

Transportation and Pedestrian Initiatives

Transportation Goals

- ✓ To provide long range transportation planning for new capacity roadway improvements.
- ✓ To identify potential locations for major transit facilities such as future rail stations and park-and-ride sites.
- ✓ To enhanced public transportation corridors which will require further study to identify the feasibility of alternative modes and levels of service.

Pedestrian Initiatives Goals

- ✓ To provide a system of alternative transportation links between residential, educational and commercial activity centers oriented to the non-motorized user.

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.
- ✓ 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 studies 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 2012, the General Assembly extended the 12.5 cent tax rate limit until 2018. In FY 2015, this rate will generate approximately \$50.5 million.

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 costs of the bus system and capital costs for new buses, old vehicle refurbishment, maintenance facility modernizations, bus shelter installation and other miscellaneous improvements. The non-federal share of capital expenditures for the WMATA bus system are shared by Fairfax County and other local jurisdictions in the Washington metropolitan region.

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 were 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 serving the Reston-Herndon area to West Falls Church Metrorail Station and the Pentagon Metrorail Station. In 1997 the Fairfax Connector added service to the new Franconia/Springfield Metrorail Station. In 1999, the County launched the Dulles Corridor Express Bus service, and in 2001, added a cross-county route from the Fairfax County Government Center to Reston Town Center via Fair Lakes. In 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). Additionally, in 2009, the West Ox Bus Operations Garage began revenue service operating 11 bus routes in the western part of Fairfax County. This service replaced WMATA non-regional bus routes, as approved by the Board of Supervisors in February 2006.

Ft. Belvoir Base Realignment and Closure Bus Service: In FY 2012, the County implemented substantial service changes in Southern Fairfax associated with the Ft Belvoir Base Realignment and Closure (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 July 2012, the Eagle Express bus service was revised to add local stops and the fare was reduced. These changes coincided with expiration of tenant agency contracts for private shuttles that had been competing with the Connector service. An immediate increase in ridership resulted from the changes, doubling the previous ridership from about 1,800 trips per month to about 3,800 trips per month. In October 2012, Connector began running service to Fort Belvoir North Area (FBNA). In only two months, ridership on this route, which connects FBNA to the Franconia-Springfield Metrorail Station, is already 6,400 trips per month. This route was revised in January 2013 to include a stop at the newly constructed Saratoga Park-and-Ride Lot.

Express Lanes Bus Service: In January 2013, FCDOT implemented the first of three new Express bus routes to Tysons Corner, beginning with Burke Centre-Tysons Route 495. The second two Express routes, Route 493 from Lorton, and Route 494 from Springfield, launched in March 2013. All three routes operated free of charge for their first four weeks of operation. Additionally, free-ride coupons were mailed to households in Burke, as well as were published in local newspapers. Accompanying the launch of all three routes was an aggressive marketing campaign designed to target employees in Tysons who live in Burke, Lorton and Springfield, as well as to target local homeowners' associations and community groups. The Board of Supervisors approved the temporary reduction of the fares on the routes from the Express fare of \$3.65 to the base fare of \$1.60 effective July 1, 2013. Staff will be redesigning the circulation patterns in Tysons to accompany new Silver Line service, and will be closely monitoring ridership and performance data until that time.

Silver Line Bus Service: Between January and May, 2013, FCDOT staff conducted a significant public outreach effort to gather input on the Silver Line Bus Service Plan. In late spring 2013, FCDOT finalized the bus service plan to support the opening of Phase I of the Silver Line, which was approved by the Board on June 4, 2013. The service changes are expected to take place concurrently with the opening of the Silver Line. A substantial part of the plan is the implementation of a short-term circulator bus system within Tysons, called the Tysons Circulator (routes 422, 423 and 424), which will provide a frequent bus connection from the new Silver Line stations in Tysons to the employment centers. These circulator routes will connect to the new stations in Tysons, 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, modification and addition of new routes in the Dulles Corridor, feeding the Wiehle-Reston East Metrorail Station. In total, approximately 40 percent of all Fairfax Connector bus service will change in FY2014.

Fairfax Connector Fleet: The Fairfax Connector currently has 278 buses, of these buses 261 are low-floor buses (handicap accessible). The Fairfax Connector has 167 buses equipped with Engineered Machine Products (EMP), making them Mini-hybrids. These Mini-hybrids provides Fairfax County with a fuel savings by electrifying the cooling system, which reduces the use of diesel.

Wiehle-Reston East Parking Garage: Fairfax County completed the Wiehle-Reston East Parking Garage on October 12, 2013. The garage will officially open when rail service begins. The Wiehle-Reston East Parking Garage project cost approximately \$119 million and included: construction of an underground garage with 2,300 parking spaces, 12 bus bays, 46 Kiss & Ride spaces, bicycle amenities, and nearby roads adjacent to the Wiehle - Reston East Parking Garage (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.

West Ox Bus Operations Facility: Fairfax County has also completed a parking lot expansion at West Ox, increasing the parking to 270 bus spaces, and a storage building adding 6,000 square feet. In FY 2013, FCDOT started the design work on West Ox Phase 2, a planned expansion estimated to cost approximately \$25 million. West Ox Bus Operations Center Phase 2 includes an expansion of the administrative, maintenance, and service buildings. When the project is completed, the West Ox Bus Operations Center will be able to maintain and park 170 Connector buses. FCDOT is currently managing a construction project to expand the service area at the Huntington garage. Additionally FCDOT has on-going projects in design to expand the maintenance area at Huntington and renovate the Herndon garage; they are anticipated to enter construction in FY 2016. These projects will enable FCDOT to provide and maintain efficient and effective service.

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 approximately \$2.8 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 50 percent), with \$900 million, or 16 percent, expected from the Federal government, 16.1 percent of the total from Fairfax County, 4.8 percent from Loudoun County, 4.1 percent from MWAA airport revenues, and 9 percent from the Commonwealth of Virginia. 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. The Metropolitan Washington Airports Authority on July 8, 2013 issued a Notice to Proceed to Capital Rail Constructors, a joint venture of Clark Construction Group and Kiewit Infrastructure South, to begin construction of Phase 2 of the Dulles Corridor Metrorail Project.

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 21 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 2015 is recommended to be \$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. 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. VRE is now preparing a System Plan to provide a framework for growing the system and responding to current and future travel needs in the northern Virginia, and Washington, DC regions. The plan will evaluate potential service improvement and system expansion initiatives to determine the relative magnitude of benefits and costs they would generate, identify potential funding opportunities, and determine needed coordination and cooperation with regional transportation partners and stakeholders to ensure future capacity bests meet regional travel needs. While the plan will not guarantee specific levels of service or funding, it will inform VRE Operations Board decision-making and will reflect VRE's priorities and role in the region's transportation system. 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 and also will be in the new System 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 was completed in 2013. The County also provided local tax revenue funds of \$192,000, to help VRE rehabilitate the stairs and pedestrian bridge at the Franconia/Springfield Station. This VRE project was completed in 2013. In 2013, a feasibility study was initiated to assess the over-crowded parking conditions at the Rolling Road Station.

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 July 2013, funding for the Pedestrian Program totals over \$110 million and has been supported by several sources, including: the Board of Supervisor's First, Second and Third Four-Year Transportation Plans; the General Fund; the 2007 Transportation Bonds; 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 2012-2013 include:

- **On-Road Bike Lane Initiative.** This is a cooperative program between FCDOT and VDOT. As part of the Virginia Department of Transportation's summer repaving program, bicycle facilities are evaluated and incorporated into the roadway paving project. These can include bike lanes, wide curb lanes or bike shoulders. To date, Fairfax County has over 50 lane miles of on-road bike lanes. The most recent roadway retrofits include Oak Street (in the Tyson's area) and Courthouse Road (in the Vienna/Oakton area).
- **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 identifies not only infrastructure improvements but outlines policies directed at making Fairfax County more bike friendly. The study will be completed and presented to the Planning Commission and Board of Supervisors in early summer, 2014.
- **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. The document has been finalized and will be presented to the Board of Supervisors in early Spring, 2014.

- **Increase and Enhance Bicycle Parking:** As part of FCDOT's bicycle parking improvement program, 150 bicycle racks and 50 bicycle lockers were purchased and are being installed Countywide. This equipment was installed at over 27 locations countywide. Most recent location upgrades include: bicycle lockers at Burke VRE, bicycle lockers at Backlick Road VRE, and new bicycle racks at the Centreville (Stone Road) Park and Ride facility. Additional locations, including Lorton VRE and the south side of the Franconia-Springfield Metrorail/VRE Station (Barry Road access) will be evaluated this coming year.
- **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 Route Signage-Countywide:** Staff has completed the installation of bicycle wayfinding signs in the central business district of McLean. This was the first installation making use of new signage approved in the new addition of the Manual of Uniform Traffic Control Devices (MUTCD). More locations are planned for this coming year.
- **Bobann Drive Bikeway (Sully District):** Construction will begin in early 2014 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.
- **Western Fairfax Bike the Sites:** Work was initiated on the "Bike the Sites" project in late 2013. Funded through a federal Enhancement Grant, the project will establish a branded, signed family friendly bike route connecting multiple sites of historic importance. Project completion is scheduled for summer, 2014.
- **Reston Capital Bikeshare feasibility Study:** Funded through MWCOG's Transportation/Land use Connections (TLC) Grant Program, this study will examine the feasibility of expanding Capital Bikeshare (CaBi) to the Reston area. If feasible, a second grant providing \$400,000 for bikeshare infrastructure will be available. The study will be completed by June, 2014.

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 Plan 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. Detailed information may be found on these and other major transportation projects on the County's web site, at <http://www.fairfaxcounty.gov/fcdot/fouryearprogram.htm>. 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 53 locations. These projects will provide neighborhood connectivity to transit and to local and major activity centers. Forty-four projects will be completed through FY 2014.
- **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 2014.
- **Bus Shelter Advertising Program.** FCDOT is engaged in a public-private partnership with Signal Outdoor Advertising to improve, install and maintain new bus shelters, pads and ADA accessible pedestrian links at multiple locations throughout the County. This program is currently receiving revenue from 118 sites through the sale of advertising space on bus shelters. The contractor sells advertising space to subsidize construction, maintenance, and operation of bus shelters, and shares a percentage of the profits with the county quarterly. Throughout the county, 65 existing bus shelters have been retrofitted with advertising panels, 53 new sites were completed from 2012 thru 2013, with 11 currently in the design stage and 34 are currently being scoped for new shelter and infrastructure improvements in FY 2014.
- **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 2015.
 - **Fairfax County Parkway** – add southbound continuous third lane from Route 29 to Braddock Road. The completion of this project is scheduled for early FY 2015.

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. This multi-year project is currently in design with construction anticipated to begin in 2017.
- **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 contract.
 - NOVA (Exact location TBD): four bus bays; bus shelters; benches; trash receptacles; and space for possible future transit store. FCDOT is coordinating with NVCC campus master planning,

- **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. Design plans are in progress for this project, and construction is anticipated to begin in 2014.
- **Stringfellow Road Park-and-Ride Expansion.** \$6,100,000 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. Design plans are in progress for this project, and construction is anticipated to begin in 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 began in FY 2013 and completion is scheduled for summer 2015.
- **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 to late 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 early FY 2014 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. 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 mobility within, the Tysons Corner Urban Center. 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
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 2015 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. On July 10, 2012, the Board of Supervisors approved the Four-Year Plan for Transportation which included allocation of commercial and industrial tax revenues through FY 2016. 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 the end of FY 2014:

- 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 South 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)
- Elmdale Road Walkway (add trail along south side from Braddock Road to Old Columbia Pike)

- Lewinsville Road Walkway (south side from Snow Meadow Lane to Elsinore Avenue)
- Westmoreland Street/Haycock Road (add right turn lane and pedestrian improvements on southbound Westmoreland Street)

Pedestrian Improvements. Some projects include:

- Leesburg Pike/Colvin Run Road (add signalized crosswalks)
- 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)
- 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)
- Route 123/Jermantown Road (add right turn lane on southbound Route 123)
- Route 123/Braddock Road (intersection improvements)

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 21 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. The tax rate in FY 2015 is recommended to be \$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 \$10,000,000 per year for State revenue sharing projects to be determined.

7. **Emergency Road Repairs (Service Drives and Road Maintenance Program)** (Countywide): This is a continuing project which supports the Emergency Road Repairs Program and the Road Maintenance Program. 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 2014.
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 \$139.6 million from FY 2015 to FY 2019. 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 garage will officially open when rail operations begin.
12. **Herndon Station Metrorail Garage** (Hunter Mill): The Herndon Station Metrorail Garage is part of the Phase II Dulles Rail project and is in addition to the existing Herndon Monroe garage. Fairfax County plans to design, build, and operate the garage which is required to be operational by June 2018. The new garage will have a minimum of 1,950 parking spaces, bicycle amenities, pedestrian and vehicular bridges connecting to the existing garage, associated stormwater management, roadwork and transportation improvements.
13. **Innovation Center Station Garage (Dranesville)**: The Innovation Center Station Metrorail Garage is part of the Phase II Dulles Rail project and is required to be operational by June 2018. The garage will have a minimum of 2028 parking spaces, bicycle amenities, and associated stormwater management, roadwork and transportation improvements. Fairfax County plans to design, build, and operate the garage.

14. **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. In FY 2013, two intersections and two sidewalks were completed. Lastly, in FY 2014, it is anticipated eight sidewalks and four intersections will be completed.
15. **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.
16. **Americans with Disabilities Act (ADA) Compliance for Trails** (Countywide): \$1,535,000 to complete improvements required as part of the Department of Justice audit and identified in the settlement agreement signed by the Board of Supervisors on January 28, 2011. A total of 1,850 sidewalk and trail curb cut ramp locations have been reviewed for possible ADA deficiencies. Of the 1,850 reviewed, 622 were determined to be noncompliant. All 622 ramp sites that were identified have been substantially completed in accordance with the DOJ mandate.
17. **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).
18. **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.
19. **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.

20. **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 were 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. The list 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 began on the TMSAMS and RMAG projects in FY 2014.
21. **Route 50 Corridor Pedestrian Improvements** (Providence and Mason Districts): \$744,505 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 commenced in FY 2014.

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, FY14 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 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total FY2015-FY2019	Total FY2020-FY2024	Total Project Estimate
1	Third Four Year Transportation Plan 2012	X, B, F, S	C	234,250	234,250	234,250	234,250		937,000		937,000
2	Second Four Year Transportation Plan (2007 Plan of \$110 million)	B	60,616	40,955	8,429				49,384		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	400,000	67,000					67,000		467,000
5	Dulles Rail Phase 2	X, B, F	0	112,000	123,000	126,000	86,000		447,000		447,000
6	Future Revenue Sharing Match From VDOT	S, X	C	10,000	10,000	10,000	10,000	10,000	50,000	50,000	100,000
7	Emergency Road Repair (Service Drives and Road Maintenance Program) / 2G25-021-000	G	C	150	150	150	150	150	750	750	1,500
8	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	862						0		862
10	Metro CIP	B, S	C	29,700	26,200	27,900	27,900	27,900	139,600		139,600
11	Wiehle Ave Parking Garage	X	119,330						0		119,330
12	Herndon Metrorail Garage	X	600	2,420	4,300	21,500	23,500	6,762	58,482		59,082
13	Innovation Center Metrorail Garage	X	1,500	1,500	4,500	23,000	25,000	5,347	59,347		60,847
14	Richmond Highway Public Transit Initiatives (RHPTI)	F, G, S, U	6,520	4,231	8,000	8,000	8,000	8,000	36,231	12,249	55,000
15	VDOT Snow Removal Program / 2G40-047-000	X	C	100					100		100
	Subtotal		589,428	552,901	469,424	501,395	465,395	108,754	2,097,869	313,499	3,000,796

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

Project Title/ Project Number	Source of Funds	Budgeted or Expended Through FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total FY2015-FY2019	Total FY2020-FY2024	Total Project Estimate
Pedestrian Initiatives										
16 ADA Compliance for Trails / 000016	GF-G	1,535						0		1,535
17 Safety Improvements and Emergency Maintenance of Existing Trails / 2G25-057-000	G	C	300	1,000	1,000	1,000	1,000	4,300	5,000	9,300
18 On-Road Bike Lane Initiative	F	500						0		500
19 Burke VRE Pedestrian Improvements / ST-000014	G	1,339						0		1,339
20 Dulles Corridor/Tysons/Reston Metro Access Improvements	F	1,500	5,000	7,500	12,500	12,500	17,762	55,262		56,762
21 Rte. 50 Corridor Pedestrian Improvements	F	250	750	975	997			2,722		2,972
Subtotal		5,124	6,050	9,475	14,497	13,500	18,762	62,284	5,000	72,408
GRAND TOTAL		\$594,552	\$558,951	\$478,899	\$515,892	\$478,895	\$127,516	\$2,160,153	\$318,499	\$3,073,204

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