, major roadway projects in and around Tysons, and a transit circulator service. The Fairfax County share during the CIP period is \$855 million.
- 2. Capital Sinking Fund for County Roads (Countywide):** \$5,703,864 has been allocated to date to the capital sinking fund for County roads. The Capital Sinking Fund was established as a direct result of the Infrastructure Financing Committee (IFC). Funding for each sinking fund is approved annually as part of the Carryover Review and is allocated based on the following percentages: 55 percent for FMD, 20 percent for Parks, 10 percent for walkways, 10 percent for County maintained Roads and Service Drives, and 5 percent for revitalization maintenance. The Sinking Fund for County Roads supported an amount of \$4 million in reinvestment funding required for the roadways with the most hazardous conditions, as identified in the 2015 Rinker study. Reinvestment continues on prioritized road improvements.

3. **Capital Sinking Fund for Walkways (Countywide):** \$7,831,140 has been allocated to date for the capital sinking fund for County Walkways. The Capital Sinking Fund was established as a direct result of the Infrastructure Financing Committee (IFC). Funding for each sinking fund is approved annually as part of the Carryover Review and is allocated based on the following percentages: 55 percent for FMD, 20 percent for Parks, 10 percent for walkways, 10 percent for County maintained Roads and Service Drives, and 5 percent for revitalization maintenance. The Sinking Fund for Walkways supported an amount of \$3 million in reinvestment funding required for the walkways in the poorest condition, as identified in the 2013 Rinker study. In addition, the sinking fund is supporting the next level of reinvestment required for deteriorating trails throughout the County.
4. **Contributed Roadway Improvements Fund (Countywide):** This funding accounts for proffered developer contributions received for roadway and transportation improvements throughout the County. Contributions are based on the developer rate schedule for road improvements in the Fairfax Center, Centreville and Tysons Corner areas, as well as Tysons-Wide Developer Contributions and Tysons Grid of Streets Contributions. The rate schedule is revised periodically by the Board of Supervisors based on the Consumer Price Index. Project funding is appropriated at the fiscal year-end, consistent with the level of developer proffer revenue received during that fiscal year. Many different projects throughout the County are supported by this Program within the following major categories: primary and secondary road improvements, bridge design and construction, intersection/interchange improvements, signal improvements and transit improvements.
5. **District Walkway Projects (Countywide):** This Program supports District specific unfunded walkway improvements. Funding was approved for this Program for each District and the Chairman. Board members can fund or leverage grant funding to support walkway projects within their District.
6. **Dulles Rail Phase 2 (Providence, Hunter Mill, and Dranesville Districts):** A total of \$527,351,000 has been approved for this project. See Dulles Corridor Rail section above.
7. **Herndon Monroe Area Development Study (Hunter Mill District):** \$625,000 is currently available to support the master planning effort associated with County owned property at the west side of the Herndon Monroe Park and Ride facility/Herndon Monroe Metro Station Garage site. The goal of the study is to determine the development potential for the approximately 10-acre portion of the site and define possible conceptual development options for its use. The study is underway with a consultant team of architects and land planners, civil and traffic engineers, and wetlands and environmental consultants. The team is evaluating opportunities for Transit Oriented Development concepts and options, consistent with the Comprehensive Plan goals on this site.
8. **Metro CIP (Countywide):** These funds provide additional access to the existing Metrorail and Metrobus systems to meet growing demand. This program includes projects such as new rail cars and buses and additional parking facilities. The program also includes railcar rehabilitations, escalator overhauls, Metrorail platform repairs and station enhancements, as well as improvements to the existing system. This does not include the cost associated with the Dulles Rail Project. Fairfax County's share of the Metro CIP is estimated at \$215 million from FY 2022 to FY 2026. Amounts for FY 2021 and beyond are estimated for planning purposes only and will be updated annually. These estimated capital expenses are paid with County General Obligation Bonds.

9. **Reinvestment and Repairs to County Roads (Countywide):** This is a continuing project which supports the Emergency Road Repairs Program and the Road Maintenance Program. Staff prioritize funding for projects including emergency safety and road repairs to County-owned service drives and County-owned stub streets which are currently not accepted by the Virginia Department of Transportation (VDOT) into the state highway system for maintenance. The County is responsible for 38 miles of roadways not maintained by VDOT. In 2015, a Rinker Study was conducted in order to build an accurate inventory and condition assessment of County-owned roads and service drives and identified an amount of \$4 million in reinvestment funding required for the roadways with the most hazardous conditions. The Sinking Fund allocation has provided reinvestment in the most critical needs and continues to provide for roads that have been identified as deteriorating. In addition, a 5-year plan was developed identifying annual emergency funds to increase over time to a level of \$900,000 by FY 2021. Annual funding supports pothole repair, drive surface overlays, subgrade repairs, curb and gutter repairs, traffic and pedestrian signage repairs, hazardous tree removal, grading, snow and ice control, minor ditching and stabilization of shoulders, and drainage facilities. Based on the pace of spending to date and project requirements, funding of \$700,000 has been included in FY 2022 and is consistent with the FY 2021 Adopted Budget Plan.
10. **Reinvestment and Repairs to Walkways (Countywide):** This is an on-going project which provides for upgrading and emergency maintenance of existing trails. These upgrades to public standards address safety and hazardous conditions such as damaged trail surfaces, retaining wall failures, handrail repairs and rehabilitation of pedestrian bridges. Several older trails do not meet current standards, and projects have been designed to alleviate safety problems, including incorrect grades, steep slopes or obstructions (i.e., power poles/trees that are located too close to the trail). The Department of Public Works and Environmental Services (DPWES) and the Fairfax County Department of Transportation are responsible for the infrastructure replacement and upgrades of 662 miles of walkways and 78 pedestrian bridges. In 2013, a Rinker Study was conducted in order to build an accurate inventory and condition assessment of County walkways and revealed that there were approximately 10 miles of trails in extremely poor condition requiring \$3 million in initial reinvestment. The Sinking Fund allocation has provided reinvestment in these most critical trail needs and continues to provide for trails that have since been identified as deteriorating. The Rinker Study did not include an assessment of pedestrian bridges and sinking fund allocations have enabled some progress in this area. In addition, a 5-year plan was developed identifying annual emergency funds to increase over time to a level of \$800,000 by FY 2021. Funding of \$800,000 has been included in FY 2022.
11. **Trail Snow Removal Pilot (Countywide):** \$32,000 to support a pilot program associated with snow removal on County trails. This project will provide for snow removal on two trails serving the Tysons and Springfield Metro Stations. This level of funding supports a Priority 4 level of service, which includes the clearing of trails when snow depth is a minimum of 2 inches. In addition, snow removal will occur after the storm ends and after County facilities have been treated. This pilot program will help determine costs, service challenges and benefits associated with removal of snow from heavily used trails.

12. **Transportation Planning Studies (Countywide):** \$1,164,484 has been approved to provide initial funding for transportation planning studies associated with the Lincolnia Planning District Phase II, Fairfax Center Area Phase II, and the Dulles Suburban Center; a construction feasibility study for a connector between Oakwood Road and Vine Street over I-495; and analysis and planning tools for travel demand forecasts used for transportation studies, Comprehensive Plan amendments, rezoning cases, corridor and subarea studies, and citizen requests.

VDOT SIX-YEAR PROGRAM

More Detailed information may be found on these projects using VDOT's web site, at www.virginiadot.org. Specific Fairfax County projects can be found by entering: Projects and Studies, Transportation Program, Transportation Financing, Six Year Improvement Program, with the following parameters, FY 21 Final, All Districts, Fairfax County and All Road Systems. Click on any individual project for the detailed information.

Project Cost Summaries

Transportation Initiatives

(\$000's)

Project Number	Project Title	Source of Funds	Budgeted or Expended Through FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 2022 - FY 2026	Total FY 2027 - FY 2031	Total Project Estimate
1	Board of Supervisors TPP	X, B, F, S	C	\$374,421	\$374,421	\$374,421	\$374,421	\$374,421	\$1,872,105		TBD
	Reston Funding Plan										
	Richmond Highway Bus Rapid										
	Tysons Transportation Funding										
2	Capital Sinking Fund for County Roads	G	\$5,704						\$0		\$5,704
	RC-000001										
3	Capital Sinking Fund for Walkways	G	\$7,831						\$0		\$7,831
	ST-000042										
4	Contributed Roadway Improvements	X	\$40,486						\$0		\$40,486
	Fund 30040										
5	District Walkway Projects	G	\$1,135						\$0		\$1,135
	ST-000023 - ST-000031										
6	Dulles Rail Phase 2	X, B, F	\$515,504	\$9,645	\$2,202				\$11,847		\$527,351
7	Herndon Monroe Area Development Study	G	\$625						\$0		\$625
	2G25-100-000										
8	Metro CIP *	B, S, U	C	\$40,800	\$41,500	\$43,000	\$44,000	\$45,700	\$215,000		\$215,000
9	Reinvestment and Repairs to County Roads	G	C	\$700	\$700	\$700	\$700	\$700	\$3,500		\$3,500
	2G25-021-000										
10	Reinvestment and Repairs to Walkways	G	C	\$800	\$800	\$800	\$800	\$800	\$4,000		\$4,000
	2G25-057-000										
11	Trail Snow Removal Pilot	G	\$32						\$0		\$32
	2G25-114-000										
12	Transportation Planning Studies	G	\$1,164						\$0		\$1,164
	2G40-133-000										
Total			\$572,481	\$426,366	\$419,623	\$418,921	\$419,921	\$421,621	\$2,106,452	\$0	\$2,678,933

Notes: Numbers in bold italics represent funded amounts. A "C" in the 'Budgeted or Expended' column denotes a continuing project.

Key: Source of Funds

B	Bonds
G	General Fund
S	State
F	Federal
X	Other
U	Undetermined