Transportation and Pedestrian 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

Fairfax County's Comprehensive Plan has established a number of objectives and policies in order to:

- ✓ Maximize the efficient use of the existing and future County transportation system by reducing reliance on automobile travel.
- ✓ Provide public transportation facilities such as rail transit and commuter rail in major radial and intracounty commuter corridors.
- ✓ Provide for both through and local movement of people and goods through a multi-modal transportation system that provides transportation choices, reduces single-occupancy-vehicle use, and improves air quality.
- ✓ Provide park-and-ride lots along major intercounty and intracounty corridors and at transfer points such as rail stations, including the Burke Centre commuter rail station.
- ✓ Provide a street network level of service as high as practical, recognizing the social, environmental and financial constraints associated with diverse areas of the County.
- ✓ Ensure that improvements to the transportation system are cost-effective and consistent with environmental, land use, social, and economic goals.
- ✓ Enhance public transportation corridors and conduct further study to identify the feasibility of alternative modes and levels of service.
- ✓ Provide safe and convenient non-motorized access (e.g., sidewalks, pedestrian crosswalk signals and markings, trails, on-road bicycle routes and secure bicycle parking) and user amenities (e.g., paved waiting areas, bus shelters and route/schedule information) to make transit services and facilities more convenient and attractive.
- ✓ Improve the speed, quality, reliability, convenience and productivity of transit service.

Source: 2007 Edition of the Comprehensive Plan, Policy Plan Element, Transportation Section , as amended.

CURRENT PROGRAM INITIATIVES

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

On April 4, 2007 the General Assembly passed the Governor's substitute for House Bill 3202 (HB 3202). Under the provisions of House Bill (HB) 3202, local jurisdictions within Northern Virginia were given the authority to raise new revenue. Among the new sources of local revenue, HB 3202 enabled Northern Virginia jurisdictions to increase the commercial real estate tax, which was previously held to the same value as the residential real estate tax, by up to 25 cents per $100 assessed value in support of transportation. In 2009, the General Assembly temporarily lowered the maximum rate localities could levy to 12 cents per $100 assessed value. The Board of Supervisors approved a commercial real estate tax rate of 11 cents for transportation, which will generate approximately $44.4 million in FY 2013. Revenue collection began on July 1, 2008. HB 3202 also authorized new regional taxes and fees to be imposed by the Northern Virginia Transportation Authority (NVTA). NVTA was established by the General Assembly in April 2002 and is responsible for long-range planning and prioritizing regional transportation projects in Northern Virginia, including roadways and mass transit. The NVTA includes the Counties of Arlington, Fairfax, Loudoun and Prince William, and the Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The regional taxes and fees would have raised approximately $300 million annually for transportation funding in Northern Virginia. In February 2008, the Virginia Supreme Court ruled the General Assembly could not delegate its taxing authority to NVTA, invalidating these regional sources of revenue. However, the County's authority to implement an increase in the commercial real estate tax was not affected by the Supreme Court decision.

At the federal level, the Intermodal Surface Transportation Efficiency Act of 1991 and, subsequently, the Transportation Equity Act for the 21st Century (TEA-21) approved in 1998, and the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) approved in 2005, as well as the Clean Air Act Amendments of 1990, require a rigorous air quality impact assessment of all transit and highway projects both at the programming level and at the specific project level. In addition to air quality legislation, 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.

SAFETEA-LU continues to emphasize intermodal funding flexibility between highways and transit and includes Congestion Mitigation and Air Quality (CMAQ) improvement program funding. Funding levels have been increased and the roles of regional and local planning have been strengthened. Projects in Fairfax County are eligible to receive federal funding through SAFETEA-LU from a variety of funding programs, including the Regional Surface Transportation Program (RSTP), CMAQ Program, Job Access and Reverse Commute Program (JARC) and the Enhancement Program. Funding provided through the CMAQ program is designed to assist states in attaining the federal air quality standards for ozone and carbon monoxide. 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.

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 our highways.

In addition, on November 6, 2007, Fairfax County voters approved a $110 million General Obligation Bond Referendum to support roadway improvements, transit improvements and pedestrian improvements.

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, and commercial and industrial tax for transportation.

Highways

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. The state is currently undergoing a secondary road system review and analysis to have local jurisdictions take over the construction and maintenance of these roads. In addition, implementing the Countywide Transportation Plan, based on the Comprehensive Plan, has enabled the County to provide guidance to VDOT concerning the allocation of highway funds and the identification of projects to be funded by County bonds.

The Interstate and Primary Six Year Program is prepared annually by VDOT in conjunction with its annual budget. Allocations are made at the District level; therefore, projects in Fairfax County compete with those in other counties in the Northern Virginia District for these allocations. 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 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.

Section 33.1-23.05 of the Code of Virginia enables the County to designate up to $5,000,000 in County funds for improvements to the secondary and primary road systems, with these funds to be equally matched by VDOT funds limited to a maximum of $5,000,000.This program is referred to as the Revenue Sharing Program, and provides that VDOT match the County funds as a priority before allocating monies to its road systems. Therefore, the use of these funds results in a net increase of State funds available for road construction and related transportation projects in the County.

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.

Metrorail

The Washington Metropolitan Area Transit Authority (WMATA) was created on February 20, 1967, according to an interstate compact between Virginia, Maryland and the District of Columbia by Public Law 89-744 approved on November 6, 1966. On March 1, 1968, the construction and operation of a 98-mile rapid transit rail system with 86 stations serving the national capital region was approved by WMATA. The National Capital Transportation Act was enacted in December of 1969, authorizing the construction of the system and provided Federal support for the Adopted Regional System (ARS). Since that time, there have been several modifications to the ARS, and the system, which currently is approximately 103 miles long.

The following five Metrorail stations are located in Fairfax County: the 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 and the Huntington Station on the Yellow line. The Van Dorn Station on the Blue line is located in Alexandria but also serves transit riders of Fairfax County. Funding for the construction of the originally estimated $2.555 billion Metrorail system was initially predicated upon a direct Congressional appropriation of $1.147 billion, net proceeds from federally guaranteed WMATA revenue bonds of $.835 billion and direct local contributions of $.573 billion, of which Fairfax County's share was $61.9 million. Following the execution of the original 1970 Metrorail capital contributions agreement and satisfaction of the original commitment by the local jurisdictions, the cost of the system has been re-estimated at significantly higher levels. The current estimate for the full 103-mile ARS is $9.3 billion. Five interim capital contribution agreements, a Local Funding Agreement, and a capital Funding Agreement between WMATA and the participating political jurisdictions have all been executed to fund the construction of the Metrorail system. Fairfax County's total local share to complete construction of the 103-mile Metrorail system was $113 million.

Metrobus

The WMATA Board of Directors payment policy requires local jurisdictions to pay their respective shares of the estimated operating deficits 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.

WMATA Capital

In response to concerns about the future viability of the Metrobus system, WMATA established the Regional Mobility Panel in 1997. The Panel, consisting of elected officials, business people, labor representatives and citizens, was charged with preparing recommendations for improving the region's bus system and for funding WMATA's Rehabilitation and Replacement Program, called the Infrastructure Renewal Program (IRP). The IRP, now part of the Metro capital program, includes both bus and rail capital projects which are necessary as the bus and rail infrastructure grows older. WMATA staff has identified the need to significantly increase the funds spent to repair and replace these capital assets.

The Regional Mobility Panel identified a projected annual regional shortfall in the WMATA Rehabilitation and Replacement Program of approximately $100 million. It also strongly endorsed the concept that the federal government, as the largest employer in the region, should contribute a substantial portion of the funds needed to eliminate this projected shortfall. Subsequently, the Board of Supervisors endorsed the Interjurisdictional Funding Agreement (IFA). As part of the IFA, Fairfax County and the other jurisdictions agreed to gradually increase their share of the IRP each year through FY 2003 to match the increased federal funding for this program which was approved as part of the Transportation Equity Act for the 21st Century (TEA-21).

In September 2003, the WMATA Board and the General Manager launched the Metro Matters campaign to highlight the need for $1.5 billion in urgent capital funding needed to maintain the current system and respond to the increasing ridership demands for transit services in our region. The Metro Matters Funding Agreement between all WMATA jurisdictions included the entire Metro CIP and all of the capital needs identified in the Metro Matters campaign, such as new railcars and buses. The agreement included $1.5 billion for the unfunded part of the IRP which included system maintenance of the rolling stock and facilities, as well as some of the System Access Program (SAP) needs, including 120 new railcars, 185 new buses and the ancillary facilities associated with operating and maintaining these vehicles. The Metro Matters program assumed $260 million of new funding from the federal government. County bond funds and state transportation bond funds are also available to help pay for this program. There was also a small security piece of the program which WMATA assumed would be entirely federally funded.

The Capital Funding Agreement (CFA) was signed by the WMATA jurisdictions in FY 2010, and is very similar to the Metro Matters Funding Agreement. The CFA includes all the planned capital expenditures for Metrorail, Metrobus, and Paratransit for FY 2012 through FY 2017. This six-year capital funding plan will be reviewed and updated annually.

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. Between 1988 and 1993, the system was expanded to include service to Van Dorn Metrorail Station, Springfield Mall, Tyson's Corner Center, Dunn Loring-Merrifield Metrorail Station, Vienna/Fairfax – GMU Metrorail Station and the Pentagon Metrorail Station. In 1994, the FAIRFAX CONNECTOR system implemented a major expansion of 16 routes serving the Reston-Herndon area to West Falls Church Metrorail Station and the Pentagon Metrorail Station. Service was expanded again in 1997 to the new Franconia/Springfield Metrorail Station. In 1999, the County launched the Dulles Corridor Express Bus service, effectively doubling the service in the corridor. In 2001, bus service in the Dulles Corridor and a cross-county route from the Fairfax County Government Center to Reston Town Center via Fair Lakes were added. In fall 2004, Fairfax County redesigned the service in the Huntington Division. This redesign included over a 62 percent increase in service and an express bus service route on Route 1 called the Richmond Highway Express (REX), which is operated by the Washington Metropolitan Transit Authority (WMATA). Actual operations in 2010 included 58 routes serving 9 Metrorail stations. Additionally, on June 29, 2009, the newly constructed West Ox Bus Operations Garage began revenue service operation of 11 bus routes in the western part of Fairfax County. These 11 routes replace the WMATA 12s, 20s and 2W non-regional bus routes, as approved by the Board of Supervisors in February 2006. In November 2009, five routes operating in the I-66 corridor were transferred from the Herndon Garage to the West Ox Garage. This transfer resulted in reduced deadhead time and mileage. The system currently includes 295 buses in service, and 19 rebuilt buses which serve as a reserve fleet. Of the 295 buses, 207 are low-floor to provide better service to passengers with disabilities. The County fleet also includes 113 Mini-hybrids, which have provided a fuel savings for the Fairfax Connector system.

Additionally, the Department of Transportation has started planning West Ox Phase II, with the expansion of the revenue parking lot, and an equipment storage building. In anticipation of planned service expansions, an estimate of $25 million to complete West Ox Phase II, which includes the expansion of the administrative facility and maintenance capabilities, will be required. When complete, the West Ox Bus facility will be able to maintain, and deploy 270 revenue vehicles, of which 170 will be available to Fairfax County.

Dulles Corridor Rail Project

The extension of the Metrorail system to Tyson's Corner and Dulles International Airport (IAD) has been identified as a transportation priority for Fairfax County and the Commonwealth of Virginia for several decades; it has been Fairfax County's highest transportation priority since 1999. A Metrorail extension has been approved by the Federal Transit Administration (FTA) and endorsed by the Fairfax County Board of Supervisors, the Commonwealth Transportation Board and WMATA after substantial public review and comment. The Project is to be constructed in two Phases.

Completion of a 23 mile extension of the Metro rail line, beginning between the East and West Falls Church station located along I-66, extending along the Dulles Connector Road (DCR) to Route 123, then through Tyson's Corner to Route 7, turning west to reconnect with the Dulles International Airport Access Highway (DIAAH) and then to Dulles Airport and into Loudoun County. When complete, the new line will have 11 stations, 4 in Tyson's Corner, one each at Wiehle Avenue, Reston Town Center, Herndon, Route 28 and the airport, and two in Loudoun County; eight of the stations will be located in Fairfax County. The project is being constructed in two phases. Phase I, estimated to cost $2.64 billion, will begin at the Orange line and extend the line to Wiehle Avenue in Reston and construct five stations in Fairfax County. The Metropolitan Washington Airports Authority (MWAA) has completed the preliminary design and engineering on Phase II. Initial estimates showed costs for Phase II are likely to exceed Phase I, however, final figures will not be available until late 2012. Phase II will complete the line through the airport to its final stop at Route 772 in Loudoun County, including three more stations in Fairfax County, the airport station and the two in Loudoun County.

In late 2008, the Commonwealth of Virginia completed the transfer of the Dulles Toll Road from state control to the Metropolitan Washington Airports Authority (MWAA), which will manage construction of the rail line. The primary source of funding to complete the rail line will be toll road revenues (approximately 57 percent), with $900 million, or 18 percent, expected from the Federal government, 16.1 percent of the total from Fairfax County, 4.8 percent from Loudoun County and 4.1 percent from MWAA airport revenues. A contract for Phase One has been approved with Dulles Transit Partners under the state's PPTA authority. Official project start for final design and construction activities began in March 2009 upon approval and issuance of a Full Funding Grant Agreement (FFGA) by the Federal Transit Administration. Phase I is expected to be complete by the end of 2013. Currently, Phase II preliminary engineering is complete and the Draft Environmental Assessment (EA) is under review by the Federal Transit Administration (FTA). Public meetings on Phase II will be held in spring 2012. Phase II is slated to begin passenger service in late 2016 or early 2017.

The Fairfax County share of Phase I, in the amount of $400 million, will be funded through a special transportation improvement district established in 2004. Landowners petitioned the Board of Supervisors to establish a special district for the express purpose of providing funds for the construction of rail to Wiehle Avenue, assuming another tax district would be established to fund the portion of the rail line beyond Wiehle Avenue. The current tax rate for the Phase I district is 22 cents per $100 of assessed value.

For Phase II, landowners in the western part of the line petitioned the County to form a special district to provide up to $330 million of project costs to take the project from Wiehle Ave. to Loudoun County. A special tax will be assessed to provide financing for construction at an initial tax rate of 5 cents per $100 of assessed value beginning in FY 2011, with annual increases of $0.05 to a $0.20 per $100 of assessed valuation. The balance of the funds owed by the County for both phases of the project, are expected to be paid from future special C&I tax revenues or another source as determined by the Board of Supervisors when needed.

For more information on the funding breakdown for this project, visit the Dulles Corridor Metrorail Project website, www. dullesmetro.com , the MWAA website,

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 Fredericksburg to Union Station and on the Norfolk Southern Railway line from Manassas to Union Station. Fairfax County has five stations operating in the system. Each of these facilities includes parking lots, station platforms, fare equipment and user amenities.

Burke Virginia Railway Express (VRE) Station.

VRE completed a strategic plan in May 2004, which outlines short-term, medium and long-range capital needs. The VRE Operations Board updated the Plan on August 29, 2011. The Plan, 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 their associated capital requirements. VRE has been incrementally implementing these improvements since the Plan was adopted in 2004. Ridership in the VRE system, including Fairfax County, is averaging over 18,000 daily riders. More parking, rail cars, new stations and station improvements, rolling stock storage and track improvements are needed to keep pace with the demand and are continuously being added system wide. Details of these capital improvement needs are outlined in the Strategic Plan. 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. The County continues to monitor the parking situations at all VRE Stations to identify any improvements required for safety sand/or capacity. The County is also in partnership with VRE to extend all of the station platforms in the County to accommodate longer train sets that VRE is proposing. The Burke Station platform extension was completed in 2010, and the Lorton Station platform extension will be completed in 2012.

Pedestrian and Bicycle Initiatives

Pedestrian Initiatives

Since 2002, Fairfax County has been aggressively implementing the Pedestrian Initiative, utilizing the three E's approach – Engineering, Education and Enforcement. The County has programmed significant funding to improve pedestrian safety and access by building sidewalk and trail projects, retrofitting intersections with pedestrian accommodations, improving bus stops, and installing countdown pedestrian signals. Fairfax County has been the regional local-government funding leader for the annual *Street Smart* Pedestrian Safety Campaigns, providing pedestrian safety messages in native languages with radio, transit and collateral advertising in English, Spanish, Korean, Vietnamese, Chinese and Amharic. The Fairfax County Police Department conducts pedestrian enforcement and public awareness through all District Stations as part of traffic enforcement plans each year.

Through February 2012, funding for the Pedestrian Program totals over $58 million and has been supported by several sources, including: the Board of Supervisor's First Four-Year Transportation Plan; the General Fund; the 2007 Transportation Bond; the Board-prioritized VDOT Secondary Program; the Board-prioritized CMAQ allocation; and revenues associated with the commercial and industrial tax for transportation.

Bicycle Initiative

In late 2005, the Board of Supervisor's approved the Comprehensive Bicycle Initiative, a program committed to make Fairfax County bicycle friendly and bicycle safe. Work began immediately on the priority elements as defined by the Board: developing a County bicycle route map, creating a pilot program for a network of interconnected bike routes that supports both non-motorized commuting and recreational trips, and examining roads and streets that may accommodate "on-road bike lanes" with no or minimal construction.

Some of the major activities and achievements for 2010-2011 include:

- **On-Road Bike Lane Initiative.** This is a cooperative program between FCDOT and VDOT. As part of the 2011 summer repaving program approximately 7.4 miles of on-road bicycle facilities were added including: Sully Park Circle (bike lanes), Soapstone Drive (road diet with bike lanes), Lewinsville Road (bike lanes), Sleepy Hollow Road (wide curb/shoulder lane), Dolley Madison Drive (wide shoulder south-bound only), and Huntington Avenue (wide curb lane). Future segments include: Westmoreland Street Phase II, Hunter Village Drive, Gallows Road Phase II, and Fort Hunt Road.

- **County Bicycle Parking Policy and Guidelines**: This document will provide guidance to both the development community as well as governmental agencies responsible for the design, installation and maintenance of bicycle racks and facilities.

- **Increase and Enhance Bicycle Parking**: As part of the bicycle parking improvement program, 150 bicycle racks and 50 bicycle lockers were purchased and are being installed Countywide. FCDOT has partnered with the Virginia Railway Express (VRE) to secure additional lockers through a TIGER III grant application. If approved, bicycle parking improvements are planned for Rolling Road VRE Station and the Franconia-Springfield metro Station South (Barry Road side).

- **Vienna Metro-City of Fairfax-George Mason University (GMU) Connector**: Work continues on a bicycle route connecting GMU with the Vienna Metro via the City of Fairfax. This is a cooperative project with the City, GMU, and the Northern Virginia Regional Park Authority.

- **Bicycle Master Plan Study:** In August 2010, notice to proceed was given to a consultant to begin work on Fairfax County's Bicycle Master Plan Study. The study will be completed in two phases: Phase I focusing on the greater Tysons Corner area including portions of McLean, Falls Church, and the Town of Vienna was completed in the Spring of 2011 and Phase II, encompassing the rest of the County was started in Summer 2011.

- **Bicycle Route Signage-Countywide:** Staff is currently preparing sign plans for bike routes in various locations including locations in the Dranesville District and Mason District.

- **Trap Road Bike/Pedestrian Bridge:** This project is federally funded and will be administered by the Federal Highway Administration Easter Lands Division. The project includes the construction of a bridge over the Dulles Toll Road/Dulles International Airport Access Road and approximately 1,000 feet of shared use path. Construction is expected to be completed in fall 2012.

- **Bobann Drive Bikeway- Sully District:** Preliminary design has been initiated on the Bobann Drive Bikeway. Approximately one mile in length, this shared use path will provide direct non-motorized access to the Stringfellow Road Park and Ride lot from the Centreville and Fair Lakes areas. The project is currently not funded for construction.

CURRENT PROJECT DESCRIPTIONS

1. **Second Four-Year Transportation Plan 2007**. (Countywide) On October 15, 2007, the Board of Supervisors approved a Second Four-Year Transportation Plan (SFYP) to build on the investments and improvements brought about by the first plan approved in 2004. The SFYP was designed to enhance mobility, promote pedestrian safety and create choices for the commuting public. The SFYP began with the passage of a $110 million transportation bond referendum in November 2007. This multi-modal bond contained $15 million for pedestrian improvements, $7.75 million for bus stop improvements, $7.75 million for Spot Improvements, $16 million for transit improvements, and $63.5 million for major roadway improvements (including $8.5 million for Base Realignment and Closure (BRAC) improvements).

The following list includes projects from the *2007 Four Year Plan*, (the Second Four-Year Plan) which are funded from the November 2007 bond referendum.

Pedestrian and Spot Improvements

- **Pedestrian Improvements.** $15,000,000 to complete missing links and add new trails at approximately 46 locations. These projects will provide neighborhood connectivity to transit and to local and major activity centers. Twenty-two projects will be completed through FY 2012.

- **Bus Stop Improvements.** $7,750,000 for bus shelters, benches and pads, as well as ADA accessibility and pedestrian links at numerous locations throughout the County. Approximately 212 improvements will be completed through FY 2012.

- **Spot Improvements.** $7,750,000 for spot improvement projects, including:

    - **Braddock Road at Backlick Road** – add dual left turn lane from westbound Braddock Road onto southbound Backlick Road. This project is currently being re-evaluated for cost effectiveness and the ultimate scope of the project.

    - **Zion Drive** – add curve improvements at Zion Baptist Church. This project is under construction with completion anticipated in FY 2012.

    - **Route 7 at Towlston Road** – add northbound left turn lane from Towlston Road onto westbound Route 7 and lengthen westbound right turn lane on Route 7. This project is currently in design with construction anticipated to begin in FY 2013.

    - **Gallows Road** – install on-road bike lane from W&OD Trail to Route 7. The first section of this project from Stenhouse Place to Idylwood Road was completed in Summer 2009. The next segment, from Idylwood Road to Old Courthouse Road, is scheduled for completion in FY 2012.

    - **Fairfax County Parkway** – add southbound continuous third lane from Route 29 to Braddock Road. This project is currently in design with construction anticipated to begin in late FY 2013.

Transit Projects

- **New Staircase at the Vienna Metrorail Station.** $2,000,000 to help reduce delays for passengers currently using only three escalators. This project is currently under construction with completion anticipated in FY 2012.

- **Fairfax Connector Repairs/Rehabilitation at Herndon Bus Facility**. $6,000,000 in improvements to include pavement reinforcement; a new bus wash bay; a new oil separator; an additional entry/exit gate; updated plumbing and electrical systems; additional offices, storage space and training rooms. Phase I of this project was completed in September 2011.

- **Solar Lighting at Bus Stops.** $500,000 to help illuminate bus stops at approximately 123 bus stops.

- **Transit Centers**. $2,000,000 for two new transit centers for use by general public and students.

    - George Mason University (Exact location TBD): 10 bus bays; bus shelters; benches; trash receptacles; and space for a possible future transit store. FCDOT is working on the funding agreement and George Mason University is anticipated to administer the contact.

    - NOVA (Exact location TBD): four bus bays; bus shelters; benches; trash receptacles; and space for possible future transit store.

- **Stringfellow Road Bus Transfer Facility**. $1,500,000 for a climate controlled waiting area with customer services and other amenities; 10-12 bus bays; bike storage; bus shelters; and trash receptacles. Conceptual building plans are in progress for this project, and a public meeting will be scheduled in FY 2012.

- **Stringfellow Road Park-and-Ride Expansion**. $4,000,000 to expand the existing 387 space parking by approximately 300 spaces, for a total of 687; expand kiss-and-ride area; bike storage; and security lighting. Conceptual site layout plans are in progress for this project, and a public meeting will be scheduled in FY 2012.

Major Road Projects

- **Poplar Tree Road Widening**. $5,000,000 for road widening from Sully Station Drive/Sequoia Farms Drive to Braddock Ridge Drive. This project will add connections to the network of trails and sidewalks and provide for construction of a new shared use path. The total project estimate for this project includes an additional amount of $550,000 in developer contributions. This project is under construction with completion anticipated in FY 2012.

- **Stringfellow Road**. $21,000,000 to widen a two lane to a four-lane divided road from Route 50 to Fair Lakes Boulevard. This project is being managed by VDOT with utility locations underway. Construction is anticipated to begin in late FY 2012.

- **Route 29 (Lee Highway) Widening**. $4,000,000 to widen northbound Route 29 to 3 lanes from Legato Road to Shirley Gate Road. This project is currently in design with construction anticipated to begin in FY 2014.

- **Lorton Road**. $20,000,000 to widen to a four-lane divided road to accommodate existing traffic demand and anticipated traffic growth associated with development of Laurel Hill Park and the surrounding community. This project will improve the safety of the road by correcting the existing vertical/horizontal alignment deficiencies. On-road bike lanes and a shared use path are included with the project. This project is currently in the land acquisition and utility relocation phase. Construction is anticipated to begin by late FY 2013.

- **Cinder Bed Road**. $5,000,000 to relocate the intersection of Cinder Bed Road with Newington Road and reconstruct Cinder Bed Road with a sidewalk for approximately one fourth of a mile. This project also includes construction of a new crossing over Long Branch Creek. This project is currently in design with construction scheduled to begin in mid to late FY 2013.

- **Base Realignment and Closure (BRAC) Improvements**. $8,500,000 in funds will be used to supplement any federal, state or local funds for design or construction of transportation improvements. Funds are for multiple uses such as preliminary engineering and design, right-of-way acquisition, utilities relocation or construction. These funds have been allocated to the Telegraph Road widening project, from South Van Dorn Street to South Kings Highway. This project will widen a 2-lane section to 4 lanes with turning lanes and pedestrian and bicycle facilities. The project is currently in land acquisition, with construction anticipated to begin in FY 2013.

2. **Fairfax County Commercial Real Estate Tax for Transportation**. (Countywide): On September 10, 2007, the Fairfax County Board of Supervisors approved a code change to implement a commercial real estate tax for transportation projects in Fairfax County, authorized by the General Assembly in HB 3202. The Board of Supervisors adopted a rate of 11 cents, which will generate $44.4 million in FY 2013. A specific project list was first approved by the Board of Supervisors on May 5, 2008, and again on July 13, 2009. In addition, on October 19, 2009, the Board of Supervisors approved a specific list of Spot Roadway, Pedestrian, Bike and Bus Stop projects supported by commercial and industrial tax revenues. The Board continues to modify the project list as projects move closer to implementation.

   The following projects have been completed:
   - Braddock Road / Route 123 Interchange Study
   - Georgetown Pike / Walker Road Right Turn Lane
   - Annandale Advanced Right-of-Way (McWhorter Place purchase)
   - Danbury Forest Drive/Braddock Road/Wakefield Chapel Road Feasibility Study
   - Route 123 at Ingleside Avenue and Route 123 at Waverly Way
   - Georgetown Pike at Swinks Mill Road (Flashing Beacon)
   - Old Dominion Drive at Swinks Mill Road (Striping Improvements)
   - Soapstone Drive On-Road Bike Lanes

   Pedestrian Improvements (45 projects). Major projects include:
   - Leesburg Pike/Patrick Henry Drive (add signalized crosswalks). This project is currently under construction with completion anticipated in FY 2012
   - Leesburg Pike/Colvin Run Road (add signalized crosswalks)
   - Elmdale Road Walkway (add trail along south side from Braddock Road to Old Columbia Pike)
   - Lees Corner Road Walkway (add trail along west side from Lee Jackson Highway to Bokel Drive)
   - Hunter Village Drive (pedestrian and parking improvements from Old Keene Mill Road to Painted Daisy Drive)
   - Lewinsville Road Walkway (add walkway on south side from Altamira Court to Woodhurst Boulevard Drive, on south side from Snow Meadow Lane to Elsinore Avenue and on north side from Windy Hill Road to Scotts Run Road)
   - Mount Vernon Highway Walkway (add sidewalk on west side from Route 1 to Sunny View Drive)
   - North Kings Highway (pedestrian improvements and raised median between Fort Drive and North Huntington Metro Entrance)
   - Old Dominion Drive/Whittier Avenue (add signalized crosswalks). This project is anticipated to be completed in FY 2012
   - Wiehle Avenue Walkway (add sidewalk on east side from Chestnut Grove Square to North Shore Drive)

   Spot Improvements (14 projects). Major projects include:
   - Walker Road (crosswalks, curb ramps and parking spaces from Georgetown Pike to Columbine Street).
   - Fox Mill Road/Monroe Street (add right turn lane on westbound Fox Mill Road)
   - Gambrill Road/Pohick Road (add right turn lane on southbound Gambrill Road)
   - Hunter Mill Road/Mystic Meadow Way (roundabout at intersection with Park entrance)
   - Lee Road Culvert (extend culvert and widen pavement to 4 lanes from 500 feet south of culvert to Penrose Place)
   - Westmoreland Street/Haycock Road (add right turn lane and pedestrian improvements on southbound Westmoreland Street)
   - Arlington Boulevard/Graham Road (add four foot wide raised median on Graham Road)
   - Route 123/Jermantown Road (add right turn lane on southbound Route 123)

The table below lists ongoing projects to be funded using revenues from the commercial real estate tax for transportation. The Board continues to modify the attached chart as projects move closer to implementation.

Commercial Industrial Real Estate Tax for Transportation

FUNCTION	SUPERVISORY DISTRICT	TOTAL RECOMMENDED FY 2009 - FY 2014
Transit Capital		
TDP Service Expansion (55 Buses)	Countywide	$16,650,000
HOT Lanes Expansion Buses	Countywide	$3,328,000
West Ox Bus Parking Expansion	Countywide (located in Springfield)	$2,500,000
Columbia Pike Streetcar Project	Mason	$2,100,000
Seven Corners Transit Center	Mason	$200,000
Wiehle Avenue Station Parking Garage	Hunter Mill	$8,600,000
Dulles Rail Support	Dranesville, Hunter Mill, Providence	$8,000,000
Transit Operating		
Fairfax Connector Priority Service (401,171,950) and Service Expansion Recommendations for Fairfax Connector and Metrobus	Countywide	$96,942,681
Roadway Improvements		
Route 7, Rolling Holly Drive to Reston Ave	Dranesville, Hunter Mill	$8,000,000
Giles Run Access Roadway	Mount Vernon	$2,800,000
Route 29 Widening - Centreville to Fairfax City	Springfield, Sully	$3,000,000
Braddock Road from Route 123 to Roanoke Drive	Braddock	$3,232,000
Georgetown Road/Walker Road	Dranesville	$253,000
Lorton Road, Route 123 to Silverbrook Road	Mount Vernon	$3,510,000
Walney Road at Dallas Drive	Sully	$1,100,000
Eskridge Road Extension to William Drive	Providence	$3,000,000
Advanced Right of Way (Annandale, etc)	Braddock, Mason	$3,000,000
Stringfellow Road Widening	Springfield, Sully	$6,000,000
Tysons Corner Road Improvements (excluding grid of streets)	Dranesville, Hunter Mill, Providence	$2,500,000
Route 29 at Gallows Road Intersection	Providence	$4,951,000
BRAC Related Improvements		
Recommendations from the Springfield Study - Springfield CBD Park and Ride	Lee, Springfield	$7,419,158
Other BRAC and Secondary Road Improvements (Mulligan Road, Telegraph Road, Rolling Road, Frontier Drive, etc)	Lee, Mount Vernon, Springfield	$5,000,000
Richmond Highway Widening, Mulligan Road to Fairfax County Parkway	Mount Vernon	$3,000,000
Pedestrian, Bike, Spot and Bus Stop Improvements		
Pedestrian Task Force Recommendations	Countywide	$10,779,700
Birch Street Sidewalk	Dranesville	$200,000
Dead Run Sidewalk	Dranesville	$430,000
Soapstone Drive Sidewalk West	Hunter Mill	$100,000
Westmoreland Road Pedestrian Improvements	Dranesville	$79,000
New Pedestrian, Bike and Spot Improvements	Countywide	$4,500,000
Spot Improvements	Countywide	$9,490,000
Bicycle Facilities Program	Countywide	$1,000,000
Board of Supervisors Priority Projects	Countywide	$1,000,000

Commercial Industrial Real Estate Tax for Transportation

FUNCTION	SUPERVISORY DISTRICT	TOTAL RECOMMENDED FY 2009 - FY 2014
Advanced Planning/Design of Future Projects		
Tysons Dulles Toll Road Connections Operational Study, Conceptual Design and Engineering	Dranseville, Hunter Mill, Providence	$2,300,000
Jones Branch Drive Extension (Preliminary Engineering)	Providence	$912,000
Braddock Road/Route 123 Interchange Study	Braddock	$952,000
Braddock Road, Burke Lake Road to Guinea Road	Braddock	$1,000,000
Rolling Road Widening, Old Keene Mill to Fairfax County Parkway	Springfield	$2,000,000
Lorton VRE Park and Ride Expansion	Mount Vernon	$250,000
Davis Drive Extension	Dranseville	$85,000
Springfield Multi-Use Community Transit Hub	Springfield	$10,397,500
West Ox Bus Facility - Phase II Expansion	Countywide, located in Springfield	$3,000,000
Route 1 Transit Study	Lee, Mount Vernon	$1,500,000
Other Transportation Support		
Debt Service for NVTA and County EDA Bonds	Countywide	$3,000,000
Transportation Project Implementation	Countywide	$20,667,679
Local Cash match for Transportation Projects	Countywide	$3,000,000
Total		**$271,728,718**

3. **Future Revenue Sharing Match from VDOT** (Countywide): This is a continuing project including $1,000,000 per year for State revenue sharing projects to be determined.

4. **Emergency Road Repairs** (Countywide): This is a continuing project which supports the Emergency Road Repairs Program and the Road Maintenance Program. These two programs were combined in FY 2010. Staff will 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, and other on-going road maintenance work. On-going road maintenance includes, but is not limited to, pothole repair, drive surface overlays, sidewalk and curb repairs, traffic and pedestrian signage, hazardous tree removal, grading, snow and ice control, replacement of substandard materials, patching of existing travelways, minor ditching and stabilization of shoulders, slopes and drainage facilities.

5. **Stonecroft Boulevard Widening** (Sully District): $782,383 to widen Stonecroft Boulevard to a six-lane section in front of the Sully Governmental Center. This project is currently scheduled to begin construction in winter/spring 2012.

6. **Metro CIP** (Countywide): These funds provide additional access to the existing Metrorail and Metrobus systems to meet growing demand. This program includes projects like new rail cars and buses and additional parking spaces. The program also includes railcar rehabilitations, escalator overhauls, station enhancements, as well as expansions and extensions to the existing system. This does not include the cost associated with the Dulles Rapid Transit Project. Fairfax County's share of the Metro CIP is estimated at $123.072 million from FY 2013 to FY 2017. These expenses are paid with a combination of County General Obligation Bonds and state aid.

7. **Seven Corners Transit Center** (Mason District): $1,510,539 for the construction of a transit center at Seven Corners Shopping Center to encourage transit ridership and reduce congestion. The development of a transit center at the Seven Corners Shopping Center in eastern Fairfax County will provide a major transfer point for Metrobus passengers in eastern Fairfax County and western Arlington County. CMAQ funds have been approved for this project. These funds will be used to develop an efficient transfer area with bus shelters, information kiosks, landscaping, trash cans and a reinforced bus bay area and travel way. This project is currently under construction with anticipated completion in FY 2012.

8. **Richmond Highway Public Transit Initiatives (RHPTI)** (Mt Vernon District): $55,000,000 for this initiative, based on the U.S. Route 1 Corridor Bus Study conducted by the Northern Virginia Transportation Commission and an update prepared by Fairfax County. The project involves establishing several major and minor transit centers, improving bus stops, implementing Richmond Highway Express (REX) bus service throughout the corridor, enhancing the advanced public transportation system aided by bus signal priority and bus pre-emption signalization, connecting gaps in the pedestrian network and establishing additional park-and-ride facilities. Fairfax County needs $55.0 million to meet the goals of the initiative, and has obtained $38.3 million from various sources toward needed improvements. In FY 2005, Fairfax County implemented the South County Bus Service which includes rapid transit bus service (the REX service), operated by WMATA. In FY 2007 and FY 2008 the first major sidewalk segments were constructed and the first public hearing was held.

9. **State Supported Countywide Trails** (Countywide): $2,000,000 for design and construction of four pedestrian facilities: Columbia Pike Trail, Phase II; Soapstone Drive Pedestrian Project; Sunset Hills Road Pedestrian Connection; and pedestrian and transit access improvements in Tysons Corner. This project is supported by CMAQ funds. Enhancement Grants have been awarded to other pedestrian improvement projects including Beulah Road Trail, Georgetown Pike Trail, and Mason Neck Trail. The Columbia Pike Trail is anticipated to be complete in FY 2012.

10. **Safety Improvements and Emergency Maintenance of Existing Trails** (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, deterioration of trail surfaces and the replacement and repair of guardrails, handrails and 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).

11. **Transportation Inventory Assessment** (Countywide): $200,000 to perform a condition assessment of existing trails, sidewalks and roadways maintained by the County. Currently, this critical pedestrian transportation network does not have an accurate condition assessment. The Department of Public Works and Environmental Services (DPWES) is responsible for maintaining approximately 220 miles of asphalt trails, 420 miles of concrete sidewalk, 65 pedestrian bridges, 17 miles of roadway service drives, and 4 miles of unimproved roads. Maintenance service levels have significantly fluctuated within these various maintenance programs based on funding constraints. Repairs are performed on a complaint basis only, and limited to addressing only emergency and safety related requirements. As determined by acceptable industry reinvestment standards, it is estimated that over $5,000,000 could be required annually to provide for a comprehensive reinvestment program based on infrastructure life cycles of 20 to 50 years. This assessment will more accurately predict financial needs, and create a more proactive reinvestment program to replace the current complaint/failure driven program delivery.

12. **On-Road Bike Lane Initiative** (Countywide): $500,000 to construct on-road bike lanes in the County. CMAQ funds will be used for this project. Phase I will involve bike lanes in the Gallows Road Corridor from Tysons to the W & OD Trail.

13. **Burke VRE Pedestrian Improvements** (Braddock District): $1,339,000 to fund pedestrian trails and intersection improvements near the Burke Virginia Railway Express (VRE) Station. This project is complete and improvements include a series of trail connections and stream crossings between the VRE Station and the Burke Centre communities. The trails and intersection improvements provide better pedestrian access to the station, making it easier for VRE riders to walk or bike to the station instead of driving their cars and parking at the site. An amount of $300,000 remains in the project for future pedestrian enhancements to the Burke Centre VRE Garage.

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, FY12 Final, All Districts, Fairfax County and All Road Systems. Click on any individual project for the detailed information.

PROJECT COST SUMMARIES
TRANSPORTATION AND PEDESTRIAN INITIATIVES
($000's)

	Project Title/ Project Number	Source of Funds	Budgeted or Expended Through FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Total FY2013-FY2017	Total FY2018-FY2022	Total Project Estimate
1	Second Four Year Transportation Plan (2007 Plan of $110 million)	B	***58,435***	***32,208***	***17,541***	***1,816***			51,565		110,000
2	Fairfax County Commercial Real Estate Tax for Transportation Program	X	***C***	***44,436***	***44,436***	***44,436***	***44,436***	***44,436***	222,180	210,000	432,180
3	Future Revenue Sharing Match From VDOT	S, X	***C***	***1,000***	1,000	1,000	1,000	1,000	5,000	5,000	10,000
4	Emergency Road Repair (Service Drives and Road Maintenance Program) / V00002	G	***C***	***100***	100	100	100	100	500	500	1,000
5	Stonecroft Blvd Widening / 009217	G	***550***	***232***					232		782
6	Metro CIP	B, S	***C***	***23,239***	***27,941***	***26,905***	***19,611***	***25,376***	123,072		123,072
7	Seven Corners Transit Center	S	***1,511***						0		1,511
8	Richmond Highway Public Transit Initiatives (RHPTI)	F, G, S, U	***17,500***	***2,000***	***4,000***	***4,000***	***8,000***	***8,000***	26,000	11,500	55,000
	Subtotal		***77,996***	***103,215***	***95,018***	***78,257***	***73,147***	***78,912***	428,549	227,000	733,545
	Pedestrian Initiatives										
9	State Supported Countywide Trails	S	***1,000***	***1,000***					1,000		2,000
10	Safety Improvements and Emergency Maintenance of Existing Trails / 002200	G	***C***	***100***	100	100	100	100	500	500	1,000
11	Transportation Inventory Assessment	G	***C***	***200***					200		200
12	On-Road Bike Lane Initiative	F	0	***500***					500		500
13	Burke VRE Improvements / 009491	G	***1,339***						0		1,339
	Subtotal		2,339	1,800	100	100	100	100	2,200	500	5,039
	GRAND TOTAL		***$80,335***	***$105,015***	***$95,118***	***$78,357***	***$73,247***	***$79,012***	$430,749	$227,500	$738,584

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

Key: Stage of Development	
	Feasibility Study/Design
	Land Acquisition
	Construction

Key: Source of Funds	
B	Bonds
G	General Fund
S	State
F	Federal
X	Other
U	Undetermined