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 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 12.5 cents per $100 assessed value. In 2012, the General Assembly extended the 12.5 cent tax rate limit until 2018. A rate of 12.5 cents is proposed as part of the FY 2014 Advertised Budget Plan, which will generate approximately $50.5 million in FY 2014. 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.

Under the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) of 2005, projects in Fairfax County were eligible to receive federal funding 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. However, in July 2012, a new transportation authorization bill, entitled the Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted. This legislation repealed JARC, instead allowing JARC-eligible activities to be used within the Urbanized Area Formula Grants program. Additionally, the Transportation Enhancements Program was combined with the Safe Routes to Schools and Recreational Trails Program to create the new Transportation Alternatives program. Many of the guidelines and rules for MAP-21 regulations are still being created.

At the federal level, the Intermodal Surface Transportation Efficiency Act of 1991, the Transportation Equity Act for the 21st Century (TEA-21) approved in 1998, SAFETEA-LU, MAP-21 and 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 emphasized intermodal funding flexibility between highways and transit, especially through the Congestion Mitigation and Air Quality (CMAQ) improvement program. The CMAQ program, which was continued in MAP-21 at an average annual funding level of $3.3 billion, provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. 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.

MAP-21 also created new performance-based features for CMAQ. The United States Secretary of Transportation will establish measures for States to use to assess traffic congestion and on-road mobile source emissions. 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. 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 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. The next General Obligation Bond Referendum is scheduled for fall 2014.

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 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 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 $10,000,000 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 $10,000,000. Of this amount, $5,000,000 is available to be used for maintenance purposes. 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 106 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 106 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 106 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 an increase of over 62 percent 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. The County has recently ordered an additional 35 buses, 20 of which are 40 foot buses and are replacement buses and 15 of which are 35 foot buses and are to be utilized to provide support for the Dulles Rail project. These buses meet the 2010 Emissions mandate, are low-floor and are mini-hybrids.

In FY 2012, the County implemented substantial service changes in Southern Fairfax associated with the Ft Belvoir BRAC relocation, including a new direct route to Ft. Belvoir, the "Eagle Express" and enhanced service along the I-95 and Richmond Highway corridors. In FY 2013, staff will modify existing bus service to provide a connection from Franconia-Springfield Metrorail Station to the Ft. Belvoir North area, as well as a new development located off Backlick Road adjacent to the National Geospatial Agency (NGA), Patriot Ridge.

In FY 2013, the County will be implementing enhanced bus service to travel on the new 495 Express Lanes to Tysons Corner. Connector bus service will be provided from Burke, Springfield and Lorton to Tysons Corner, offering a new, one-seat ride for commuters and taking advantage of the new Express Lanes on the Beltway. These routes are being phased in during the third quarter of FY 2013 and will be closely monitored for performance. The County will be finalizing the bus service plan to support the opening of Phase 1 of the Silver Line, with an expected implementation date of December 2013. A substantial part of the plan is the implementation of a short-term circulator bus system within Tysons Corner, dubbed the Silver Line Connector, which will provide a bus connection from the four new Silver Line stations in Tysons Corner to the employment centers. These circulator routes will connect to the new stations in Tysons Corner, as well as to the feeder bus service from McLean, Vienna and the Route-7 corridor. Another major component of the Silver Line bus service plan is the redesign and modification of the feeder bus network of the Dulles corridor bus service into the Wiehle-Reston East Metrorail station. In total, approximately 40 percent of all Fairfax Connector bus service will change in FY 2014.

Additionally, the County completed the expansion of the revenue parking lot and the storage addition to the maintenance building at the West Ox Bus Operations Center is under construction. In anticipation of planned service expansions, an estimate of $25 million is needed to complete West Ox Bus Operations Center Phase 2, which includes the expansion of the administrative facility and maintenance capabilities. When the project is completed, the West Ox Bus Operations Center will be able to maintain and deploy 270 revenue vehicles, and 170 of the vehicles will be available to Fairfax County. The County is currently in the design process of upgrading and expanding the service lanes at the Huntington Bus Operations Center. In addition, renovations/expansions are planned for both the Herndon and Huntington facilities to update the aging facilities and add the needed maintenance areas.

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.

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 11 stations will be located in Fairfax County. The project is being constructed in two phases. Phase 1 will include 5 stations in Fairfax County and begin at the Orange line and extend the line to Wiehle Avenue in Reston. Phase 2 will complete the rail line through Dulles International Airport to its final stop at Route 772 in Loudoun County, including three more stations in Fairfax County, an airport station, and two in Loudoun County. The Washington Metropolitan Airports Authority (MWAA) has completed the preliminary engineering on Phase 2 and Phase 2 is estimated to cost between $2.7 to $3.1 billion depending on how successful Fairfax County and Loudoun County are funding the 5 Phase 2 parking garages and Route 28 Station outside of the project.

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 55 percent), with $900 million, or 16.1 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 1 has been approved with Dulles Transit Partners under the state's PPTA authority. The 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 1 revenue operations are scheduled to being in late December 2013 or early January 2014. Phase 2 is currently in the procurement phase with contract award scheduled for May 2013. It is estimated Phase 2 construction will be completed by mid-2018 with revenue operations starting in late 2018.

The Fairfax County share of Phase 1, 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 1 district is 22 cents per $100 of assessed value.

For Phase 2, 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 Avenue 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. Per the petition, the tax rate in FY 2014 is recommended to be increased to $0.20 per hundred dollars of assessed value and remain at this rate until full revenue operations commence on Phase 2, which is expected in late 2018. At that time, the rate may be set at the level necessary to support the District's debt obligations. 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.

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 19,000 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 and/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 proposed by VRE. The Burke Station platform extension was completed in 2010, and the Lorton Station platform extension will be completed in 2013.

Burke Virginia Railway Express (VRE) Station.

The County has also provided local tax revenue funds, $192,000, to help VRE rehabilitate the stairs and pedestrian bridge at the Franconia/Springfield Station. This VRE project will be complete in 2013.

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 January 2013, funding for the Pedestrian Program totals over $102 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 and RSTP allocations; 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 2011-2012 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:** Work began in August 2010 on Fairfax County's first bicycle master plan. Phase 1 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. Phase 2, encompassing the rest of the County was completed in the fall of 2012. The plan will be presented to the Planning Commission and Board of Supervisors in early to mid 2013.

- **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 was completed in 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. **Third Four Year Transportation Plan 2012** (Countywide): On July 10, 2012, the Board of Supervisors approved their Third Four-Year Transportation Program for FY 2013 through FY 2016. The Four-Year Transportation Program is designed to enhance mobility, promote and increase safety, and create choices for the commuting public with multi-modal projects that add capacity, reduce congestion, connect missing sidewalk and bicycle links, and provide safe access to transit facilities. The Third Four-Year Transportation Program projects are funded with $937 million from the following sources: $237 million in Federal Regional Surface Transportation Program and Congestion Mitigation and Air Quality funds anticipated to be received by the county through FY 2016; $245 million in existing and proposed County General Obligation and Revenue Bonds; $262 million in County Commercial and Industrial Tax revenues; and $193 million in federal and private sources.

Beginning in the spring of 2013, detailed information may be found on these and other major transportation projects under the County's web site, at www.fairfaxcounty.gov. The projects can be found by going to Transportation//Fairfax Connector under Topics on the main page and to Projects: Fairfax County Government Projects – Third Four-Year Plan.

2. **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 were 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. Thirty-five projects will be completed through FY 2013.

- **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 310 improvements will be completed through FY 2013.

- **Bus Shelter Advertising Program**. Construction of 25 new advertisement bus shelters as part of the County's recently awarded contract with Signal Outdoor Advertising to install and maintain new bus shelters, pads and ADA accessible pedestrian links at multiple locations throughout the County. It is anticipated that the contractor will complete an additional 60 sites by December 2013.

- **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.

    - **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 2014.

    - **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 early FY 2014.

Transit Projects

- **Fairfax Connector Repairs/Rehabilitation at Herndon Bus Facility**. $6,000,000 in improvements to include facility modifications and garage upgrades to allow for continued bus maintenance at this facility.

- **Springfield Parking Garage.** New parking garage to accommodate approximately 1,100 commuter parking spaces and provide a bus transit location on the ground level.

- **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 the expected completion date is fall 2014.

- **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 the expected completion date is fall 2014.

Major Road Projects

- **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 early to mid FY 2013.

- **Route 29 (Lee Highway) Widening** $4,000,000 to widen northbound Route 29 to 3 lanes from Legato Road to Shirley Gate Road. Due to major utility relocation work which will be required, construction is anticipated to begin in FY 2015.

- **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 utility relocation phase. Construction is anticipated to begin by mid FY 2014.

- **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 and extensive utility relocation work is expected to begin in mid FY 2013 with roadway construction scheduled to begin in mid to late FY 2014.

- **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. On July 13, 2009, the Board approved $3 million in County commercial and industrial tax funding for design of the Richmond Highway widening (Mulligan Road / Route 235 South to Fairfax County Parkway tentatively set as project limits). On May 11, 2010, the Board approved a project agreement for the environmental analysis and documentation of roadway improvements on Richmond Highway by the Federal Highway Administration in substantial form, including $750,000 in commercial and industrial property tax funding for all the activities related to the coordination and preparation of federal environmental documentation with the stipulation that staff requests reimbursement of the $750,000 when federal funding is awarded.

- **Transportation Improvements in Tysons Corner.** 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. A number of improvements to the existing roadway and transportation infrastructure are necessary to improve access to, and within, the Tysons Corner Urban Center in order to support this plan. These improvements are identified as "Tysons-Wide" in Table 7 of the Comprehensive Plan. 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 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
I. Transportation Improvements To Be Completed by 2013			
A. Transit and Pedestrian Improvements			
Rail Transit Routes	Complete Phase I of Metrorail Silver Line Phase I	Tysons-wide/ Countywide	Programmed and Under Construction
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
B. Tysons-wide Road Improvements			
Roads – Arterial Widening	Complete widening of Rt. 7 to 8 lanes from the Dulles Toll Road to Rt. 123	Tysons-wide	Programmed and Under Construction
Roads – Freeway Widening	Widen I-495 from 8 to 12 lanes to provide 4 HOT lanes between the Springfield Interchange and the American Legion Bridge	Tysons-wide/ Countywide	Programmed and Under Construction
Roads – Freeway Ramp	HOT ramp connecting to Jones Branch Drive	Tysons-wide	Programmed and Under Construction
Roads – Freeway Ramp	HOT ramp connecting to the Westpark Bridge	Tysons-wide	Programmed and Under Construction
Roads – Freeway Ramp	HOT ramp connecting to Rt. 7	Tysons-wide	Programmed and Under Construction

3. **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. A rate of 12.5 cents is proposed in FY 2014 and will generate $50.5 million. 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 or are anticipated to be completed by close of FY 2013:

- 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
- Leesburg Pike/Patrick Henry Drive (Signalized crosswalks)
- Lewinsville Road Walkways (South side from Altimira Ct. to Woodhurst Blvd, and north side from Windy Hill Road to Scotts Run Road)
- North Kings Highway Median (Fort Drive to North Huntington Metro Entrance)
- Old Dominion Drive/Whittier Avenue (Signalized crosswalks)
- Wiehle Avenue Walkway (Chestnut Grove Square to North Shore Drive)
- Walker Road (Road Diet) at Georgetown Pike
- Arlington Boulevard/Graham Road (Raised median on Graham Road)

Pedestrian Improvements. Some projects include:

- 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 (south side from Snow Meadow Lane to Elsinore Avenue)
- Mount Vernon Highway Walkway (add sidewalk on west side from Route 1 to Sunny View Drive)

Spot Improvements. Some projects include:

- 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)
- 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 2014 - FY 2018
Transit Capital		
Columbia Pike Streetcar Project	Mason	$1,368,800
Wiehle Avenue Station Parking Garage Debt Service	Hunter Mill	$18,919,703
Dulles Rail Support Debt Service	Dranesville, Hunter Mill, Providence	$31,000,000
Transit Operating		
Fairfax Connector Priority Service and Service Expansion Recommendations for Fairfax Connector and Metrobus	Countywide	$115,528,658
Wiehle Avenue Station Parking Garage Miantenance	Hunter Mill	$6,850,000
Roadway Improvements		
Giles Run Access Roadway	Mount Vernon	$1,400,000
Route 29 Widening - Centreville to Fairfax City	Springfield, Sully	$1,655,258
Lorton Road, Route 123 to Silverbrook Road	Mount Vernon	$43,622,656
Jones Branch Connector	Dranesville, Hunter Mill, Providence	$18,250,000
Route 29 at Gallows Road Intersection	Providence	$2,250,000
Transportation Bond Debt Service	Mount Vernon, Providence	$16,000,000
BRAC Related Improvements		
Telegraph Road Widening - S Kings Hwy to S Van Dorn	Lee, Mount Vernon, Springfield	$897,291
Rolling Road Widening - Fullerton Road to Delong Drive	Mount Vernon	$225,000
Pedestrian, Bike, Spot and Bus Stop Improvements		
Pedestrian Task Force Recommendations	Countywide	$4,031,484
Bus Stop Improvement Program	Countywide	$3,000,000
Spot Improvements	Countywide	$1,715,625
Bicycle Facilities Program	Countywide	$846,017
Board of Supervisors Priority Projects	Countywide	$500,000
Advanced Planning/Design of Future Projects		
Springfield Multi-Use Community Transit Hub	Springfield	$7,798,125
West Ox Bus Facility - Phase II Expansion	Countywide, located in Springfield	$1,125,000
Future Construction Reserve	Countywide	$21,331,152
Other Transportation Support		
Transportation Project Implementation	Countywide	$21,303,957
Local Cash match for Transportation Projects	Countywide	$4,869,894
Total		**$324,488,620**

4. **Dulles Rail Phase 1** (Providence, Hunter Mill, Dranesville): The extension of the Metrorail system to Tyson's Corner and Dulles International Airport (IAD) 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. Phase 1 will include 5 stations in Fairfax County and begin at the Orange line and extend the line to Wiehle Avenue in Reston. Fairfax County's share of Phase 1 is 16.1 percent or $467.8 million of which $400 million is funded through a special transportation improvement district established in 2004 and $67.8 million is recommended to be funded by future C&I revenues. 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. The current tax rate for the Phase 1 district is 22 cents per $100 of assessed value.

5. **Dulles Rail Phase 2** (Providence, Hunter Mill, Dranesville): The extension of the Metrorail system to Tyson's Corner and Dulles International Airport (IAD) 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. Phase 2 will complete the rail line through Dulles International Airport to its final stop at Route 772 in Loudoun County, including three more stations in Fairfax County, an airport station, and two in Loudoun County. For Phase 2, 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 Avenue 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. Per the petition, the tax rate in FY 2014 is recommended to be increased to $0.20 per $100 of assessed value and remain at this rate until full revenue operations commence on Phase 2, which is expected in late 2018. At that time, the rate may be set at the level necessary to support the District's debt obligations. Fairfax County's share of Phase 1 is 16.1 percent or $447 million of which $330 million is funded through a special transportation improvement district and $117 million is recommended to be funded by future C&I revenues.

6. **Future Revenue Sharing Match from VDOT** (Countywide): This is a continuing project including $5,000,000 per year for State revenue sharing projects to be determined.

7. **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.

8. **Road Viewers Program** (countywide): This is a continuing project to upgrade roads for acceptance into the State Secondary Road System. Upgrades include survey, engineering, and construction projects within the Board of Reviewers Program.

9. **Stonecroft Boulevard Widening** (Sully District): $862,383 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 spring 2013.

10. **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 $125.8 million from FY 2014 to FY 2018. These expenses are paid with a combination of County General Obligation Bonds and state aid.

11. **Wiehle Avenue Parking Garage** (Hunter Mill): $119,330,000 for construction of an underground 2,300 space parking garage for Metro riders at the proposed Wiehle Avenue Metrorail station to be constructed with Dulles Rail Phase 1. The County awarded a contract to begin development of the garage in conjunction with simultaneously leasing the development rights above the garage. The total value of the County portion of the garage is expected to be approximately $90 million, including the County portion of the design costs. The County financed this project from an Economic Development Authority (EDA) bond sale conducted in July 2011, and the public garage is expected to be completed by the start of rail operations in late 2013.

12. **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. In FY 2012, two pedestrian intersection improvements were completed. It is anticipated that the next phase of seven sidewalk segments will be completed in FY 2013.

13. **VDOT Snow Removal Program** (Countywide): $100,000 for a new multi-year snow removal pilot program. This pilot program is a partnership program between the County and VDOT where County employees may volunteer to assist VDOT with snow removal activities during major snow events. VDOT has defined a major snow event as one with 6 to 10 inches of snow. County employees would volunteer to work in different activities, depending on their work experience, commercial license and driving experience. The employees would collect their regular rate of pay and reimbursement would be fully provided by VDOT. This pilot may span over multiple years, as it is dependent on the number of snow events each year.

14. **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, Phase II was completed in FY 2012.

15. **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).

16. **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.

17. **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.

18. **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.

19. **Dulles Corridor/Tysons/Reston Metro Access Improvements** (Dranesville and Hunter Mill Districts): $56,761,591 to fund pedestrian sidewalk/trail and intersection improvements in the vicinity of the Silver Line Metro Stations in Tysons Corner and Reston. These projects provide improved multi-modal access to the proposed stations. The list of projects to be implemented under this program was developed by the Tysons Metrorail Station Access Management Study (TMSAMS) and Reston Metrorail Access Group (RMAG) committees and approved by the Board as part of the third Four Year Transportation Plan on July 10, 2012, and includes previously approved Dulles Corridor Bicycle and Pedestrian Access (DCBPA) Improvement projects. Funding is provided by a combination of CMAQ and RSTP funds. Survey and design work has begun on the majority of the Dulles Corridor Bicycle and Pedestrian Access (DCBPA) projects in hopes of completing several projects prior to the opening of the Silver Line Metro stations in Tysons Corner. Survey and design will begin on the TMSAMS and RMAG projects in FY 2013 once funding agreements are approved.

20. **Route 50 Corridor Pedestrian Improvements** (Providence and Mason Districts): $1,975,000 to fund pedestrian sidewalk/trail and intersection improvements along Route 50 between Jaguar Trail and Seven Corners and at Olin Drive. Funding is provided by CMAQ funds. Total estimated cost to complete all projects is $2,972,000. Current funding will be utilized to construct as many improvements as possible while FCDOT pursues other sources to supplement the current funding level. Survey and design work will commence in FY 2013 once funding agreements are approved.

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, FY13 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 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Total FY2014-FY2018	Total FY2019-FY2023	Total Project Estimate
1	Third Four Year Transportation Plan 2012	X, B, F, S	C						TBD		937
2	Second Four Year Transportation Plan (2007 Plan of $110 million) / 5G25-035-000	B	34,655	25,961	40,955	8,429			75,345		110,000
3	Fairfax County Commercial Real Estate Tax for Transportation Program	X	C	50,495	50,495	50,495	50,495	50,495	252,475	250,000	502,475
4	Dulles Rail Phase1	X	467						0		467
5	Dulles Rail Phase 2	X, B, F	0	50	100	100	100	97	447		447
6	Future Revenue Sharing Match From VDOT	S, X	C	5,000	5,000	5,000	5,000	5,000	25,000	25,000	50,000
7	Emergency Road Repair (Service Drives and Road Maintenance Program) / 2G25-021-000	G	C	100	100	100	100	100	500	500	1,000
8	Board of Road Viewers Program/ 2G25-022-000	G	C	100	100	100	100	100	500	500	1,000
9	Stonecroft Blvd Widening / 2G25-062-000	G	171	691					691		862
10	Metro CIP	B, S	C	28,000	24,500	24,900	24,000	24,400	125,800		125,800
11	Wiehle Ave Parking Garage	X	95,685	23,645					23,645		119,330
12	Richmond Highway Public Transit Initiatives (RHPTI)	F, G, S, U	4,270	2,250	4,231	8,000	8,000	8,000	30,481	20,249	55,000
13	VDOT Snow Removal Program / 2G40-047-000	X	100						0		100
	Subtotal		135,348	136,292	125,481	97,124	87,795	88,192	534,884	296,249	967,418

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

	Project Title/ Project Number	Source of Funds	Budgeted or Expended Through FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Total FY2014-FY2018	Total FY2019-FY2023	Total Project Estimate
	Pedestrian Initiatives										
14	State Supported Countywide Trails / PR-000026	S	***1,000***	***1,000***					1,000		2,000
15	Safety Improvements and Emergency Maintenance of Existing Trails / 2G25-057-000	G	***C***	***100***	100	100	100	100	500	500	1,000
16	Transportation Inventory Assessment / 2G25-009-000	G	***200***						0		200
17	On-Road Bike Lane Initiative	F	0	***500***					500		500
18	Burke VRE Improvements / ST-000014	G	***1,339***						0		1,339
19	DCBPA/TMSAMS/RMAG projects	F	0	***1,500***	***5,000***	***7,500***	***12,500***	***12,500***	39,000	17,762	56,762
20	Rte. 50 Pedestrian Improvements	F	0	***250***	***750***	***975***	***997***		2,972		2,972
	Subtotal		2,539	3,350	5,850	8,575	13,597	12,600	43,972	18,262	64,773
	GRAND TOTAL		***$137,887***	***$139,642***	***$131,331***	***$105,699***	***$101,392***	***$100,792***	$578,856	$314,511	$1,032,191

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