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. In 2007, the General Assembly passed House Bill 3202 (HB 3202), which provided local jurisdictions within Northern Virginia the authority to raise new revenue. Among the new sources of local revenue, HB 3202 enabled Northern Virginia jurisdictions to implement a commercial real estate (C&I) 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. The General Assembly has since capped that rate at 12.5 cents. The Board of Supervisors increased this rate to 12.5 cents per $100 valuation effective July 1, 2013. In FY 2015, this rate will generate approximately $51.6 million.

In 2013, the General Assembly passed HB 2313, which provided additional revenues for transportation at the statewide and regional level. The Northern Virginia provisions of plan are expected to provide approximately an additional $300 million per year for the region by:

- Imposing a 0.7% sales tax, to a total of 6% for Northern Virginia.
- Imposing a 2.0% Transient Occupancy Tax (hotel tax).
- Imposing a regional congestion fee (grantors tax) of $0.15 per $100 valuation.

Of the funds collected, 70% will be provided to the Northern Virginia Transportation Authority (NVTA) to be used on regional projects meeting certain criteria and 30% of funds will be distributed to individual localities to be spent on urban or secondary road construction, capital improvements that reduce congestion, projects included in NVTA's regional transportation plan or for public transportation purposes. Localities are required to enact their C&I tax at 12.5 cents or dedicate an equivalent amount to be used only for transportation. Those localities that do not do this or do so at a lower rate will have these revenues reduced by a corresponding amount. In FY 2015, Fairfax County is expected to receive approximately $37 million in these 30% funds.

At the federal level, projects in Fairfax County are eligible to receive federal funding from a variety of funding programs, including the Regional Surface Transportation Program (RSTP), the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and the Transportation Alternatives Program. In July 2012, a new transportation authorization bill, entitled the Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted. Guidelines and rules for some MAP-21 regulations and programs are still being created.

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 CMAQ improvement program. The CMAQ program, which was continued in MAP-21 at an average annual funding level of $2.2 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 is working to 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 the area 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. On November 4, 2014, voters approved a $100 million bond referendum for transportation. This latest referendum included funding for spot roadway intersection improvements, pedestrian improvements, and bicycle projects. The $100 million referendum, and projects funded by the referendum, are consistent with the projects approved by the Board on January 28, 2014, in the Six Year Transportation Priorities Plan (TPP). For the complete list of 2014 Bond projects, please visit: http://www.fairfaxcounty.gov/bond/projectlist.htm

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 C&I 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. In years past, the state has proposed studies to require the four largest counties to take over the construction and maintenance of these roads. However, no legislation requiring this proposal has passed the General Assembly. In addition, implementing the Countywide 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.

Additionally, the General Assembly recently passed HB 2 (2014), which directs the Commonwealth Transportation Board (CTB) to develop and implement a prioritization process for projects funded by the CTB. This process, which must be used for project selection by July 1, 2016, must consider, at a minimum: congestion mitigation, economic development, accessibility, safety, and environmental quality. The factors can be weighted differently for each of the Commonwealth's transportation districts, but congestion must be weighted highest for Northern Virginia and Hampton Roads. Certain funds and programs are excluded from this process, including: maintenance, CMAQ, RSTP, Federal Highway Safety Improvement Program funds, urban and secondary road program funds, Transportation Alternatives, and revenue sharing. Funding has been adjusted for projects that must undergo the HB 2 prioritization process.

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 33.2-357 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 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, which currently is approximately 117 miles long.

The following ten 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 McLean, Tysons Corner, Greensboro, Spring Hill, and Wiehle-Reston East Stations on the Silver Line. The Van Dorn Station on the Blue line is located in Alexandria, but also serves transit riders of Fairfax County.

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 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 120 new railcars, 185 new buses and the ancillary facilities associated with operating and maintaining these vehicles.

As part of the federal Passenger Rail Investment and Improvement Act (PRIIA) of 2008, Congress authorized $1.5 billion for WMATA over ten years to address urgent capital needs, if the region provides a $1.5 billion to match the federal funds. All three signatory jurisdictions (Virginia, Maryland, and the District of Columbia) have passed the compact amendments required to receive the federal funding, and the non-

Federal matches are in place. The capital funding is used to support areas such as: meeting safety requirements of the NTSB, repairing aging rail track, investing in new rail cars, fixing broken escalators and elevators, and rehabilitating decaying rail stations and platforms.

Following the Metro Matters Funding Agreement, 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. WMATA funding jurisdictions are currently working on the next Capital Funding Agreement which is intended to be in affect from FY 2016 through FY 2021. This agreement will provide for state of good repair needs in the Capital Improvement Program (CIP) at WMATA, as well as Metro 2025 system improvements in the CIP such as the purchase of new railcars, buses, and station capacity improvements in the core of the system.

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. The Fairfax Connector was created as a cost effective public transportation system for Fairfax County to operate as an alternative to Metrobus. The Fairfax Connector has experienced several expansions as listed below:

- 1988 to 1993: started serving Van Dorn Street Metrorail Station, Springfield Town Center (formerly Springfield Mall), Tysons Center, Dunn Loring-Merrifield Metrorail Station, Vienna/Fairfax-GMU Metrorail Station and the Pentagon Metrorail Station.
- 1994: absorbed the bus service in the Reston-Herndon area, and started serving West Falls Church Metrorail Station and the Pentagon Metrorail Station.
- 1997: added service to the new Franconia/Springfield Metrorail Station.
- 1999: launched the Dulles Corridor Express Bus service.
- 2001: added a cross-county route from the Fairfax County Government Center to Reston Town Center via Fair Lakes.
- 2004: redesigned the service in the Huntington Division, which included an increase of over 62 percent of 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).
- 2009: began revenue service at West Ox Bus Operations Garage operating 11 bus routes in the western part of Fairfax County. This service replaced Metrobus non-regional bus routes, as approved by the Board of Supervisors in February 2006.
- 2012: implemented substantial service changes in southern Fairfax County associated with the Fort Belvoir Base Realignment and Closure (BRAC) relocation, including a new direct route to Fort 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. 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 January 2013 the route was revised 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, beginning with Burke Centre-Tysons Route 495. Two additional Express routes, Lorton-Saratoga Route 493, and Springfield Route 494, 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.

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 Silver Line Phase 1 which was approved by the Board of Supervisors on June 4, 2013. The service changes commenced with the opening of the Silver Line. A substantial part of the Silver Line service plan was the implementation of a short-term circulator bus system within Tysons, called the Tysons Circulator (routes 422, 423 and 424), which provide frequent bus connections from the new Silver Line stations in Tysons to employment centers and other destinations.

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 changed in FY-2015, the largest change to service in Fairfax Connector history.

Wiehle-Reston East Parking Garage: Fairfax County completed the Wiehle-Reston East Parking Garage on October 12, 2013. 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 County financed this project from an Economic Development Authority (EDA) bond sale conducted in July 2011. The Wiehle-Reston East Parking Garage opened on July 26, 2014, at the start of the Silver Line Metrorail service. The facility opened to an estimated 40% usage and at two months of operation is at a consistent 70% or higher usage.

Herndon Garage Operations Facility: FCDOT is in design to renovate the Herndon Connector Bus Garage. This renovation will include an interior redesign, and redesign of the parking configuration. This project is anticipated to cost $12 million and start construction late FY 2016 and be completed in early FY 2018.

Huntington Garage Operations Facility: FCDOT has just completed construction to expand the service area of the Huntington Connector Bus Garage. The expansion updated the existing service lane and added a new lane, resulting in two lanes to service the buses. This will enable FCDOT to perform the daily cleaning and servicing of buses a more efficient and effective manner. FCDOT is also currently in design to expand the shop area of this facility to provide additional maintenance bays, a chassis wash, tire shop, additional operator locker room space, and reconfigure the parking area to include upgrading bus parking. This project is expected to cost $5.2 million. It will start construction in late FY 2015, and is anticipated to be complete in early FY 2017. This expansion will enable the Fairfax Connector to park and maintain 105 buses at this facility.

West Ox Bus Operations Facility: Fairfax County has also completed a parking lot expansion at the West Ox Bus Garage, 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 Phase II of this facility, a planned expansion estimated to cost approximately $25 million. West Ox Bus Operations Center Phase II includes an expansion of the administrative, maintenance, and service buildings. This project is anticipated to start construction in FY 2016, and be completed mid-year FY 2017. When the project is completed, the West Ox Bus Operations Center will be able to maintain and park 170 Connector buses.

Fairfax Connector Fleet: The Fairfax Connector currently has 278 buses, 261 of these buses 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 fuel. FCDOT has been very successful with using the Mini-Hybrid in our system. The design of our system utilizes this technology very well, and we are getting up to 1 Mile per Gallon (MPG) over the standard diesel bus and even a higher MPG than a full hybrid bus. FCDOT ordered 17 35 foot buses to replace the 2002 fleet of buses. These buses will be the Excelsior style and be equipped with the Mini-Hybrid technology. FCDOT is researching newer technologies in the industry to provide a more efficient and cost effective fleet, one option that may be implemented in the next build is to convert to an all electric Air Conditioning (AC) system. This will provide for a more cost effective vehicle as the MPG usage should increase, which will also provide for a cleaner vehicle.

Dulles Corridor Rail Project

The extension of the Metrorail system to Tysons and Dulles International Airport (IAD) has been identified as a transportation priority for Fairfax County and the Commonwealth of Virginia for several decades; it has been Fairfax County's highest transportation priority since 1999. This project includes the completion of a 23 mile extension of the Metrorail 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 Tysons 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, four in Tysons, one each at Wiehle Avenue, Reston Town Center, Herndon, Route 28 and Dulles 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, estimated to cost $2.9 billion, will begin at the Orange line and extend the line to Wiehle Avenue in Reston, including five stations in Fairfax County. 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, two in Loudoun County, and a rail maintenance and storage facility at Dulles International Airport. The Washington Metropolitan Airports Authority (MWAA) has completed the preliminary engineering and awarded the Phase 2 construction contract in May 2014. Phase 2 is estimated to cost $2.8 billion. Fairfax County and Loudoun County are funding the parking garages ($315 million) 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 49 percent), with $900 million, or 15.8 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 10.1 percent from the Commonwealth of Virginia. A design build contract for Phase 1 was 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. WMATA began revenue operations for Phase 1 on July 26, 2014. The County in addition to the other local funding partners approved the Memorandum of Agreement (MOA) in late 2011 to proceed with Phase 2 of the Project. The MOA explicitly recognizes that Fairfax will pay no more than 16.1 percent of the total project cost as previously agreed in the Funding Agreement. Phase 2 is slated to begin revenue operations in late 2018.

A portion of Fairfax County's 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. In the fall of 2013, the County completed its $400 million payment for Phase 1 construction costs from the Phase 1 tax district through a combination of tax collections and bond proceeds. The current tax rate for the Phase 1 district is $0.21 cents per $100 of assessed value and will remain in effect until all debt service payments have been paid in full.

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 the County's Phase 2 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 $0.05 per $100 of assessed value beginning in FY 2011, with annual increases of $0.05 up to a maximum of $0.20 per $100 of assessed valuation as incorporated in the FY 2014 and FY 2015 Adopted Budget Plan. Per the petition, the tax rate in FY 2016 will remain at $0.20 per $100 of assessed value 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 total project funds owed by the County net of the two tax districts is approximately $185 million for both phases of the project. These funds are expected to be paid from future special Commercial and Industrial (C&I) tax revenues. In addition, the Funding Partners also have closed on a United States Department of Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. This loan offers competitive interest rates, unique financing provisions and will fund a majority of the funding partners remaining project costs. Fairfax County closed on a $403.3 million TIFIA loan in December 2014. For more information on the funding breakdown for this project, visit the Dulles Corridor Metrorail Project website, http://www.dullesmetro.com/.

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 in the system. Each of these facilities includes parking lots, station platforms, and 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 including the supplemental revisions. VRE is now providing 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 Centre Station platform extension was completed in 2010, and the Lorton Station platform extension is scheduled to be complete in 2015. 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. This study will be completed in early 2015.

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 partners with MWCOG for the twice-yearly *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 2014, funding for the Pedestrian Program totals over $313 million and has been supported by several sources, including: the Board of Supervisor's 2014 Transportation Priorities Program (TPP), 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.

Some of the current project initiatives include:

- **Pedestrian Improvements:** 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-Eight projects will be completed through FY 2015.

- **Bus Stop Improvements**: Improves bus shelters, benches and pads, as well as ADA accessibility and pedestrian links at numerous locations throughout the County. Approximately 400 improvements will be completed through FY 2015.

For a list of all pedestrian projects, please visit:
http://www.fairfaxcounty.gov/fcdot/pedestrian/pedprojects.htm

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 2013-2014 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 52 lane miles of on-road bike lanes. The most recent roadway retrofits include Oak Street (in the Tysons area) and Courthouse Road (in the Vienna/Oakton area) and Sherwood Hall Lane (in the Mount Vernon 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 polices directed at making Fairfax County more bike friendly. The study was approved by the Board of Supervisors on October 28, 2014. For more information, please visit: http://www.fairfaxcounty.gov/fcdot/bike/county_bike_master_plan.htm

- **County Bicycle Parking Policy and Guidelines**: These standards will address such topics as: bicycle parking requirements, rack and locker specifications, equipment choices and placement throughout the County, as well as provide ratios based on County land uses. The draft guidelines are complete and staff is in the process of having the guidelines reviewed, approved and part of the development process.

- **Increase and Enhance Bicycle Parking**: As part of FCDOT's bicycle parking improvement program, 150 bicycle racks and 50 bicycle lockers were purchased and installed Countywide. FCDOT continues to add new bicycle racks and lockers to our park and ride lots, VRE stations, and County Government buildings. So far, 23 locations have been completed and additional ones are scheduled for spring 2015 including: Burke Centre VRE Station, Backlick Road VRE Station, Centreville (Stone Road) Park and Ride Lot, and Centreville Library. The most recently completed project was the addition of new racks at Chantilly Library. Additional locations, including Lorton VRE Station and the south side of the Franconia-Springfield Metrorail/VRE Station (Barry Road access) will be evaluated in 2015.

- **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 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:** Construction on the Bobann Drive Bikeway was completed in August 2014. Approximately one mile in length, this shared use path provides direct non-motorized access to the Stringfellow Road Park and Ride lot from the Centreville and Fair Lakes areas.

- **Western Fairfax Bike the Sites:** The County was awarded Federal Enhancement Funds to create a family-friendly non-motorized route to Historic sites and buildings located in the Western region of Fairfax County, mostly comprised within the Sully District. The project consists of a bicycle map pinpointing historical locations over an approximate 15 mile bike loop, including wayfinding signage. The County is currently anticipating hiring a consultant to provide cartographic and design services to create and print a map. FCDOT is hoping to complete the projects in 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 was completed in June 2014 and recommended that Fairfax County move forward to bring bike sharing to Reston.

  For a complete list, please visit: http://www.fairfaxcounty.gov/fcdot/bike/bikeprojects.htm

ROAD AND TRANSIT INITIATIVES

Examples of current road and transit projects include:

- **Herndon Station Garage**: The Herndon Station 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.

- **Innovation Center Station Garage:** The Innovation Center Station 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 2,028 parking spaces, bicycle amenities, and associated stormwater management, roadwork and transportation improvements. Fairfax County plans to design, build, and operate the garage.

- **Fairfax Connector Repairs/Rehabilitation at Herndon Bus Facility**. $12,000,000 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 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 with George Mason University. It is anticipated that the University will 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. Construction bids have been received for this project, and construction is anticipated to begin in 2014.

- **Stringfellow Road Park-and-Ride Expansion**. $6,650,000 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. Construction bids have been received for this project, and construction is anticipated to begin in 2015.

- **Spot Improvements**
  - **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 2016.
  - **Fairfax County Parkway** – add southbound continuous third lane from Route 29 to Braddock Road. The completion of this project is scheduled for late FY 2015 or early FY2016.

- **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 fall 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 with completion anticipated in FY 2017.

- **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. Construction began in May 2014, with completion anticipated by mid FY 2016.

- **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 2015, with completion anticipated by mid FY2016.

- **Base Realignment and Closure (BRAC) Improvements**. $8,500,000 in funds will be used to supplement 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 C&I tax funding for design of the Richmond Highway widening Jeff Todd Way / 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 C&I 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.** As part of the Transportation improvements in the Tysons area, several new trails are proposed that will connect residential areas south and east of Tysons with the new Silver Line Metrorail stations. Since these trails will potentially serve a high volume of pedestrian and bicycle users during periods of darkness, pedestrian scale lighting will be included as part of each project. The County does not currently have a funding mechanism in place to operate and maintain these lighting systems. As part of the FY 2016-2020 CIP, in cooperation with DPWES, a funding mechanism will be identified and appropriate agency agreements developed for the long term operation and maintenance of these facilities and other future trail lighting projects as they are identified and adopted by the Board. 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. The Plan can be found on Page 68 in the following link: http://www.fairfaxcounty.gov/dpz/comprehensiveplan/adoptedtext/2007-23.pdf. 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	Completed
Bus transit routes	Neighborhood bus routes; circulator bus routes serving Metrorail stations; express bus routes on I-66 and I-95/I-495	Tysons-wide/ Countywide	Transit Development Plan
Sidewalks	Sidewalks to provide connections to developments within walking distance of rail stations	District	Tysons Vision TMSAMS
B. Tysons-wide Road Improvements			
Roads – Arterial Widening	Complete widening of Rt. 7 to 8 lanes from the Dulles Toll Road to Rt. 123	Tysons-wide	Programmed and Construction Completed
Roads – Freeway Widening	Widen I-495 from 8 to 12 lanes to provide 4 HOT lanes between the Springfield Interchange and the American Legion Bridge	Tysons-wide/ Countywide	Programmed and Construction Completed
Roads – Freeway Ramp	HOT ramp connecting to Jones Branch Drive	Tysons-wide	Programmed and Construction Completed
Roads – Freeway Ramp	HOT ramp connecting to the Westpark Bridge	Tysons-wide	Programmed and Construction Completed
Roads – Freeway Ramp	HOT ramp connecting to Rt. 7	Tysons-wide	Programmed and Construction Completed

MAJOR BOARD APPROVED TRANSPORTATION PLANS

1. **Second Four-Year Transportation Plan 2007**. (Countywide) On October 15, 2007, the Board of Supervisors approved a Second Four-Year Transportation Plan (SFYP) to build on the investments and improvements brought about by the first plan approved in 2004. The SFYP was designed to enhance mobility, promote pedestrian safety and create choices for the commuting public. The SFYP began with the passage of a $110 million transportation bond referendum in November 2007. This multi-modal bond contained $15 million for pedestrian improvements, $7.75 million for bus stop improvements, and $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). For more information, please visit: http://www.fairfaxcounty.gov/fcdot/pdf/4yr_trans_statusrpt.pdf

2. **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 C&I 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.

3. **The Board of Supervisor's Transportation Project Priorities (TPP)** (Countywide): On January 28, 2014, the Board of Supervisors approved a $1.4 billion list of Transportation Project Priorities (TPP) for the next six years, FY 2015 – FY 2020. The approved funding of $1.4 billion will largely come from local, regional and state funding and revenue sources. The $1.4 billion approved for funding transportation projects in the county will provide for building new roads, sidewalks, bike lanes and transit facilities and improving existing roads, sidewalks, bike lanes and transit facilities. The major programs and funding sources for the basis of this initiative are listed below.

   Countywide Dialogue on Transportation (CDOT): On February 2012, staff presented transportation funding needs to the Board and discussed possible sources of revenue. Staff returned to the Board with outreach strategy which included creating an advisory group in spring 2012. In summer 2012, the stakeholders for the extended Transportation Advisory Commission (TAC) were identified. The extended TAC was actively involved in outreach planning. Staff presented the outreach plan and schedule for engaging the public on the transportation needs to the Board. In fall 2012, the "Countywide Dialogue on Transportation" was undertaken; it included public engagement concerning transportation needs and potential new sources of funding. Numerous public meetings and a web survey were conducted. The Virginia General Assembly met and considered a variety of transportation funding strategies/bills during their session in winter/spring 2013. In April 2013, HB 2313, a transportation funding plan that included regional funding for Northern Virginia, is enacted.

   The Board of Supervisors tasked the Department of Transportation with creating a cost benefit analysis (CBA) tool to analyze a selection of transportation projects for the County. A consultant was hired to assist county staff in developing the methodology and tool. The decision was made to use an existing CBA application, and redevelop it to function for Fairfax County.

   The tool developed for the CBA can compare highway and transit projects on the basic factors of an overall cost/benefit ratio. The bicycle and pedestrian tool analyzes projects using a more qualitative approach. The CBA tool uses the basic approach of using a build versus no build comparison to calculate the benefits of constructing the project under review. A 20 year window is used to capture the cumulative benefits and costs. Criteria for project selection in addition to the cost benefit analysis include: Congestion Reduction* , Economically Disadvantaged Populations, Mode Balance, Safety, Travel Time Savings* , Community Input, School and Park Access, Regional Consideration (included in NVTA TransAction 2040), Countywide Balance, Disabled/Elderly Populations, Economic

Development (support for revitalization areas and major Activity Centers), Healthy Communities Initiative, and Air Quality*. (Those initiatives noted with a * represent those included in the Cost Benefit Analysis.)

Documentation for the Countywide Dialogue on Transportation is available at:
http://www.fairfaxcounty.gov/fcdot/cdot/.

HB2313
The TPP is supported by the new infusion of statewide and regional revenue is the result of HB 2313, the Statewide Transportation funding plan approved by the General Assembly in 2013. Statewide transportation funds are primarily allocated by the Commonwealth Transportation Board. Of the regionally collected funds, HB 2313 provides that 30 percent of those funds collected in the county are directly available for local roadway and transit projects. The other 70 percent will be allocated for transportation projects by the Northern Virginia Transportation Authority. HB 2313 requires that each locality's total long-term benefit from these funds be approximately equal to the proportion of the fees and taxes received attributable to that locality.

Some of the projects funded in whole or in part by HB 2313 local revenues include:

- Seven Corners Interchange Improvements (study)
- Town Center Parkway Underpass (under DTR)
- Soapstone Drive Overpass (over DTR)
- Shirley Gate Road Extension (Braddock Road to Fairfax County Parkway/Popes Head Road)
- Stone Road Overpass (over I-66, Route 29 to Route 28)
- Braddock Road Widening (Burke Lake Road to Guinea Road, study)
- Pohick Road Widening (Route 1 to I-95)
- Route 1 Widening (Occoquan River to CSX Overpass, and Armistead Road to CSX Overpass)
- Herndon Station Parking Garage (design)
- Innovation Center Station Parking Garage (design)
- Implementation of Dulles Rail Phase I Fairfax Connector bus service
- Multiple Countywide Spot Roadway Improvement projects
- Fairfax Connector bus service on the Fairfax County Parkway in western Fairfax County and southeast Fairfax County.

Fairfax County Commercial and Industrial (C&I) Tax for Transportation: On September 10, 2007, the Fairfax County Board of Supervisors approved a code change to implement a C&I tax for transportation projects in Fairfax County, authorized by the General Assembly in HB 3202. 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 C&I tax revenues. On July 10, 2012, the Board of Supervisors approved the Four-Year Plan for Transportation which included allocation of C&I tax revenues through FY 2016. A rate of 12.5 cents set for FY 2016, and is expected to generate $51.6 million. On January 28, 2014, the Board approved its Six-Year Transportation Priorities Plan resulting from the CDOT effort which included available C&I tax revenues through FY 2020 (link: http://www.fairfaxcounty.gov/fcdot/6yr_priorities.htm). C&I tax revenues also fund Fairfax Connector transit service. Some of this service includes the operation of West Ox Division rush hour and midday service; support for increased frequencies on overcrowded priority bus routes; support of Transit Development Plan expansions of bus service hours at all three operating division; support of I-495 Express lanes service and the Tysons Circulator.

For additional information, please visit:
http://www.fairfaxcounty.gov/fcdot/pdf/4yr_trans_statusrpt.pdf) and
http://www.fairfaxcounty.gov/fcdot/fouryearprogram.htm).
Detailed information on the approximately 180 new projects can be found on the County's website at:
Six Year Transportation Priorities - Fairfax County, Virginia or visit
http://www.fairfaxcounty.gov/fcdot/6yr_priorities.htm.
For a list of approved projects, please visit:
http://www.fairfaxcounty.gov/fcdot/cdot/projects/approved.htm

OTHER TRANSPORTATION PROJECTS

4. **Dulles Rail Phase 1** (Providence, Hunter Mill, Dranesville Districts): See Dulles Corridor Rail Project section.

5. **Dulles Rail Phase 2** (Providence, Hunter Mill, Dranesville Districts): See Dulles Corridor Rail Project section.

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. **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 2016 to FY 2020. These expenses are paid with a combination of County General Obligation Bonds and state aid.

8. **Richmond Highway Public Transit Initiatives (RHPTI)** (Lee / Mt. Vernon Districts): $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. In FY 2012, two pedestrian intersection improvements were completed. In FY 2013, two intersections and two sidewalks were completed. In FY 2014, seven sidewalks were completed. In FY 2015, three intersection improvements and one sidewalk improvement are anticipated to be completed, while in FY2016 six more intersection improvements are expected to be completed, followed by another seven sidewalk segments in FY 2017.

9. **County-owned Roads and Service Drives Study** (Countywide**):** $500,000 was approved by the Board of Supervisors as part of the *FY 2014 Third Quarter Review* to build an accurate inventory and condition assessment of County-owned roads and service drives. The Department of Public Works and Environmental Services is responsible for maintaining approximately 17 miles of roadway service drives and 4 miles of County maintained roads that do not meet the standard for acceptance into the Virginia Department of Transportation (VDOT) maintenance system. The estimated value of service drives is approximately $52 million and the estimated value of the County maintained roads is approximately $12 million. In addition, there are a significant but undetermined number of County-owned stub-streets that need to be evaluated and assessed for existing condition.

10. **Reinvestment, Repair and Emergency Maintenance of Roads (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. In FY 2016 an amount of $150,000 is included for the Reinvestment, Repair, and Emergency Maintenance of County Roads.

11. **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.

12. **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.

13. **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). In FY 2016, an amount of $300,000 is included for maintenance of existing trails.

14. **Herndon Monroe Area Study** (Hunter Mill District): $250,000 to support the master planning effort associated with County owned property at the Herndon Monroe Garage/Herndon Monroe Garage site. The goal of the study is to determine the development potential for a 10 acre site and define possible conceptual design options for its use. The study would include land planners, civil and traffic engineers, wetland and environmental consultants evaluating opportunities for Transit Oriented Development.

VDOT SIX-YEAR PROGRAM

More Detailed information may be found on these projects using VDOT's web site, at www.virginiadot.org. Specific Fairfax County projects can be found by entering: Projects and Studies, Transportation Program, Transportation Financing, Six Year Improvement Program, with the following parameters, FY 15 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 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2016-FY2020	Total FY2021-FY2025	Total Project Estimate
	Major Board Approved Transportation Plans										
1	Second Four Year Transportation Plan (2007 Plan of $110 million)	B	***101,571***	***8,429***					8,429		110,000
2	Third Four Year Transportation Plan 2012	X, B, F, S	***234,250***	***234,250***	***234,250***	***234,250***			702,750		937,000
3	Six Year Plan Transportation Project Priorities (TPP)	X, B, F, S	***233,335***	***233,333***	233,333	233,333	233,333	233,333	1,166,665		1,400,000
	Other Transportation Projects										
4	Dulles Rail Phase1	X	***400,000***						0		400,000
5	Dulles Rail Phase 2	X, B, F	***180,000***	***123,000***	***126,000***	***86,000***			335,000		515,000
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	Metro CIP	B, S	***C***	***29,700***	***26,200***	***27,900***	***27,900***	***27,900***	139,600		139,600
8	Richmond Highway Public Transit Initiatives (RHPTI)	F, G, S, U	***10,751***	***8,000***	***8,000***	***8,000***	***8,000***	***8,000***	40,000	4,249	55,000
9	County-owned Roads and Service Drives / 2G25-095-000	G	***500***						0		500
10	Reinvestement, Repair and Emergency Maintenance of Roads / 2G25-021-000	G	***C***	***150***	150	150	150	150	750	750	1,500
11	Road Viewers Program/ 2G25-022-000	G	***C***		100	100	100	100	400	500	900
12	VDOT Snow Removal Program /	X	***100***						0		100
13	Safety Improvements and Emergency Maintenance of Existing Trails / 2G25-057-000	G	***C***	***300***	300	300	300	300	1,500	5,000	6,500
14	Herndon Monroe Area Study / 2G25-100-000	G	***100***	***150***					150		250
	GRAND TOTAL		***$1,160,607***	***$647,312***	***$638,333***	***$600,033***	***$279,783***	***$279,783***	***$2,445,244***	***$60,499***	***$3,666,350***

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