**FAIRFAX COUNTY**
**BOARD OF SUPERVISORS**
**March 25, 2014**

**AGENDA**

| | |
|---|---|
| 9:30 | Presentations |
| 10:30 | Report on General Assembly Activities |
| 10:40 | Appointments |
| 10:50 | Items Presented by the County Executive |

**ADMINISTRATIVE ITEMS**

| | |
|---|---|
| 1 | Authorization to Advertise a Public Hearing to Convey a Conservation Easement to the City of Falls Church for the Tinner Hill Historic Site (Providence District) |

**ACTION ITEMS**

| | |
|---|---|
| 1 | Approval of the Fair Oaks Mall License Agreement (Springfield District) |
| 2 | Adoption of a Resolution Approving the Issuance by the Fairfax County Economic Development Authority of Revenue Bonds for the Benefit of Alexandria Neighborhood Health Services, Inc. |
| 3 | Board Concurrence with the Consumer Protection Commission Recommendation to Deny a Request for a Taxicab Rate Increase |
| 4 | Amendment of a Previously Existing Parking Reduction for the Crossroads Place Shopping Center Located at 3516 South Jefferson Street in the Baileys Crossroads Commercial Revitalization District (Mason District) |
| 5 | Authorization to Sign Department of Rail and Public Transportation Project Funding Agreements |
| 6 | Authorization to Sign the Dulles Corridor Metrorail Project Phase 1 Operations and Maintenance Agreement (Routes 7 and 123 within Fairfax County) |

**INFORMATION ITEMS**

| | |
|---|---|
| 1 | Contract Award - Clinical Consultation Services |

**FAIRFAX COUNTY**
**BOARD OF SUPERVISORS**
**March 25, 2014**

**INFORMATION ITEMS (Continued)**

| | |
|---|---|
| 2 | Fairfax County to Submit an Application to the United States Department of Transportation (USDOT) for a Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan |
| 3 | Status Report on the Board's Third Four-Year Transportation Program |
| 11:00 | Matters Presented by Board Members |
| 11:50 | Closed Session |

**PUBLIC HEARINGS**

| | |
|---|---|
| 3:30 | Public Hearing on RZ 2013-SP-011 (Van Metre Communities, L.L.C.) (Springfield District) |
| 3:30 | Public Hearing on PCA 86-D-108 (William Weiss) (Dranesville District) |
| 3:30 | Public Hearing on SE 2013-MV-011 (Kimberly B. & Kelly P. Campbell) (Mount Vernon District) |
| 4:00 | Public Hearing on Proposed Plan Amendment S13-II-M1, Located South of Fleetwood Road and North of Elm Street (Dranesville District) |
| 4:00 | Public Hearing to Consider Removing Parking Restrictions on Terry Drive and Utica Street (Lee District) |
| 4:00 | Public Hearing to Consider Adopting an Ordinance Expanding the Northern Virginia Community College Residential Permit Parking District, District 39 (Braddock District) |
| 4:00 | Public Hearing to Consider Adopting an Ordinance Expanding the Culmore Residential Permit Parking District, District 9 (Mason District) |
| 4:30 | Public Hearing to Consider Adopting an Ordinance Expanding the Springdale Residential Permit Parking District, District 33 (Mason District) |

**FAIRFAX COUNTY**
**BOARD OF SUPERVISORS**
**March 25, 2014**

| | | |
|---|---|---|
| | **PUBLIC HEARINGS (Continued)** | |
| 4:30 | **To be deferred** | Public Hearing on Proposed Plan Amendment S13-IV-LP1 (Vulcan Quarry) Located South of Peniwill Drive, West of Ox Road (Route 123) and North of the Occoquan River (Mount Vernon District) |
| 4:30 | | Public Hearing on Stormwater Agreements with Towns of Vienna and Herndon to Share Stormwater Service District Fees and Responsibility for Related Services |
| 4:30 | | Public Hearing on the Proposed Consolidated Plan One-Year Action Plan for FY 2015 |

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# *Fairfax County, Virginia*

# *BOARD OF SUPERVISORS AGENDA*

**Tuesday**
**March 25, 2014**

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9:30 a.m.

## PRESENTATIONS

RECOGNITIONS

- CERTIFICATE – To recognize the Herndon High School Band for its participation in the 2013 Pearl Harbor Memorial Parade and Blake Morgan for his selection as the All-American Drum Major for the U.S. Army Band. Requested by Supervisor Foust.

- PROCLAMATION – To recognize Reserve Deputy Sheriff Richard Raines for his dedication to county residents and designate March 25, 2014, as Richard Raines Day in Fairfax County. Requested by Supervisor McKay.

DESIGNATIONS

- PROCLAMATION – To designate April 2014 as Sexual Assault Awareness Month in Fairfax County. Requested by Chairman Bulova.

- PROCLAMATION – To designate April 6-12, 2014, as Crime Victims' Rights Week in Fairfax County. Requested by Chairman Bulova.

- PROCLAMATION – To designate April 14-18, 2014, as Public Safety Telecommunications Week in Fairfax County. Requested by Supervisor Gross.

- PROCLAMATION – To designate April 2014 as Fair Housing Month in Fairfax County. Requested by Chairman Bulova.

— more —

Board Agenda Item
March 25, 2014

- PROCLAMATION – To designate April 2014 as Donate Life Month in Fairfax County. Requested by Chairman Bulova.

- PROCLAMATION – To designate April 7-13, 2014, as Public Health Week in Fairfax County. Requested by Chairman Bulova.

STAFF:
Tony Castrilli, Director, Office of Public Affairs
Bill Miller, Office of Public Affairs

Board Agenda Item
March 25, 2014

10:30 a.m.

Report on General Assembly Activities

ENCLOSED DOCUMENTS:
None. Materials to be distributed to the Board of Supervisors on March 25, 2014

PRESENTED BY:
Supervisor Jeff McKay, Chairman, Board of Supervisors' Legislative Committee
Edward L. Long Jr., County Executive

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Board Agenda Item
March 25, 2014

10:40 a.m.

Appointments to Citizen Boards, Authorities, Commissions, and Advisory Groups

ENCLOSED DOCUMENTS:
Attachment 1: Appointments to be heard March 25, 2014
(An updated list will be distributed at the Board meeting.)

STAFF:
Catherine A. Chianese, Assistant County Executive and Clerk to the Board of Supervisors

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**NOTE: A revised list will be distributed immediately prior to the Board meeting.**

# APPOINTMENTS TO BE HEARD MARCH 25, 2014

**(ENCOMPASSING VACANCIES PROJECTED THROUGH MARCH 31, 2014)**

(Unless otherwise noted, members are eligible for reappointment)

## A. HEATH ONTHANK MEMORIAL AWARD SELECTION COMMITTEE (1 year)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| Eileen J. Garnett (Appointed 1/03-1/13 by Gross) Term exp. 1/14 | Mason District Representative | | Gross | Mason |
| Charles T. Coyle (Appointed 2/13 by Hyland) Term exp. 1/14 | Mount Vernon District Representative | | Hyland | Mount Vernon |

## ADVISORY SOCIAL SERVICES BOARD (4 years – limited to 2 full consecutive terms)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Meg K. Rayford; appointed 2/13 by Bulova) Term exp. 9/16) *Resigned* | At-Large Chairman's Representative | | Bulova | At-Large Chairman's |
| VACANT (Formerly held by Edwina Dorch; appointed 2/13 by Hyland) Term exp. 9/16 *Resigned* | Mount Vernon District Representative | | Hyland | Mount Vernon |

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**ADVISORY SOCIAL SERVICES BOARD**
**(4 years – limited to 2 full consecutive terms)**
**continued**

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Sosthenes Klu; Appointed 12/05-9/08 by Frey) Term exp. 9/12 *Resigned* | Sully District Representative | | Frey | Sully |

**AFFORDABLE DWELLING UNIT ADVISORY BOARD (4 years)**

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Arthur R. Genuario; appointed 4/96-5/12 by Hyland) Term exp. 9/13 *Resigned* | Builder (Single Family) Representative | | By Any Supervisor | At-Large |
| VACANT (Formerly held by Mark S. Ingrao; appointed 1/03 by Mendelsohn; 5/05 by DuBois) Term exp. 5/09 *Resigned* | Citizen Representative | | By Any Supervisor | At-Large |
| VACANT (Formerly held by James Francis Carey; appointed 2/95-5/02 by Hanley; 5/06 by Connolly) Term exp. 5/10 *Resigned* | Lending Institution Representative | | By Any Supervisor | At-Large |

## AIRPORTS ADVISORY COMMITTEE (3 years)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Barbara Kreykenbohm; appointed 1/09 by Gross) Term exp. 1/11 *Resigned* | Mason District Representative | | Gross | Mason |

## ALCOHOL SAFETY ACTION PROGRAM LOCAL POLICY BOARD (3 years)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Jeremy Schottler; appointed 9/00-8/03; 7/06 by Connolly; 9/09-9/12 by Bulova) Term exp. 2/14 *Resigned* | At-Large #4 Representative | | By Any Supervisor | At-Large |
| VACANT (Formerly held by Nicholas Capezza; appointed 1/11 by Bulova) Term exp. 10/13 *Resigned* | At-Large #5 Representative | | By Any Supervisor | At-Large |

**ANIMAL SERVICES ADVISORY COMMISSION (2 years)**
[Note: In addition to attendance at Commission meetings, members shall volunteer at least 24 hours per year in some capacity for the Animal Services Division.]

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| Diane D'Arcy (Appointed 3/08-2/12 by Foust) Term exp. 2/14 | Dranesville District Representative | | Foust | Dranesville |
| Gina Marie Lynch (Appointed 11/97-2/12 by Hyland) Term exp. 2/14 | Mount Vernon District Representative | | Hyland | Mount Vernon |

**ARCHITECTURAL REVIEW BOARD (3 years)**
[NOTE: Members shall be appointed by the Board of Supervisors as follows: at least two (2) members shall be certified architects; one (1) landscape architect authorized to practice in Virginia; one (1) lawyer with membership in the Virginia Bar; six (6) other members shall be drawn from the ranks of related professional groups such as archaeologists, historians, lawyers, and real estate brokers.]

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Peter Juanpere; appointed 10/96-9/02 by Hanley; 12/05-9/08 by Connolly; 9/11 by Bulova) Term exp. 9/14 *Resigned* | Related Professional Group #5 Representative | **Christopher Daniel** (Bulova) | By Any Supervisor | At-Large |

## ATHLETIC COUNCIL (2 years)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| James Pendergast (Appointed 7/12 by Cook) Term exp. 6/13 | Braddock District Alternate Representative | | Cook | Braddock |
| Elmer Arias (Appointed 4/10-5/12 by Bulova) Term exp. 3/14 | Member-At-Large Principal Representative | | Bulova | At-Large Chairman's |

## BOARD OF BUILDING AND FIRE PREVENTION CODE APPEALS (4 years)

(No official, technical assistant, inspector or other employee of the DPWES, DPZ, or FR shall serve as a member of the board.)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Wayne Bryan; appointed 1/10-2/13 by Bulova) Term exp. 2/17 *Resigned* | Alternate #2 Representative | | By Any Supervisor | At-Large |

## BOARD OF EQUALIZATION OF REAL ESTATE ASSESSMENTS (BOE) (2 years)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by William C. Harvey; appointed 9/05-12/06 by DuBois; 1/09-11/12 by Foust) Term exp. 12/14 *Resigned* | Professional #2 Representative | | By Any Supervisor | At-Large |

## CHESAPEAKE BAY PRESERVATION ORDINANCE EXCEPTION REVIEW COMMITTEE (4 years)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Kanthan Siva; appointed 1/13 by Frey) Term exp. 9/15 *Resigned* | Sully District Representative | | Frey | Sully |

## CHILD CARE ADVISORY COUNCIL (2 years)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| Janet Reimer (Appointed 3/10-5/12 by Bulova) Term exp. 2/14 | At-Large Chairman's Representative | **Janet Reimer** | Bulova | At-Large Chairman's |
| VACANT (Formerly held by Ann Aoki; (Appointed 11/10-9/12 by Foust) Term exp. 9/14 *Resigned* | Dranesville District Representative | | Foust | Dranesville |
| VACANT (Formerly held by Eric Rardin; appointed 4/13 by Hyland) Term exp. 9/15 *Resigned* | Mount Vernon District Representative | | Hyland | Mount Vernon |
| VACANT (Formerly held by Joan C. Holtz; appointed 5/09 by Smyth) Term exp. 9/11 *Resigned* | Providence District Representative | | Smyth | Providence |

## CITIZEN CORPS COUNCIL, FAIRFAX COUNTY
**(2 years)**

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| Jean Zettler (Appointed 11/08-5/10 by Smyth) Term exp. 5/12 | Providence District Representative | **Alan Potter** | Smyth | Providence |

## COMMISSION ON ORGAN AND TISSUE DONATION AND TRANSPLANTATION
**(4 years)**

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Howard Leroy Kelley; Appointed 8/01-1/13 by Hudgins) Term exp. 1/17 *Resigned* | At-Large Representative | | By Any Supervisor | At-Large |
| VACANT (Formerly held by Benjamin Gibson; appointed 4/11 by McKay) Term exp. 1/15 *Resigned* | Lee District Representative | | McKay | Lee |
| VACANT (Formerly held by David Hess-Linkous; appointed 7/11 by Smyth) Term exp. 1/13 *Resigned* | Providence District Representative | **Adrienne M. Stokes** | Smyth | Providence |
| VACANT (Formerly held by Nicole Gage; appointed 2/08-1/10 by Gross) Term exp. 1/14 *Resigned* | Medical Community Representative | | By Any Supervisor | At-Large |

## COMMUNITY ACTION ADVISORY BOARD (CAAB)
**(3 years)**

**CONFIRMATION NEEDED:**

- Mr. Virgil Bodeen as the Community Ministry Representative

## CRIMINAL JUSTICE ADVISORY BOARD (CJAB) (3 years)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT<br>(Formerly held by Michael Birch; appointed 1/08-4/10 by Frey)<br>Term exp. 4/13<br>*Resigned* | Sully District Representative | | Frey | Sully |

## DULLES RAIL TRANSPORTATION IMPROVEMENT DISTRICT ADVISORY BOARD, PHASE I (4 years )

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| John Harrison<br>(Appointed 1/08-3/10 by Smyth)<br>Term exp. 3/14 | At-Large Representative #4 | **John Harrison**<br>(Smyth) | By Any Supervisor | At-Large |
| Thomas D. Fleury<br>(Appointed 6/11 by Smyth)<br>Term exp. 3/14 | At-Large Representative #5 | **Thomas D. Fleury**<br>(Smyth) | By Any Supervisor | At-Large |
| Michael J. Cooper<br>(Appointed ¾-3/10 by Smyth)<br>Term exp. 3/14 | At-Large Representative #6 | **Michael J. Cooper**<br>(Smyth) | By Any Supervisor | At-Large |

## ENGINEERING STANDARDS REVIEW COMMITTEE (3 years)

**CONFIRMATION NEEDED**:

- Ms. Kathy Walden Kaplan as the League of Women Voters Representative
- Mr. Keith Sinclair as the Engineering and Surveyors Institute Representative
- Mr. Paul Johnson as the Virginia Building Industry Association Representative
- Mr. Robert Kohnke as the Northern Virginia Soil and Conservation District Representative

## ENVIRONMENTAL QUALITY ADVISORY COUNCIL (EQAC) (3 years)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| Frank Divita (Appointed 9/09-11/10 by Cook) Term exp. 11/13 | Braddock District Representative | | Cook | Braddock |
| VACANT (Formerly held by Jeff Allcroft; appointed 6/12-11/12 by Herrity) Term exp. 11/15 *Resigned* | Springfield District Representative | | Herrity | Springfield |

**FAIRFAX AREA DISABILITY SERVICES BOARD**
**(3 years- limited to 2 full consecutive terms per MOU, after initial term)**
[NOTE: Persons may be reappointed after being off for 3 years. State Code requires that membership in the local Disabilities Services Board include at least 30 percent representation by individuals with physical, visual or hearing disabilities or their family members. For this 15-member board, the minimum number of representation would be 5.

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Chuck Caputo; appointed 1/10-11/10 by Bulova) Term exp. 11/13 *Resigned* | At-Large #1 Business Community Representative | | Bulova | At-Large Chairman's |
| Ann Pimley (Appointed 9/03&11/06 by Frey) Term exp. 11/09 ***Not eligible for reappointment*** | Sully District Representative | | Frey | Sully |

**FAIRFAX COMMUNITY LONG TERM CARE COORDINATING COUNCIL**
**(2 years)**

**CONFIRMATION NEEDED**:

- Ms. Mary A. Leary as a Long Term Care Provider Representative

**HEALTH CARE ADVISORY BOARD (4 years)**

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Judith Beattie; appointed 6/96-9/12 by Frey) Term exp. 6/16 *Resigned* | Sully District Representative | | Frey | Sully |

## HEALTH SYSTEMS AGENCY BOARD
**(3 years - limited to 2 full terms, may be reappointed after 1 year lapse)**

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT<br>(Formerly held by Andrew A. Painter; appointed 2/11 by Smyth)<br>Term exp. 6/13<br>*Resigned* | Consumer #4 Representative | | By Any Supervisor | At-Large |
| VACANT<br>(Formerly held by Carol Ann Coryell; appointed 6/05-6/08 by Frey)<br>Term exp. 6/11<br>*Resigned* | Consumer #6 Representative | | By Any Supervisor | At-Large |
| VACANT<br>(Formerly held by Samuel Jones; appointed 12/09 by Gross)<br>Term exp. 6/12<br>*Resigned* | Provider #1 Representative | | By Any Supervisor | At-Large |

## HUMAN RIGHTS COMMISSION (3 years)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| Ahmed Selim<br>(Appointed 7/08-9/10 by Gross)<br>Term exp. 9/13 | At-Large #6 Representative | | By Any Supervisor | At-Large |
| VACANT<br>(Formerly held by Pranshu Verma; appointed 11/11 by Bulova)<br>Term exp. 9/14<br>*Resigned* | At-Large #9 Representative | | By Any Supervisor | At-Large |

## HUMAN SERVICES COUNCIL (4 years)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Judith Tessie Wilson; appointed 2/13 by Cook) Term exp. 7/13 *Resigned* | Braddock District #1 Representative | | Cook | Braddock |
| Richard Gonzalez (Appointed 7/97-7/05 by Kauffman; 8/09 by McKay) Term exp. 7/13 | Lee District #1 Representative | | McKay | Lee |
| VACANT (Formerly held by David Dunlap; appointed 7/12 by Smyth) Term exp. 7/13 *Resigned* | Providence District #2 Representative | **Adrienne M. Stokes** | Smyth | Providence |
| VACANT (Formerly held by Richard Berger; appointed 2/06-8/09 by Frey) Term exp. 7/13 *Resigned* | Sully District #1 Representative | | Frey | Sully |

## INDUSTRIAL DEVELOPMENT AUTHORITY (4 years)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| Marcus B. Simon (Appointed 12/01 by Hanley; 10/05 by Connolly; 12/09 by Bulova) Term exp. 10/13 | At-Large #5 Representative | | By Any Supervisor | At-Large |

## JUVENILE AND DOMESTIC RELATIONS COURT CITIZENS ADVISORY COUNCIL
**(2 years)**

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Paul Langley; appointed 4/10-1/12 by Cook) Term exp. 1/14 *Resigned* | Braddock District Representative | | Cook | Braddock |
| VACANT (Formerly held by Bernard Thompson; appointed 6/10-2/12 by Gross) Term exp. 1/14 *Resigned* | Mason District Representative | | Gross | Mason |

## LAUREL HILL PROJECT ADVISORY CITIZEN OVERSIGHT COMMITTEE
**(3 years)**

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| Timothy Sargeant (Appointed 2/05-2/11 by Hyland) Term exp. 2/14 | At-Large #1 Representative | | By Any Supervisor | At-Large |
| Douglas Wrenn (Appointed 2/05-2/11 by Hyland) Term exp. 2/14 | At-Large #2 Representative | | By Any Supervisor | At-Large |
| Robert Cosgriff (Appointed 2/05-2/11 by Hyland) Term exp. 2/14 | At-Large #3 Representative | | By Any Supervisor | At-Large |

## MOSAIC DISTRICT COMMUNITY DEVELOPMENT AUTHORITY
**(4 years)**

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Kenneth Lawrence; appointed 1/10 by Smyth) Term exp. 1/14 *Resigned* | Community Representative | | By Any Supervisor | At-Large |

## OVERSIGHT COMMITTEE ON DRINKING AND DRIVING (3 years)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Eileen Nelson; appointed 3/04-6/07 by Connolly; 6/10 by Bulova) Term exp. 6/13 *Resigned* | At-Large Chairman's Representative | | Bulova | At-Large Chairman's |
| VACANT (Formerly held by Adam Parnes; appointed 9/03-6/12 by Hudgins) Term exp. 6/15 *Resigned* | Hunter Mill District Representative | | Hudgins | Hunter Mill |
| VACANT (Formerly held by Richard Nilsen; appointed 3/10-6/10 by McKay) Term exp. 6/13 Resigned | Lee District Representative | | McKay | Lee |

**Continued on next page**

**OVERSIGHT COMMITTEE ON DRINKING AND DRIVING (3 years) continued**

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by William J. Stephens; appointed 9/05 by McConnell; 6/08-6/13 by Herrity) Term exp. 6/16 *Resigned* | Springfield District Representative | | Herrity | Springfield |

**ROAD VIEWERS BOARD (1 year)**

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| John W. Ewing (Appointed 2/11-11/02 by Hanley; 1/04-12/08 by Connolly; 12/09-11/12 by Bulova) Term exp. 12/13 | At-Large #2 Representative | | By Any Supervisor | At-Large |
| VACANT (Formerly held by Stephen E. Still; appointed 6/06-12/11 by Smyth) Term exp. 12/12 *Resigned* | At-Large #4 Representative | | By Any Supervisor | At-Large |

## SOUTHGATE COMMUNITY CENTER ADVISORY COUNCIL
**(2 years)**

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| Janet Bradshaw (Appointed 3/05-3/12 by Hudgins) Term exp. 3/14 | Fairfax County #1 Representative | | By Any Supervisor | At-Large |
| Lilia Jimenez-Simhengalu (Appointed 4/10-9/12 by Hudgins) Term exp. 3/14 | Fairfax County #3 Representative | | By Any Supervisor | At-Large |
| Robert Dim (Appointed 3/05-3/12 by Hudgins) Term exp. 3/14 | Fairfax County #5 Representative | | By Any Supervisor | At-Large |
| Ram Singh (Appointed 5/06-3/12 by Hudgins) Term exp. 3/14 | Fairfax County #6 Representative | | By Any Supervisor | At-Large |
| Medelyn Ortiz Lopez (Appointed 11/10-3/12 by Hudgins) Term exp. 3/14 | Fairfax County #9 (Youth) Representative | | By Any Supervisor | At-Large |
| Natasha Hoyte (Appointed 4/08-3/12 by Hudgins) Term exp. 3/14 | Reston Association #2 Representative | | By Any Supervisor | At-Large |
| Ellen A. Graves (Appointed 4/08-3/12 by Hudgins) Term exp. 3/14 | Reston Association #3 Representative | | By Any Supervisor | At-Large |

## TENANT LANDLORD COMMISSION (3 years)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Sally D. Liff; appointed 8/04-1/11 by Smyth) Term exp. 1/14 *Deceased* | Condo Owner Representative | | By Any Supervisor | At-Large |
| Evelyn McRae (Appointed 6/98-8/01 by Hanley; 12/04-1/08 by Connolly; 4/11 by Bulova) Term exp. 1/14 | Tenant Member #2 Representative | | By Any Supervisor | At-Large |
| VACANT (Formerly held by Kevin Denton; appointed 4/10&1/11 by Smyth) Term exp. 1/14 *Resigned* | Tenant Member #3 Representative | | By Any Supervisor | At-Large |

## TRAILS AND SIDEWALKS COMMITTEE (2 years)

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| Jan Reitman (Appointed 3/08-1/12 by Gross) Term exp. 1/14 | Mason District Representative | | Gross | Mason |
| Peter Christensen (Appointed 2/06-1/12 by Hyland) Term exp. 1/14 | Mount Vernon District Representative | | Hyland | Mount Vernon |
| VACANT (Formerly held by Roger Diedrich; appointed 11/05-1/12 by Smyth) Term exp. 1/14 *Resigned* | Providence District Representative | **Roger Wilson** | Smyth | Providence |

**TRESPASS TOWING ADVISORY BOARD (3 years)**

[NOTE: Advisory board created effective 7/1/06 to advise the Board of Supervisors with regard to the appropriate provisions of Va. Code Section 46.2-1233.2 and Fairfax County Code 82.5-32.]
**Membership:** Members shall be Fairfax County residents. A towing representative shall be defined as a person who, prior to the time of his or her appointment, and throughout his or her term, shall be an operator of a towing business in Fairfax County.

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| VACANT (Formerly held by Ronald P. Miner; appointed 6/06 by Connolly; 9/09 by Bulova) Term exp. 9/12 *Resigned* | Citizen Alternate Representative | | By Any Supervisor | At-Large |

**WETLANDS BOARD (5 years)**

| Incumbent History | Requirement | Nominee | Supervisor | District |
|---|---|---|---|---|
| Elizabeth Martin (Appointed 11/09 by Gross) Term exp. 12/13 | At-Large #1 Representative | **Elizabeth Martin** (Hyland) *Deferred 12/3/13* | By Any Supervisor | At-Large |

Board Agenda Item
March 25, 2014

10:50 a.m.

Items Presented by the County Executive

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Board Agenda Item
March 25, 2014

ADMINISTRATIVE - 1

Authorization to Advertise a Public Hearing to Convey a Conservation Easement to the City of Falls Church for the Tinner Hill Historic Site (Providence District)

ISSUE:
Board authorization to advertise a public hearing regarding the conveyance of a conservation easement to the City of Falls Church (City) for the Tinner Hill Historic Site (Tinner Hill).

RECOMMENDATION:
The County Executive recommends that the Board authorize a public hearing regarding the proposed conveyance of a conservation easement to the City for Tinner Hill [and waive County policy requiring notification of adjacent property owners of the public hearing by certified mail.]

TIMING:
Board action is requested on March 25, 2014, to provide sufficient time to advertise the proposed public hearing on April 29, 2014, at 4:00 PM.

BACKGROUND:
In 1999, the City purchased an approximately one half-acre lot at 106 Tinner Hill Road (identified by Tax Map No. 50-2 ((7)) Parcel 1) and the County bought an approximately one half-acre lot at 108 Tinner Hill Road (identified by Tax Map No. 50-2 ((7)) Parcel 2) to preserve the site of the former homestead of Joseph Tinner, one of the Civil Rights pioneers who established the first rural branch of the National Association for the Advancement of Colored People (NAACP). Since acquisition, the Tinner Hill Heritage Foundation (the Foundation) has provided stewardship to the properties by conceptualizing how best to interpret the site as part of its educational mission to instruct the public on the origins of the Civil Rights movement in the Falls Church area. The Foundation has worked with the County, the City, educators, and developers as part of its outreach efforts.

As a first step in activating the Foundation's vision for an interactive space that commemorates the history of the struggle of the local branch of the NAACP against segregation, the County and the City have agreed to transfer control over the parcels to the Northern Virginia Regional Park Authority (Regional Park Authority) via a 99-year ground lease. The Regional Park Authority will in turn enter into a memorandum of understanding with the Foundation which will define their respective roles in the development of the property: The Regional Park Authority will be responsible for the management and the implementation of the site amenities, while the Foundation will assist the Regional Park Authority with the articulation of the landscape design as well as administer its own research, scheduling, and fundraising programs.

To insure that Tinner Hill is protected in perpetuity as a public cultural resource, the City and County will impose conservation easements on their respective properties for the benefit of the other entity. The terms of the conservation easement require the Regional Park Authority to complete the improvements for first phase of the site development within thirty-six (36) months of execution of the easement.

In accordance with Board Policy and section 15.2-1800 of the Code of Virginia, a public hearing is required prior to the disposition of County-owned property.

FISCAL IMPACT:
None

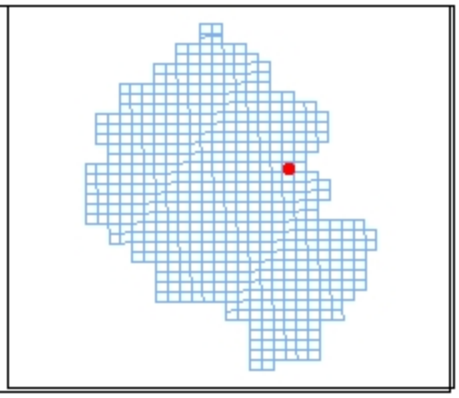
ENCLOSED DOCUMENTS:
Attachment 1 – Location Map
Attachment 2 – Conservation Easement

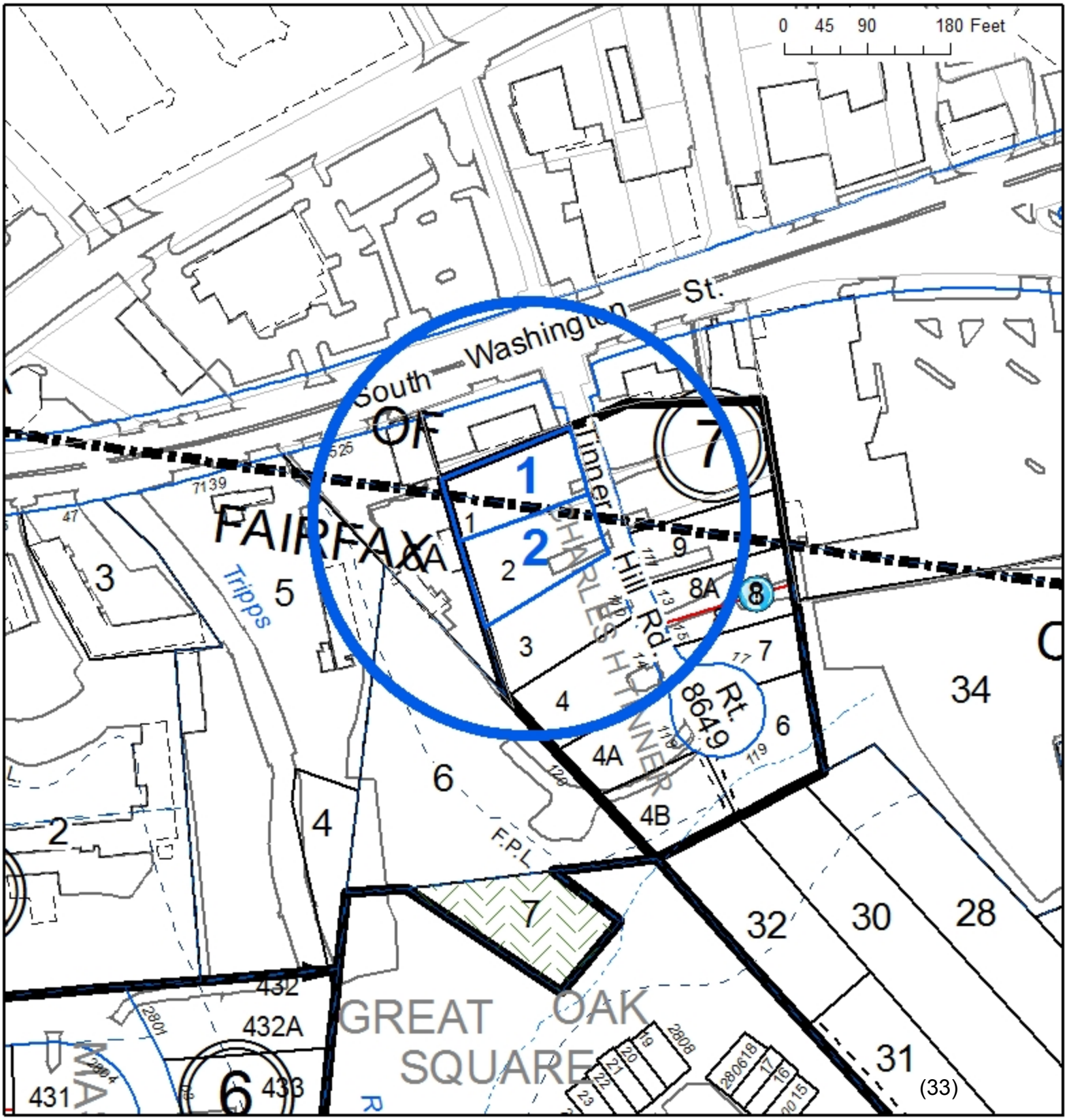
STAFF:
David J. Molchany, Deputy County Executive
Jose A. Comayagua, Director, Facilities Management Department

# TINNER HILL HISTORIC SITE

## County Tax Map No. 50-2 ((7)) 1 / City Tax Map No. 53-111-001 (Parcel 1)
## County Tax Map No. 50-2 ((7)) 2 (Parcel 2)

N





# DEED OF GIFT OF CONSERVATION EASEMENT

Exempted from recordation tax under
the Code of Virginia (1950), as amended,
Section 58.1-811(D).

THIS DEED OF GIFT OF CONSERVATION EASEMENT ("Conservation Easement") is made this ____ day of December 2013 between the Fairfax County Board of Supervisors ("Fairfax County" or "Grantor"), and the City of Falls Church (the "City" or "Grantee").

WHEREAS:

A. Grantor is the owner in fee simple of real property located primarily in Fairfax County and situated on the border of Fairfax County and the City, and which is shown as Fairfax County Tax Map No. 50-2 ((7)) parcel 2, containing .25 acre, more or less ("the County Property"). The City is the owner in fee simple of real property located primarily in the City, and which is shown as City of Falls Church Tax Map No. 53-111-001 (which is also shown as Fairfax County Tax Map No. 50-2 ((7)) parcel 1) ("the City Property") and is adjacent to the County Property. Collectively, the County Property and the City Property are known as the Tinner Hill Historic Site (and also herein as "the Property"). The Tinner Hill Historic Site does not currently contain any improvements or structures. A map generally showing the location of the Tinner Hill Historic Site is attached hereto as Exhibit A;

B. Grantor desires to give and convey to Grantee a perpetual historic preservation and open-space easement over the County Property as herein set forth ("the Easement");

C. In 1966, the General Assembly declared that the preservation of land as open space serves a public purpose by promoting the health and welfare of the citizens of the Commonwealth by encouraging more desirable and economical development of natural resources, and authorized the use of conservation easements to maintain the character of open space land (Open Space Land Act of 1966, Acts 1966, ch. 451; Va. Code Ann. §§10.1-1700 -10.1-1705);

D. Preservation of the County Property preserves open space pursuant to multiple conservation policies and will yield a significant public benefit, specifically,

(1) The Fairfax County Policy Plan (2013 Ed.) as amended, states, in relevant part, that "[p]arks and recreation facilities should be distributed throughout suburban neighborhoods as needed to serve residents," and further with regard to Heritage Resources, that such resources should be identified, protected, preserved, and that community awareness and involvement should be promoted. In addition, the Comprehensive Plan for the Jefferson Planning District in which the County Property is located expressly reiterates these goals.

(2) Fairfax County supports the conservation of appropriate land areas in a natural state to preserve small areas of open space in already congested and developed areas for passive neighborhood use, visual relief, scenic value, and screening and buffering purposes;

(3) Fairfax County encourages the use of open space/conservation easements to implement the County's goals and objectives for the preservation of natural and heritage resources within the context of Fairfax County's suburban and urbanizing character, in accordance with the County's Comprehensive Plan, and more specifically, the County intends to:

(i) maintain a County Inventory of Historic Sites to recognize the value of significant heritage resources for preservation;

(ii) once identified, protect significant heritage resources from degradation, or damage and destruction by public or private action;

(iii) promote the use of open space/conservation easement to preserve these heritage resources.

(4) On January 23, 2014, the Fairfax County Planning Commission expressly approved the application of the Fairfax County Board of Supervisors pursuant to Va. Code Section 15.2-2232 (2012) for the creation of a resource heritage park on the County Property; and

E. The Tinner Hill Historic Site has been recognized as the location where the first rural branch of the National Association for the Protection of Colored People (NAACP) was initiated in the United States. In 1915, citizens led by E.B. Henderson and Joseph Tinner fought an ordinance that was proposed in the City that would have segregated housing. They called themselves the Colored Citizens Protective League (CCPL) which group evolved to become the first rural branch of the NAACP in the nation;

F. The Property was the site of the home of Joseph Tinner and Mary Tinner in 1915;

G. The County Property represents a turning point in the struggle against discriminatory Jim Crow laws in Virginia and nationally;

H. Grantor and the City each purchased a parcel in their respective jurisdictions to preserve the important history of the Tinner Hill Historic Site;

I. The Tinner Hill Heritage Foundation has contributed considerable time, effort, and expertise to document the history of the Tinner Hill Historic Site; and

J. Grantor and the City have the common purpose of preserving the above-described conservation values of the County Property in perpetuity as well as for the entire Tinner Hill Historic Site;

K. Grantor intends that the conservation values of the County Property be preserved and maintained by permitting only those uses on the County Property that do not significantly impair them or interfere with them;

L. Grantor further intends, as owner of the County Property, to convey to Grantee the right to preserve and protect the conservation values of the County Property in perpetuity by granting this Conservation Easement to Grantee in order to restrict usage of the County Property by the Grantor (and any future owner of all or any portion of the County Property) as a result of the imposition of the terms, conditions, and restrictions hereinafter expressed, and the Grantee intends to accept such conveyance; and

M. By accepting this Conservation Easement, Grantee agrees to honor the intention of the Grantor stated herein and to preserve and protect in perpetuity the conservation values of the County Property.

NOW THEREFORE, in recognition of the above and in consideration of the mutual covenants, terms, conditions, and restrictions contained herein, and pursuant to the laws of the Commonwealth of Virginia, and for other good and valuable consideration, Grantor and Grantee agree as follows:

1. Purpose. It is the purpose of this Conservation Easement to forever preserve and protect the historic values of the County Property, and assure that the County Property is forever a public site having the primary purpose of presenting and interpreting the civil rights history of the Jim Crow period.

2. Reservation. Grantor hereby reserves and conveys to Grantee a Conservation Easement in gross over the County Property, forever and in perpetuity, as set forth in this Deed, except as set forth herein, and which easement is intended to run with the land.

3. Restrictions. Any activity on or use of the County Property inconsistent with the purpose of this Conservation Easement is prohibited. Without limiting the generality of the foregoing, this Conservation Easement is hereby made subject to the following conditions, which shall apply to the County Property:

3.1. Subdivision & Boundary Line Adjustments. The County Property shall not be subdivided, in law or in fact, in any manner. Minor boundary line adjustments with adjoining parcels may be permitted and shall not be considered a prohibited division of the County Property, provided that Grantee is notified in writing as set forth herein prior to the completion of any such boundary line adjustment and at least one of the following conditions is met: (1) the entire adjacent parcel is subject to a

recorded conservation easement approved by Grantee; or (2) the proposed boundary line adjustment is reviewed in advance and approved in writing by Grantee.

3.2. Uses. Industrial and/or commercial activities are prohibited on the County Property, other than small-scale activities consistent with a public park. These may include the sale of items that serve to educate the public about the history of the Tinner Hill Historic Site and that generate resources for its maintenance and upkeep, and implementation of improvements permitted by this Deed. Any such activities shall not impact the conservation values of the County Property, and shall otherwise comply with all applicable codes and ordinances.

3.3. Structures and Improvements. The following improvements shall be permitted by this Conservation Easement: interpretive signage; federal, state, and local historic markers; benches; walkways, walls along the boundaries of the Property; a minimal number of parking spaces; pavilions/picnic shelters; sculptures; display of historic house foundations; portable (or potentially permanent) restrooms; fountains; trash receptacles; monuments; structures or improvements designed for the purpose of mitigating erosion or flooding; and other similar improvements typically found in a public park and consistent with the conservation values of the Property. Fairfax County and the City acknowledge and agree that Phase I of the Tinner Hill Historic Site development is expressly contemplated by this Conservation Easement, and will be constructed within 36 months of the execution of this Conservation Easement or as soon thereafter as may be practicable. Attached hereto and incorporated herein by reference is Exhibit B, which sets forth this Phase I plan. No new permanent structures or improvements may hereafter be placed, constructed or maintained on the County Property, except as specifically provided for in Section 4 herein.

3.4. Excavation/Fill/Changes to Topography. There shall be no mining, excavating, dredging, or removing from the County Property of soil, loam, peat, gravel, sand, hydrocarbons, rock, or any other mineral resource or natural deposit and no change in the topography shall be allowed through the placement of soil or any other substance or material including, but not limited to, land fill or dredging spoils, except the following will be allowed: (1) movement or placement of soil, rock, or other earth materials, vegetative matter, and compost reasonably necessary for the purpose of combating erosion or flooding, to enhance habitat values, to create a small garden, or to enhance the aesthetic appearance of the County Property through landscaping and plantings; (2) disturbance of soil by or under the supervision of a professionally qualified archaeologist for the purpose of excavating archaeologically significant deposits, sites, or features; (3) the provision of handicapped parking sites for the Tinner Hill Historic Site; and (4) the construction of any structures or improvements as allowed above.

3.5. Dumping. There shall be no dumping, burying, or storage of waste, sewage, garbage, vehicles or appliances, or any toxic, hazardous or offensive materials on

the County Property, except for appropriate routine storage of such materials/items for permitted uses on the County Property pending transport for proper and lawful disposal.

3.6. Public Utility Prohibition. For the purpose of protecting the historic and scenic open space integrity of the County Property, no major public or private utility installation—such as cellular telephone towers, exchanges, antennas, electric generating plants, electric power substations, high tension electric power transmission lines, gas generating plants, gas storage tanks, water storage tanks or reservoirs, sewage treatment plants, or microwave relay stations—may be constructed or placed on the County Property. This provision is intended to provide Grantee with such an interest in and to the County Property as is sufficient to prohibit the exercise of eminent domain by public utility companies without prior written notice and approval by Grantee.

4. Grantor's Reserved Rights. Grantor hereby reserves the following rights, provided they do not impact the conservation values of the County Property:

4.1. The right to undertake any activity or use of the County Property not specifically prohibited by this Conservation Easement.

4.2. The right to sell, give, mortgage, lease, or otherwise convey the County Property, in accordance with notice requirements set forth herein.

4.3 The right to maintain, repair, remove, rebuild, enlarge, or replace the structures and improvements planned for the County Property, including without limitation, a picnic pavilion, parking spaces, paved walkways, benches, interpretive signs, federal, state or local historic markers, enclosure for portable (or potentially permanent) restrooms, walls along the boundaries of the Property, art sculpture, monuments, fountains, signage and displays, display of historic house foundations, and any other such elements designed to assist in telling the story of this site; and making the site publicly accessible and a site of public enjoyment is expressly reserved. Any other improvements on the County Property beyond those listed above must be approved by Grantor and Grantee.

5. Public Access. Grantor agrees that the County Property will be open and accessible to the public daily, except as may be temporarily limited for health and safety reasons. This provision shall not be construed to require Grantor to have any staff present on the County Property at any particular time or on any particular day.

6. Grantor's Retained Duties. Grantor retains all responsibilities and shall bear all costs and liabilities of any kind related to the ownership, operation, upkeep and maintenance of the County Property. Grantor reserves the right to contract with any entity to assume any such duties and obligations.

7. Monitoring. Grantee shall have the right, with reasonable notice, to enter upon the County Property at reasonable times to monitor Grantor's compliance with and otherwise enforce the terms of this Conservation Easement.

8. Enforcement and Remedies. Upon any breach or threatened potential breach of this Conservation Easement by Grantor, Grantee may, after written notice of at least 30 days to Grantor, take such action as Grantee determines to be necessary or appropriate to enforce the covenants and restrictions set forth in this Conservation Easement.

(1) Grantee shall be entitled to pursue any cause of action which may be available to Grantee at law or in equity to prevent or correct any breach of such covenants and restrictions, including obtaining injunctive relief to prevent or rectify any breach of this Conservation Easement.

(2) Nothing herein shall prevent Grantee from recovering any damages for violations of the terms of this Conservation Easement, including damages for the loss of those conservation values that are protected by this Conservation Easement.

9. Effect of Failure to Enforce. Any forbearance by Grantee to exercise its rights under this Conservation Easement in the event of any breach of any term of this Conservation Easement by Grantor shall not be deemed or construed to be a waiver by Grantee of such term or of any subsequent breach of the same or any other term of this Conservation Easement or of any of Grantee's rights under this Conservation Easement.

10. Acts Beyond Grantor's Control. Nothing contained in this Conservation Easement shall be construed to entitle Grantee to bring any action against Grantor for any injury to or change in the Property resulting from causes beyond Grantor's control, including without limitation, fire, flood, storm, and earth movement, or from any prudent action taken by the Grantor under emergency conditions to prevent, abate, or mitigate significant injury to the County Property resulting from such causes.

11. Control. Nothing in this Conservation Easement shall be construed to give rise, in the absence of a judicial decree, to any right or ability of Grantee to exercise physical or managerial control over the day-to-day operations of the Property, or any of Grantor's activities on the County Property, or otherwise to become an owner or operator with respect to the County Property.

12. Density Determinations. The County Property shall not be included as part of the gross area of other property not subject to this Conservation Easement for the purposes of determining density, lot coverage, or open space requirements under otherwise applicable laws, regulations or ordinances controlling land use and building density. No development rights which have been encumbered or extinguished by this Conservation

Easement shall be transferred to any other land pursuant to a transferable development rights scheme or cluster development arrangement or otherwise.

14. Assignment. Grantee may assign, upon prior written notice to Grantor, its rights under this Conservation Easement to any entity that is a "qualified organization" within the meaning of section 170(h)(3) of the Internal Revenue Code (or any successor provision then applicable) and a "holder" or "public body" within the meaning of the provisions of §§ 10.1-1009 and 10.1-1700 of the Code of Virginia (or any successor provisions then applicable), and Grantee covenants and agrees that the terms of any such assignment will be such that the assignee will be required to continue to carry out in perpetuity the conservation purposes which the contribution was originally intended to advance.

15. Successors, Assigns and Third Party Users. This Conservation Easement shall be binding upon Grantor, including all successors and assigns, future owners of all or any portion of the County Property, and their personal representatives and heirs, and shall constitute a servitude upon and touching the County Property, and shall continue as a servitude running in perpetuity with the County Property, except as set forth herein. Grantor shall provide a copy of this Deed to any and all successors and assigns, and to any and all third parties using the County Property with the permission or knowledge of the Grantor and whose use might permanently alter the physical appearance of the County Property, or significantly impair the conservation values of the Property. The failure of the Grantee to perform any act required by this paragraph will not impair the validity of this Conservation Easement or limit its enforceability in any way.

16. Modification. Grantor and Grantee may jointly amend and/or vacate this Conservation Easement by mutual agreement; provided, however, that no such vacation shall be allowed within 99 years of the date on which this Conservation Easement was entered, and no such amendment shall be allowed within 99 years of the date on which this Conservation Easement was entered if it will adversely impact the conservation values of the County Property. Any such amendment or vacation of this Conservation Easement shall not be effective unless and until recorded in the land records of Fairfax County, Virginia, and the land records of Arlington County, Virginia.

17. No Merger. Grantor and Grantee agree that in the event Grantee acquires a fee interest in the Property, this Easement shall not merge into the fee interest, but shall survive the deed and continue to encumber the County Property.

18. Liberal Construction. Any general rule of construction to the contrary notwithstanding, this Conservation Easement shall be liberally construed in favor of the reservation to effect the purpose of this Conservation Easement. If any provision in this

instrument is found to be ambiguous, an interpretation consistent with the purpose of the Conservation Easement that would render that provision valid shall be favored over any interpretation that would render it invalid.

19. Severability. If any provision of this Conservation Easement, or the application thereof to any person or circumstance, is found to be invalid, the remainder of the provisions of this Conservation Easement, or the application of such provision to persons or circumstances other than those as to which it is found to be invalid, as the case may be, shall not be affected thereby.

20. Notice & Requests for Approval. In any case where the terms of this Conservation Easement require notice to or approval of Grantee, such notice or request for approval shall be in writing.

Notice by Grantor of an activity and any request for approval must describe the activity in question in sufficient detail to permit Grantee to make an informed judgment as to its consistency with the purpose and intent of this Conservation Easement.

Grantee shall have forty-five (45) days from the receipt of requests for approval (or such longer period as the parties may agree to in writing) within which to review such request and grant or deny approval. If Grantee fails to respond within forty-five (45) days, Grantor shall further contact Grantee in writing to confirm that Grantee received the first request. Upon confirmation of receipt, Grantee then has ten (10) additional days in which to respond. If after the additional ten (10) days Grantee still has not responded, the proposed activity shall be deemed approved.

Written notices by Grantor and any subsequent response by the Grantee shall be deemed given three (3) days after mailing by registered or certified mail, or by FedEx or a similar public or private courier service which provides receipt of delivery, properly addressed as follows:

(a) If to Grantee, to:

Assistant City Manager, City of Falls Church
300 Park Avenue, Suite 303E
Falls Church, Virginia 22046

With a copy to:

The City Attorney, City of Falls Church
300 Park Avenue, Suite 302E
Falls Church, Virginia 22046

(b) If to Grantor, to:

Fairfax County Facilities Management Division
12000 Government Center Parkway, Suite 424
Fairfax, Virginia 22035

With a copy to:

The Fairfax County Attorney
12000 Government Center Parkway, Suite 549
Fairfax, Virginia 22035

Grantor and Grantee shall have the right to designate a new recipient or address for the receipt of notices by written notice to the other Party as provided above. The City and the County shall also endeavor to provide copies of any notice, request or demand to the other Party by email.

IN WITNESS WHEREOF Grantor and Grantee have executed this Conservation Easement as of the date and year first above written.

GRANTOR FAIRFAX COUNTY BOARD OF SUPERVISORS:

_____
Edward L. Long Jr. County Executive

COMMONWEALTH OF VIRGINIA,
COUNTY OF FAIRFAX, TO WIT:

I, _____, a Notary Public for the Commonwealth aforesaid, hereby certify that Edward L. Long Jr., Fairfax County Executive, personally appeared before me this day, certified that he is authorized to endorse this Conservation Easement on behalf of Grantor, the Fairfax County Board of Supervisors, and acknowledged the foregoing instrument.

WITNESS my hand and official seal this _____ day of _____ 2014.

_____
Notary Public

My commission expires: _____ (SEAL)

GRANTEE CITY OF FALLS CHURCH:

_____
F. Wyatt Shields, City Manager

COMMONWEALTH OF VIRGINIA,
City of Falls Church, TO WIT:

I, _____, a Notary Public for the Commonwealth aforesaid, hereby certifies that Wyatt Shields, Falls Church City Manager, personally appeared before me this day, certified that he is authorized to endorse this Conservation Easement on behalf of Grantee, the City of Falls Church, and acknowledged the foregoing instrument.

WITNESS my hand and official seal this _____ day of _____ 2014.

_____
Notary Public

My commission expires: _____ (SEAL)

Exhibit A

Property description of each parcel:

The Parcels of Property Subject to this Deed of Gift Conservation Easement are more particularly identified on the Tax Maps of Fairfax County, Virginia as parcels bearing GPINS:

Board Agenda Item
March 25, 2014

ACTION - 1

Approval of the Fair Oaks Mall License Agreement (Springfield District)

ISSUE:
Board approval of the License Agreement between Fairfax County and Fair Oaks Mall to permit Fairfax Connector buses to board and discharge passengers at a designated bus stop within the Mall premises.

RECOMMENDATION:
The County Executive recommends that the Board approve the License Agreement with Fairfax Company of Virginia L.L.C., d/b/a/ Fair Oaks Mall (Fair Oaks Mall) substantially in the form of the attached License Agreement and authorize the Director of the Fairfax County Department of Transportation to execute the finalized agreement on behalf of Fairfax County.

TIMING:
Board action is requested on March 25, 2014, to allow Fairfax Connector buses that serve mall employees and customers to maintain ingress and egress to and from the Fair Oaks Mall premises.

BACKGROUND:
Beginning in 2003, the County and Fair Oaks Mall entered into License Agreements permitting the County's Fairfax Connector buses to use the roadways surrounding the mall premises. The earlier agreements have expired and a new license agreement is needed.

The proposed License Agreement continues Fairfax Connector's ingress and egress to and from this major retail center. The License Agreement also specifies the bus routes and how these buses will travel on the mall's property. The agreement identifies a bus stop location and routing for the Fairfax Connector Bus Route # 605, Fair Oaks – Reston Line and Bus Route #630, Centreville South – Vienna Line. The License Agreement's liability insurance provisions were developed in consultation with the County's Risk Management Division.

The proposed License Agreement contributes to increased ridership, providing bus service to a significant number of mall employees, and satisfying citizen requests to provide bus service for greater shopping opportunities.

FISCAL IMPACT:
There is no fiscal impact as a result of this agreement.

ENCLOSED DOCUMENTS:
Attachment I: License Agreement with Fair Oaks Mall

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Dwayne Pelfrey, Chief, Transit Services Division, FCDOT
Christy Wegener, Transit Operations Division, FCDOT
Malcolm Watson, Coordination and Funding, FCDOT
Patricia McCay, Assistant County Attorney, Office of the County Attorney (OCA)

# LICENSE AGREEMENT

This License Agreement ("Agreement") is made and entered into this the _____day of _____, 2014, by and between Fairfax Company of Virginia L.L.C., a Virginia limited liability company ("Licensor"), d/b/a Fair Oaks Mall ("Center") and Board of Supervisors of Fairfax County, Virginia ("Licensee").

## RECITALS:

A. Whereas, Owner is the owner of the Center, which includes but is not limited to portions of the surrounding parking lot and ring road;

B. Whereas, Licensee desires to use a specific portion of the Center parking lot to operate a bus stop;

C. Whereas, Licensee acknowledges and agrees that the Center is and shall continue to be private property; and

D. Whereas, the public transportation service to and from the Center results in a benefit to the Center's commercial enterprise.

## AGREEMENT:

In consideration of the mutual covenants contained in this Agreement, Licensor and Licensee hereby agree as follows:

**1. Licensed Premises.**

(a) Licensor hereby grants a non-exclusive license ("License") to Licensee for the sole purpose of rental of space within the Center pursuant to the terms hereof and in the location in the Center utilizing a portion of the ring road and interior roadways within the Center, as designated on Exhibits A, B and C attached hereto, so as to allow ingress and egress by Licensee's bus coaches ("Coaches") as may be operated from time to time by private and/or public entities on Licensee's behalf and of utilizing a portion of the Center parking lot to operate the bus stop(s) (collectively "Bus Stop"), as designated in Exhibits A, B and C. The designated areas on the attached Exhibits A, B and C shall hereinafter be referred to as the "Licensed Premises". This License shall extend only to the Licensed Premises and not to any other portion of the Center.

(a) Licensee has inspected the Licensed Premises and accepts the Licensed Premises in an "as is" condition. Licensor acknowledges and agrees that the Licensed Premises are adequate to meet its needs and that Licensor shall have no responsibility for, and shall assume no liability for, the condition of the Licensed Premises upon delivery to Licensee.

(b) Licensor reserves the right to relocate Licensee and/or the Licensed Premises to another location within the Center upon thirty (30) days' written notice to Licensee, which relocation must be completed within the

time frame designated by Licensor. Any relocation shall be at Licensee's sole cost and expense.

(c) Upon expiration or termination of this Agreement, Licensee shall leave the Bus Stop in as good a condition that existed prior to its taking possession so as to repair any damage attributable to Licensee, excepting normal wear and tear. Licensee shall be solely responsible for any and all repairs to the Licensed Premises and the Center for any and all damages caused by Licensee or its representatives, except those caused by normal wear and tear by Licensee's permitted use.

**2. <u>Term.</u>**

Notwithstanding the date of execution, the term of this Agreement shall commence on July 27, 2013 and terminate on July 26, 2018 ("License Period"), unless terminated sooner as provided herein. Thereafter, it shall be extended for additional one year periods but only if Licensee provides written notice requesting an extension of the License Period and such request is approved by Licensor.

Notwithstanding anything to the contrary herein, Licensor may terminate this Agreement at any time, with or without cause.

**3. <u>Permitted Use.</u>**

Licensee shall occupy the Licensed Premises for the sole purpose of the rental of space within the Center for Licensee to operate a Fairfax Connector Bus Stop and use Center's interior and ring roads. Licensee shall occupy the Licensed Premises for the sole purpose of the rental of space within the Center and for no other purpose.

**4. <u>Rental Fees.</u>**

In exchange for Licensee providing public transportation service to and from the Center for the benefit of Center patrons, Licensor shall allow Licensee to use the Licensed Premises as described in Sections 1, 3 and 6, herein.

**5. <u>Licensee's Rights.</u>**

Licensor grants the following non-exclusive rights to Licensee, unless expressly indicated as exclusive, throughout the License Period and at Licensee's sole cost and expense, unless expressly indicated otherwise:

(a) The Licensed Premises shall be used solely and exclusively for the purpose of allowing Licensee to load and unload passengers only from its Coaches at the designated Bus Stop and to utilize a portion of the ring road and interior roadways within the Center for the purpose of ingress and egress. Licensee acknowledges and agrees that the Center is not to be used as a "Park and Ride" location for passengers and for the parking and/or storage of Coaches and/or other vehicles and equipment.

Licensee will, however, be permitted to use the Licensed Premises for "standing time" as required for the scheduled adherence of the Coaches. Licensee acknowledges and agrees that it will not use, nor permit and of its employees to use, any other portion of the Center, except for the Licensed Premises, except as may be permitted by any future agreements to which Licensee and Center become parties. Nothing in this Agreement shall be construed so as to limit or otherwise prohibit employees of Licensee from visiting the Center as an ordinary patron or customer of the Center outside of their capacity as employees of Licensee.

(b) Licensee shall only be permitted to enter and exit the Center according to Licensor's approved routings, as indicated on Exhibits A, B and C, unless otherwise directed by Licensor. Licensee shall be responsible for causing the operators of its Coaches to utilize only such areas within the Licensed Premises for the purpose of ingress and egress to and from the designated Bus Stop with the Center. Licensee shall not alter or modify said approved routings without the prior written consent of Licensor, which shall not be unreasonably withheld. Licensee shall enter and exit the Licensed Premises within the Center only according to the route numbers, route descriptions, days of operation, service levels and number of trips designated on Exhibits A, B and C.

**6. <u>Nature of License.</u>**

No legal title, easement or other possessory interest in real estate, including any leasehold interest in the Licensed Premises or the Center, or any appurtenances thereto, shall be deemed or construed to have been created or vested in Licensee by anything contained in this Agreement.

**7. <u>Conduct of Business.</u>**

(a) Licensee shall operate during all days and hours established by Licensor during the term of this Agreement and shall abide by all rules and regulations of the Center. Licensor shall deliver copies of such rules and regulations to Licensee in writing and in advance of the execution of this Agreement for Licensee's review.

(b) Licensee hereby assumes all responsibility for obtaining and keeping effective all licenses, permits and necessary approvals, and shall otherwise comply with all applicable governmental rules and regulations concerning this Agreement and with the requirements of Licensor's insurance carriers provided in advance of the execution of this Agreement for Licensee's review.

(c) Licensee shall not use or allow the Licensed Premises and/or the Center to be used for any purpose other than expressly set forth in Section 3 above.

(d) Licensee shall require its employees to wear appropriate attire at all times while at the Center while performing services related to the permitted use.

(e) The height, sound level, location and placement of the Licensed Premises shall be subject to the rights of Center tenants and shall not impede the free flow of traffic throughout the Center.

**8. Independent Contractor.**

Licensee is acting as an independent contractor pursuant to and limited to the terms and conditions set forth in this Agreement and is solely and exclusively responsible and liable for the acts and/or omissions of its employees, agents, subsidiaries and subcontractors. Nothing in this Agreement shall be deemed or construed by either party as to create any partnership, joint venture or employer/employee relationship between the parties.

**9. Default.**

It shall be an "Event of Default" if either party breaches any of its respective obligations, performances, terms, duties or conditions under the terms of this Agreement and/or if either party: (i) files a petition in bankruptcy, (ii) is insolvent or seeks relief under any law related to its ability to meet its payment obligation, or (iii) has filed against it an involuntary petition in bankruptcy or any relief under any such law by any creditor(s), unless such involuntary petition is dismissed or relief is denied within thirty (30) days after it has been filed or sought. If an Event of Default shall continue uncured for more than ten (10) days after receipt of written notice, then the non-defaulting party, in addition to any other rights or remedies as stated herein, shall have the right, at its election, to terminate this Agreement upon delivery of written notice to the defaulting party. If the Event of Default is not curable within ten (10) days, then the time for cure shall be extended as long as the defaulting party has diligently commenced to cure the default. Notwithstanding, in no event shall the time to cure be extended beyond ninety (90) days after the delivery of the default notice. The notice and cure periods specified in this section shall not be required in connection with a default or threatened default hereunder which could cause irreparable harm to one party (including, without limitation, any breach or threatened breach of the confidentiality provisions of this Agreement), and such party shall have the right to terminate this Agreement and to seek immediate injunctive relief in order to prevent or minimize such default or threatened default.

All remedies available to either party shall be cumulative. The pursuit of any remedy shall not be deemed to waive any other remedy which may be available to the party under the terms of this Agreement, or at law or in equity.

**10. Insurance.**

Subject to annual appropriations by the Fairfax County Board of Supervisors, throughout the License Period, as may be applicable to Licensee's use of the Licensed Premises hereunder, Licensee shall maintain the following minimum insurance coverage and shall be solely responsible for the payment of any deductible(s) contained in its insurance policies. Prior to the commencement of this Agreement, Licensee shall provide a certificate of insurance statement to Fair Oaks that evidences the following:

(a) Commercial General Liability insurance with a limit of $2,000,000 per occurrence and in the aggregate, and an excess liability policy with a $10,000,000 limit.

(b) Commercial Auto Liability insurance with a minimum limit of $2,000,000 per accident.

(c) Workers Compensation in compliance with any and all statutes requiring such coverage in the state of Virginia, covering all employees, volunteers, temporary employees and leased employees. Employers Liability insurance with a minimum limit of $1,000,000 each employee and $1,000,000 policy aggregate.

(d) Claims, suits or actions brought on account of any injury or damage sustained to any person, or to the property of any person, while utilizing the FAIRFAX CONNECTOR buses or as a direct result of utilizing the FAIRFAX CONNECTOR buses should be directed to:

Claims Manager, Risk Management County of Fairfax County Government, 12000 Government Center Parkway, Suite 215 Fairfax, Virginia 22035-5511.

(e) The Commercial General Liability insurance policy shall name Licensor and and the Taubman Company L.L.C. as managing Agent as additional insured's and shall provide thirty (30) days prior written notice of cancellation to Licensor from insurance company. The certificate of insurance must designate that all coverage is primary and not contributing with any other insurance available to the additional insured's and that coverage is applicable to all services required under the Agreement with the insured. Insurance coverage shall be maintained with an insurance company licensed and admitted to do business in the state in which the Center is located and shall be rated by AM Best as "A" VIII or better, or as otherwise acceptable to Licensor.

All insurance policies shall include a waiver by the insurance company of all rights against Licensor, its agents, directors, partners, officers, employees and representatives that might arise by reason of any payment under any policies carried by Licensee or by reason of any act or omission of Licensor, its agents, directors, partners, officers, employees, or representatives.

Regardless of whether Licensee is self-insured, Licensee agrees to require any and all private entities operating bus coaches on Licensee's behalf to maintain insurance naming as additional insured's Fairfax Company of Virginia L.L.C. and the Taubman Company LLC as a Managing Agent. All insurance coverage shall stipulate that such coverage shall not be materially reduced, cancelled or not renewed unless the insurer shall give thirty (30) days' prior written notice to all insured parties. Licensee agrees to provide Licensor with a copy of all certificates of insurance, including those from private entities operating on Licensee's behalf, prior to commencement of this License.

**11. Risk of Loss.**

Licensee shall bear the sole risk of loss to any of its property and/or equipment from any and all theft, damage and/or vandalism while located at the Center.

**12. Expiration or Termination.**

Upon the expiration or termination of this Agreement, Licensee shall vacate the Licensed Premises and the Center within two (2) days. In the event that Licensee fails to vacate the Licensed Premises and the Center within such time, then Licensor may remove or cause to be removed all of Licensee's property and equipment from the Center and have it stored either on-site or at an off-site storage facility for a period of thirty (30) days, after which such property will conclusively be deemed abandoned by Licensee and may be discarded by Licensor without any liability to Licensee whatsoever. Licensor shall not be responsible for the property or any damage thereto, and Licensee shall be solely responsible for all costs associated with such removal, storage and disposal incurred by Licensor.

**13. Notice.**

Every notice and communication given by either party to the other with regard to this Agreement shall be in writing and shall be served either: personally, by certified or registered mail, return-receipt requested, by overnight mail, or by facsimile. Such notice or communication shall be addressed to the following:

**To Licensor:**

Robert Stark, GM
11750 Fair Oaks Mall
Fairfax, VA 20155
Fax: 703-591-6548

**With a copy to:**

Dave Harris, VP
200 E. Long Lake Road
Bloomfield Hills, MI 48304

**To Licensee:**

Tom Biesiadny, Director
Department of Transportation County of Fairfax
4050 Legato Road, Suite 400Fairfax, VA 22033-2895

Or at such other address or addresses as Licensor or Licensee may from time to time designate in writing to the other party. The addresses and facsimile numbers provided herein are conclusively deemed to be valid, and notice given in compliance with this paragraph shall be conclusively presumed to be proper

and adequate unless a written change of address or facsimile number is provided to the other addresses in the manner required hereby.

**14. Confidentiality.**

Except to the extent where disclosure is required by law, Licensee shall consider any and all information, whether oral or written, that is related to this Agreement, whether directly or indirectly, to be considered confidential and proprietary and shall not reveal such terms of this Agreement without the prior written consent of Licensor.

**15. Assignment.**

Licensee shall not directly or indirectly, voluntarily or by operation of law assign, license, or transfer any part or all of its interest in this Agreement without Licensor's prior written consent. Any assignment, license, encumbrance or transfer of this Agreement without Licensor's consent shall be void and shall constitute a material default.

**16. Governing Law.**

This contract and its terms, including, but not limited to, the parties' obligations under it, the performance due from each party under it, and the remedies available to each party for breach of it, shall be governed by, construed and interpreted in accordance with the laws of the Commonwealth of Virginia. Any jurisdiction's choice of law, conflict of laws, rules, or provisions, including those of the Commonwealth of Virginia, that would cause the application of any laws other than those of the Commonwealth of Virginia shall not apply. Any and all disputes, claims and causes of action arising out of or in connection with this contract or any performance hereunder, shall be brought in the state courts of Fairfax County, Virginia, or in the United States District Court, Eastern District of Virginia, Alexandria Division.

**17. Entire Agreement.**

This Agreement, together with any Exhibit(s) hereto, represents the entire Agreement between the parties and supersedes all prior negotiations, representations, writings or agreements between the parties, whether oral or written. No amendment or modification to this Agreement shall be binding unless it shall be in a writing signed by both parties.

This Agreement shall not be binding and effective unless signed by both parties.

**18. Waiver.**

A waiver by a party of any of the terms and conditions of this Agreement, in one instance, shall not be deemed or construed to be a waiver of such terms or conditions for the future or any subsequent breach thereof. Any waiver must be in writing in order to be effective.

**19. Successors and Assigns.**

This Agreement shall be binding upon and inure to the benefit of the parties and, in case of Licensor, its successors and assigns, and in the case of Licensee its permitted successors and assigns.

**20. Construction.**

The parties acknowledge that both parties participated equally in the negotiation of this Agreement and that, accordingly, no court construing this Agreement shall construe it more stringently against one party than against the other, regardless of which party's counsel drafted this Agreement.

**21. Survival.**

All representations, warranties, covenants and agreements herein contained on the part of the parties shall be effective, and shall continue so long as any obligations arising pursuant to this Agreement remain unperformed or until the Agreement terminates according to its terms, except as otherwise provided herein.

**22. Counterparts.**

This Agreement may be executed in any number of counterparts, all of which taken together shall constitute one agreement.

**23. <u>Confidential Hotline.</u>**

Licensor strives to maintain the highest ethical standards regarding all our business relationships. If you have any reason to believe that such standards are being compromised concerning this Agreement, please call our Confidential Hotline at 1-888-773-2513 or visit our Confidential Web Site at https://www.reportlineweb.com/taubman. All conversations are handled discreetly.

This Agreement entered into as of the day and year first written above.

| **Licensee:** | **Licensor:** |
|---|---|
| _____ | _____ |
| Authorized Signatory | Manager for The Taubman Company LLC, Managing Agent on behalf of Licensor |
| _____ | _____ |
| Print Name | Print Name |

Exhibit A

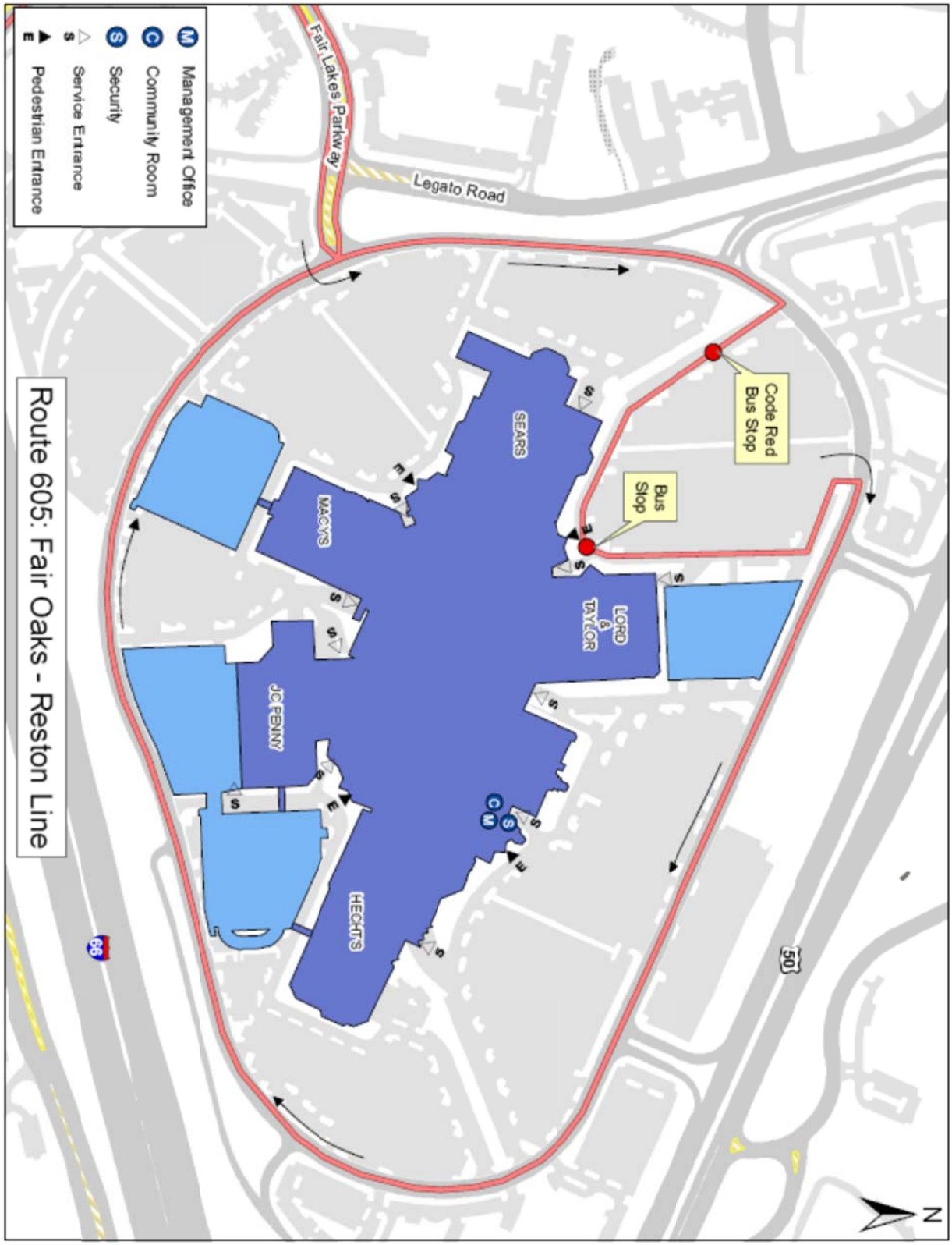

Fair Lakes Parkway
Legato Road
Code Red Bus Stop
Bus Stop
SEARS
LORD & TAYLOR
MACYS
JC PENNY
HECHTS
CM
S
E
50
66
N
Management Office
Community Room
Security
Service Entrance
Pedestrian Entrance
Route 605: Fair Oaks - Reston Line

**Exhibit A1**

**Route Number: FAIRFAX CONNECTOR 605**

**Route Description**

Starting from Fair Lakes Parkway at Legato Road
Eastbound on Fair Lakes Parkway
Continue to Fair Oaks Mall Private Road
**Left** at Fair Oaks Private Ring Road (first traffic light)
Continue on Ring Road
Continue past entry/exit to U.S. 50 Lee Jackson Memorial Highway
Continue via parking lot surface road paralleling Vehicle Parking Area 24
Bear **Right** at end of Vehicle Parking Area 24
Continue to designated bus stop east of Sears and west of Fair Oaks Mall Entrance from Parking Lot D
Stop at designated bus stop
Continue via parking lot surface road parallel to Fair Oaks Mall Entrance From Parking Lot D between Sears and Lord & Taylor
Continue via parking lot surface road parallel to Vehicle Parking Area 16
Continue via parking lot surface road and exit to Fair Oaks Mall Ring Road across from Sun Trust Bank
**Right onto Fair Oaks Mall Ring Road**
**Continue Fair Oaks Mall Ring Road**
**Continue pass entry/exit to U.S. 50 Lee Jackson Memorial Highway**
**Continue Fair Oaks Mall Ring Road**
**Left at traffic light onto Fair Oaks Mall Private Road**
**Continue Fair Lakes Parkway (westbound)**
**Continue assigned route**

**Days of Operation**

Sunday through Saturday (365 days per year)

**Service Levels**

Hourly

**Number of Trips**

| | | |
|---|---|---|
| WEEKDAYS | 30 approximately | Time: 7:07AM to 9:37PM |
| SATURDAY | 26 | Time: 7:21AM to 7:19PM |
| SUNDAY | 22 | Time: 8:20AM to 6:17PM |

**Note: The route described was effective on January 17, 2010.**

Exhibit B

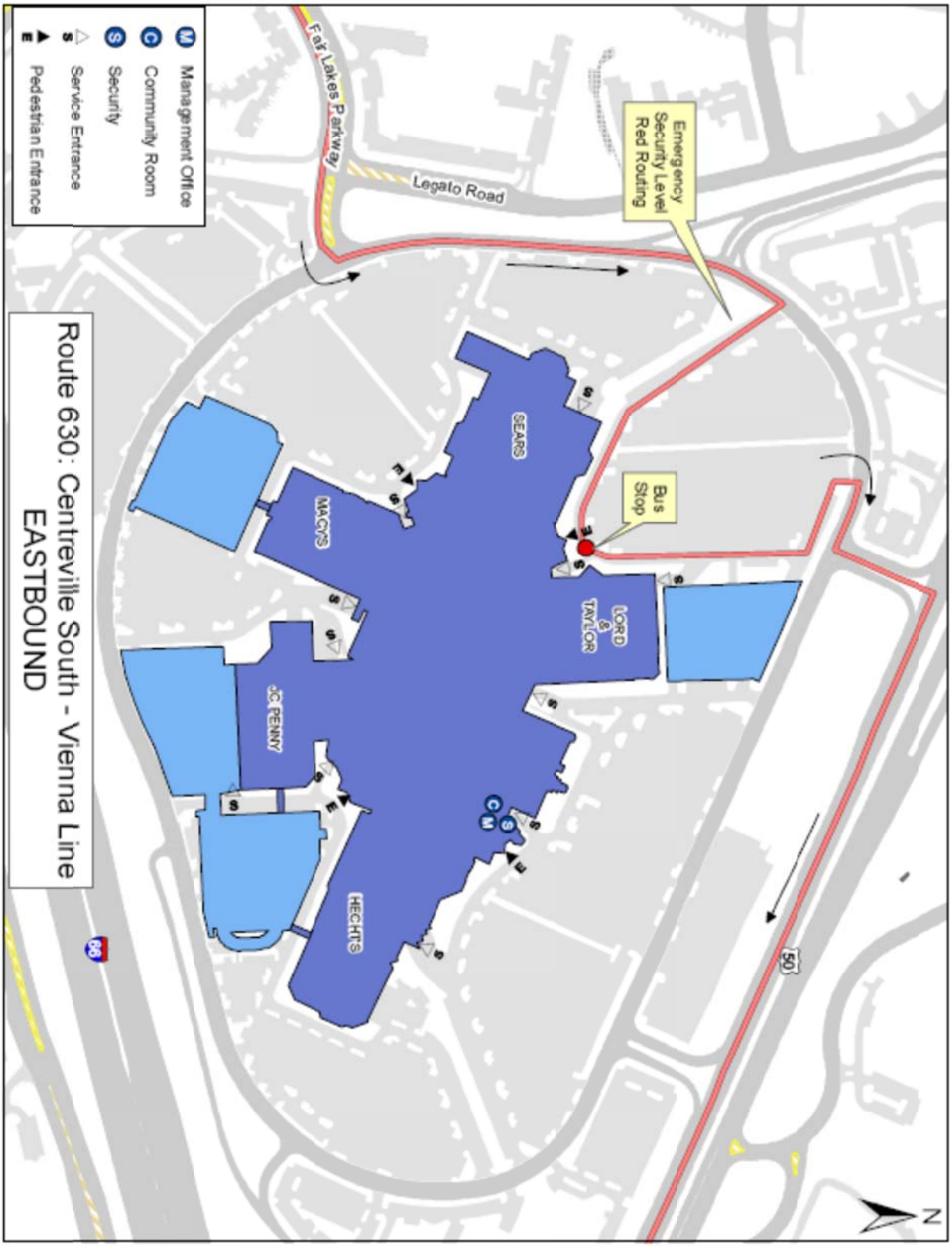

Emergency Security Level Red Routing
Bus Stop
Legato Road
Fair Lakes Parkway
SEARS
LORD & TAYLOR
MACYS
JC PENNY
HECHT'S
50
66
N
Management Office
Community Room
Security
Service Entrance
Pedestrian Entrance
Route 630: Centreville South - Vienna Line
EASTBOUND

**Exhibit B1**

**Route Number: ROUTE 630 - Eastbound**

**Route Description**
**Starting from Fair Lakes Parkway at Legato Road**
**Eastbound on Fair Lakes Parkway**
**Continue to Fair Oaks Mall Private Road (Ring Road)**
**Left at (first traffic light) Fair Oaks Private Road (Ring Road)**
**Continue on Ring Road**
**Continue via parking lot surface road paralleling Vehicle Parking Area 24**
**Bear Right at end of Vehicle Parking Area 24**
Continue to designated bus stop east of Sears and west of Fair Oaks Mall Entrance from Parking Lot D
Stop at designated bus stop
Continue via parking lot surface road parallel to Fair Oaks Mall Entrance From Parking Lot D between Sears and Lord & Taylor
Continue via parking lot surface road parallel to Vehicle Parking Area 16
Continue via parking lot surface road and exit to Fair Oaks Mall Private Road (Ring Road) across from Sun Trust Bank
**Right onto Fair Oaks Mall Private Road (Ring Road)**
**Continue Fair Oaks Mall Private Road (Ring Road)**
**Left onto U.S. 50 Lee Jackson Memorial Highway Entrance (Eastbound)**
**Continue assigned route**

**Days of Operation**
Monday through Friday

**Service Levels**
**Every 60 Minutes**

**Number of Trips**
WEEKDAYS: 7 Trips

Time: 9:53AM to 3:51PM

**Note: The route described herein was effective on September 28, 2013.**

Exhibit C

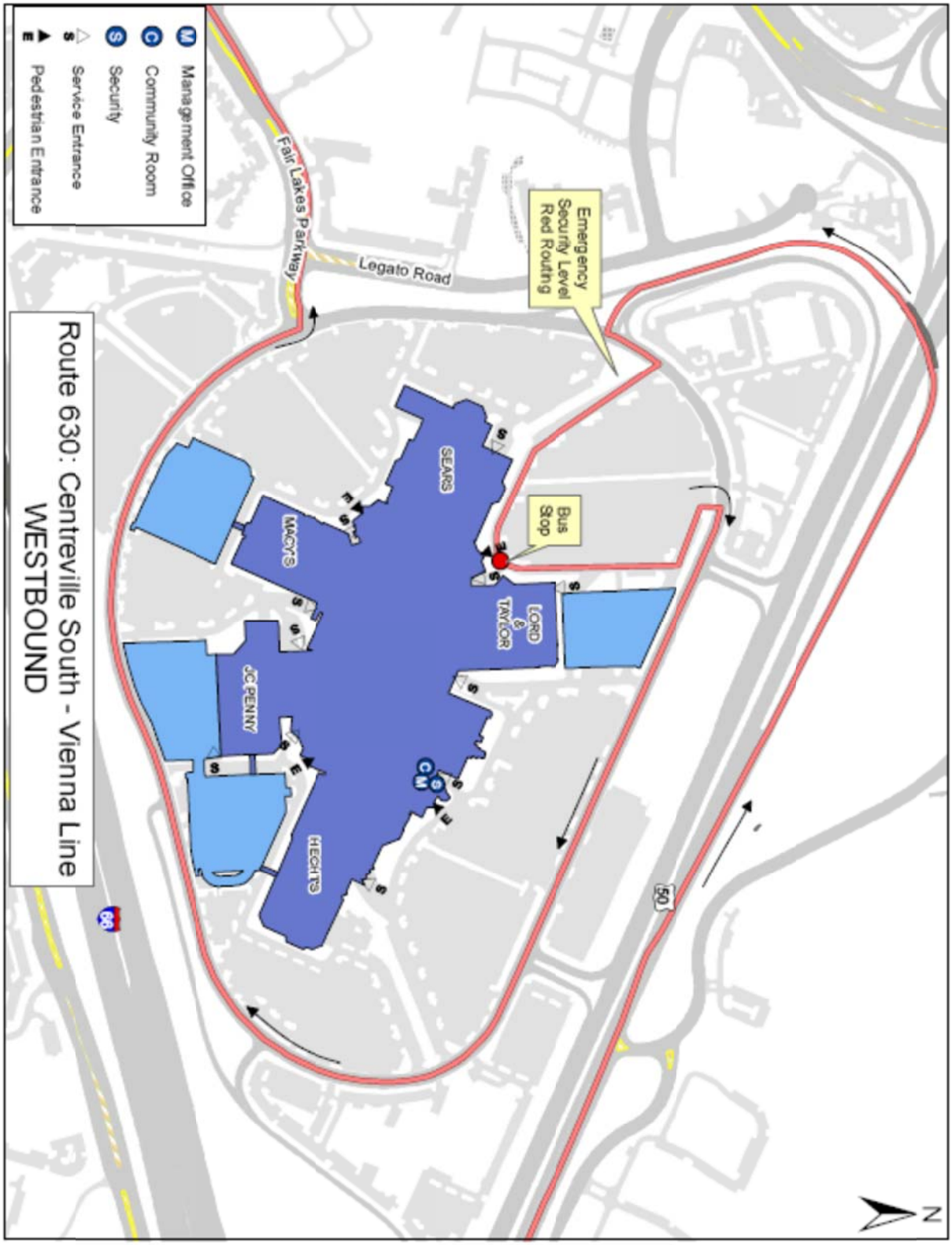

Route 630: Centreville South - Vienna Line
WESTBOUND
Management Office
Community Room
Security
Service Entrance
Pedestrian Entrance
Fair Lakes Parkway
Legato Road
Emergency
Security Level
Red Routing
Bus
Stop
SEARS
MACYS
JC PENNY
LORD
&
TAYLOR
HECHTS
50
66
N

**Exhibit C1**

**Route Number: ROUTE 630 - Westbound**

**Route Description**

**Starting from Lee Jackson Memorial Hwy (Rt 50) Service Road**
**To Fair Oaks Mall Private Road (Ring Road)**
**Left at Fair Oaks Mall Private Road (Ring Road)**
**Continue via parking lot surface road paralleling Vehicle Parking Area 24**
**Bear Right at end of Vehicle Parking Area 24**
Continue to designated bus stop east of Sears and west of Fair Oaks Mall Entrance from Parking Lot D
Stop at designated bus stop
Continue via parking lot surface road parallel to Fair Oaks Mall Entrance From Parking Lot D between Sears and Lord & Taylor
Continue via parking lot surface road parallel to Vehicle Parking Area 16
Continue via parking lot surface road and exit to Fair Oaks Mall Ring Road across from Sun
Trust Bank
**Right onto Fair Oaks Mall Private Road (Ring Road)**
**Continue Fair Oaks Mall Private Road (Ring Road)**
**Continue pass entry/exit to U.S. 50 Lee Jackson Memorial Highway**
**Continue Fair Oaks Mall Private Road (Ring Road)**
**Left at (first traffic light) Fair Oaks Mall Private Road (Ring Road) / Fair Lakes Parkway**
**Continue Fair Lakes Parkway (westbound)**
**Continue assigned route**

**Days of Operation**

Monday through Friday

**Service Levels**

**Every Minutes 60 minutes between 9:28AM and 3:28PM; and two additional trips at 8:34PM and 9:23PM**

**Number of Trips**

WEEKDAYS: 9 Trips

Time: 9:28AM to 3:28PM midday and 8:34PM and 9:23PM

**Note: The route described was effective on September 28, 2013.**

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ACTION - 2

Adoption of a Resolution Approving the Issuance by the Fairfax County Economic Development Authority of Revenue Bonds for the Benefit of Alexandria Neighborhood Health Services, Inc.

ISSUE:
Board adoption of a resolution approving the Fairfax County Economic Development Authority to issue revenue bonds up to $8,000,000 for the benefit of Alexandria Neighborhood Health Services, Inc. (ANHSI)

RECOMMENDATION:
The County Executive recommends that the Board adopt the attached resolution.

TIMING:
Board action is requested on March 25, 2014.

BACKGROUND:
The Fairfax County Economic Development Authority ("Authority") has received a request from Alexandria Neighborhood Health Services, Inc. (ANHSI) ("Borrower") to issue up to $8,000,000 of its revenue bonds for the purpose of assisting the Borrower in planning and occupation of a four-story office building consisting of 25,626 sq. ft. and located on approximately 33,289 sq. ft. of C-8 zoned land and located at 6677 Richmond High, Alexandria (Fairfax County), Virginia and including improvements and renovation to the building as well as cost of issuance. The mission of ANHSI is to provide accessible, coordinated community based primary health care, including behavioral and oral health care, to people in Alexandria and its surrounding communities. ANHSI provides a number of programs and services to qualifying individuals, including: 1) newborn, infant and well child exams; 2) chronic disease management; 3) dental care; and 4) mental health counseling to name a few. In 2013, ANHSI served 13,635 patients, 77% of these patients were adults and 23% were children, 54% of these patients were from the City of Alexandria, 32% from Fairfax County, 12% from Arlington County and 2% from other areas in Northern Virginia.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment 1 - Resolution of the Board of Supervisors
Attachment 2 - Certificate of Public Hearing with supporting documents
Attachment 3 – Fiscal Impact Statement

STAFF:
Gerald L. Gordon, Director, Fairfax County Economic Development Authority
Thomas O. Lawson, Counsel to Fairfax County Economic Development Authority

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF FAIRFAX, VIRGINIA

WHEREAS, the Fairfax County Economic Development Authority ("Authority"), has approved the application of Alexandria Neighborhood Health Services, Inc. (ANHSI) ("Applicant"), a Virginia Corporation, requesting that the Authority issue its revenue bonds to assist the Borrower in planning and occupation of a four-story office building consisting of 25,626 sq. ft. and located on approximately 33,289 sq. ft. of C-8 zoned land and located at 6677 Richmond Highway, Alexandria (Fairfax County), Virginia and including improvements and renovation to the building as well as cost of issuance;

WHEREAS, Section 147(f) of the Internal Revenue Code of 1986, as amended (the "Code") provides that the governmental unit having jurisdiction over the issuer of private activity bonds and over the area in which any facility financed with the proceeds of private activity bonds is located must approve the issuance of the bonds;

WHEREAS, the Authority issues its bonds on behalf of the County of Fairfax, Virginia ("County"); the New Money Project is located in the County and the Board of Supervisors of Fairfax County, Virginia (the "Board"), constitutes the highest elected governmental unit of the County;

WHEREAS, the Authority has recommended that the Board approve the Plan of Finance and the issuance of the Bonds; and

WHEREAS, a copy of the Authority's resolution approving the issuance of the Bonds, subject to the terms to be agreed upon, a certificate of the public hearing and a Fiscal Impact Statement have been filed with the Board.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF FAIRFAX, VIRGINIA:

1. The Board approves the Plan of Financing and the issuance of the Bonds by the Authority for the benefit of Alexandria Neighborhood Health Services, Inc. (ANHSI), as required by Section 147(f) of the Code and Section 15.2-4906 of the Code of Virginia of 1950, as amended ("Virginia Code").

2. The approval of the issuance of the Bonds does not constitute an endorsement to a prospective purchaser of the Bonds of the creditworthiness of the Plan of Finance or the Company.

3. This resolution shall take effect immediately upon its adoption.

Adopted by the Board of Supervisors of the County of Fairfax, Virginia this 25th day of March 2014.

_____
Clerk, Board of Supervisors, Fairfax County, Virginia

[SEAL]

# CERTIFICATE

The undersigned Secretary of the Fairfax County Economic Development Authority (the "Authority") certifies as follows:

1. A meeting of the Authority was duly called and held on February 18, 2014, at 6:00 p.m. at 8300 Boone Boulevard, Suite 450 in Vienna, Virginia, pursuant to proper notice given to each Commissioner of the Authority before such meeting. The meeting was open to the public. The time of the meeting and the place at which the meeting was held provided a reasonable opportunity for persons of differing views to appear and be heard.

2. The Chairman announced the commencement of a public hearing on the application of the Alexandria Neighborhood Health Services, Inc. (ANHSI), and that a notice of the hearing was published once a week for two successive weeks in a newspaper having general circulation in the County of Fairfax, Virginia (the "Notice"), with the second publication appearing not less than seven days nor more than twenty-one days prior to the original hearing date. A certified copy of the Notice has been filed with the minutes of the Authority and is attached.

3. A summary of the statements made at the public hearing is attached.

4. Attached is a true, correct and complete copy of a resolution (the "Resolution") adopted at such meeting of the Authority by a majority of the Commissioners present at such meeting. The Resolution constitutes all formal action taken by the Authority at such meeting relating to matters referred to in the Resolution. The Resolution has not been repealed, revoked, rescinded or amended and is in full force and effect on this date.

WITNESS my hand and the seal of the Authority, this 18th day of February, 2014.

FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY
SEAL
1964
[SEAL]
FAIRFAX CO., VIRGINIA

Secretary Fairfax County Economic Development Authority

Exhibits:

A - Proof of Publication
B - Summary of Statements
C - Resolution

**AFFIDAVIT OF PUBLICATION**

**AD # 14747181**

TO WIT:

I hereby certify that on the 10th day of February, 2014, before me, the subscriber, CARL S. JOHNSON, a notary public, that the matters and facts set forth are true.

JUD ALMOND, who being duly sworn according to law, and oath says that he is an AUTHORIZED AGENT of THE WASHINGTON TIMES, L.L.C., publisher of

**The Washington Times**

Circulated daily, in the County of **FAIRFAX,** State of Virginia, and that the advertisement, of which the annexed is a true copy, was published in said newspaper 2 time(s) on the following dates:

2014 FEBRUARY 3 & 10

Total cost $ 480.48 Dollars

As witness, my hand and notarial seal.

Notary Public

CARL S JOHNSON
NOTARY PUBLIC
PRINCE GEORGE'S COUNTY
MARYLAND
My Commission Expires Dec. 13, 2016

My Commission Expires

**NOTICE OF PUBLIC HEARING ON PROPOSED REVENUE BOND PLAN OF FINANCING BY FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY**

Notice is hereby given that the Fairfax County Economic Development Authority ("Authority") will hold a public hearing on the application of Alexandria Neighborhood Health Services, Inc. ("Borrower"), a Section 501(c)(3) tax exempt Virginia corporation, whose current address is 2445 Army Navy Drive, Suite 104, Arlington, Virginia 22206. The Borrower requests the Authority to issue up to $8,000,000 of its revenue bonds with $6,900,000 to be tax exempt and $1,100,000 to be taxable at one time or from time to time to assist the Borrower in financing all or part of the following plan of financing (collectively, "Plan of Financing") for the benefit of the Borrower: (I) the acquisition, construction, renovations, furnishing, equipping of a headquarters and to provide health and dental care services to fulfill its mission at 6677 Richmond Highway, Alexandria, Virginia 22306 located in Fairfax County; and (II) certain other costs associated with the foregoing Plan of Financing, which may include, but may not be limited to, costs of issuance and credit enhancement costs and other eligible expenditures.

The issuance of revenue bonds as requested by the Borrower will not constitute a debt or pledge of the faith and credit of the Commonwealth of Virginia, nor the County of Fairfax, Virginia, and neither the full faith and credit nor the taxing power of the Commonwealth of Virginia or any political subdivision thereof will be pledged to the payment of such bonds.

The public hearing, which may be continued or adjourned, will be held at 6:00 o'clock p.m. on February 18, 2014, before the Authority at its offices at 8300 Boone Boulevard, Suite 450, Vienna, Virginia 22182-2633. Any person interested in the issuance of the bonds or the location or nature of the proposed projects may appear at the hearing and present his or her views. A copy of the Borrower's application is on file and is open for inspection at the office of the Authority's counsel, Thomas O. Lawson, Esquire at 10805 Main Street, Suite 200, Fairfax, Virginia 22090 during normal business hours.
Fairfax County Economic Development Authority

Feb. 3, 10, 2014 AD#14747181

# EXHIBIT B

## Summary of Statements

Representatives of Alexandria Neighborhood Health Services, Inc. (ANHSI) appeared before the Authority to explain the proposed revenue bond issue. No one appeared in opposition to the revenue bond issue.

RESOLUTION OF THE FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY
AUTHORIZING THE ISSUANCE OF UP TO $8,000,000
REVENUE BONDS FOR THE BENEFIT OF
ALEXANDRIA NEIGHBORHOOD HEALTH SERVICES, INC.
February 18, 2014

WHEREAS, the Fairfax Economic Development Authority, a political subdivision of the Commonwealth of Virginia ("Authority"), is empowered by the Acts of Assembly, 1964, Ch. 643, p. 975, as amended ("Act"), to issue its revenue bonds for, among other purposes, the financing of facilities for nonprofit institutions to address the health and human services needs of families who are low-income and uninsured and underserved in Alexandria and surrounding communities, the financing of facilities for use by organizations (other than organizations organized and operated exclusively for religious purposes) that are described in Section 501(c)(3) of the Internal Revenue Code of 1986, as amended ("Code"), and are exempt from federal income taxation pursuant to Section 501(a) of such Code, and to protect and promote the health and welfare of the inhabitants of Virginia and small amount of space for profit organizations to be issued in taxable bonds.

WHEREAS, the Authority has received a request from Alexandria Neighborhood Health Services, Inc. ("ANHSI"), an organization which is not organized exclusively for religious purposes and is described in Section 501(c)(3) of the Code requesting that the Authority issue its revenue bonds for up to $6,900,000 tax exempt bonds and $1,100,000 taxable bonds to assist ANHSI in providing health and dental care to fulfill its mission in (a) acquiring, constructing, furnishing, renovating and equipping the facility located at 6677 Richmond Highway, Alexandria, Virginia 22306, in Fairfax County, and (b) certain other costs associated with the foregoing plan of financing ("Plan of Financing") which may include, but not limited to, costs of issuance and credit enhancement costs and other eligible expenditures (collectively, the "Project").

WHEREAS, such assistance will benefit the inhabitants of the County of Fairfax, Virginia and the Commonwealth of Virginia by protecting and promoting their health and welfare.

WHEREAS, the Project has been described to the Authority and a public hearing has been held as required by Section 147(f) of Code and Section 15.2-4906 of the Act; and

WHEREAS, ANHSI has represented that the estimated cost of the Project and all expenses of issue will require an issue of revenue bonds in the aggregate principal amount not to exceed $8,000,000 of which up to $6,900,000 will be tax exempt bonds and up to $1,100,000 will be taxable bonds.

NOW, THEREFORE, BE IT RESOLVED BY THE FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY:

1. It is hereby found and determined that the financing of the Project will be in the public interest and will protect and promote the health and welfare of the Commonwealth of Virginia, the County of Fairfax, Virginia and their citizens.

2. The Authority hereby agrees to assist ANHSI by undertaking the issuance of its revenue bonds in an amount not to exceed $8,000,000 of which up to $6,900,000 will be tax exempt bonds and up to $1,100,000 will be taxable bonds upon terms and conditions mutually agreeable to the Authority and ANHSI. The bonds will be issued pursuant to documents satisfactory to the Authority. The bonds may be issued in one or more series at one time or from time to time.

3. It having been represented to the Authority that it is necessary to proceed immediately with the Project, the Authority agrees that ANHSI may proceed with plans for the Project and its Plan of Financing, enter into contracts for acquisition, construction, materials, furnishings, renovations, and equipment for the Project, and take such other steps as it may deem appropriate in connection therewith, provided, however, that nothing in this resolution shall be deemed to authorize ANHSI to obligate the Authority without its consent in each instance to the payment of any moneys or the performance of any acts in connection therewith. The Authority agrees that ANHSI may be reimbursed from the proceeds of the bonds for all expenditures and costs so incurred by it, provided such expenditures and costs are properly reimbursable under the Act and applicable federal laws.

4. At the request of ANHSI, the Authority approves Reed Smith LLP, Falls Church, Virginia, as Bond Counsel in connection with the issuance of the bonds.

5. All costs and expenses in connection with the financing of the Project, including the fees and expenses of Bond Counsel and Authority Counsel, shall be paid by ANHSI, or, to the extent permitted by applicable law, from the proceeds of the bonds. If for any reason such bonds are not issued, it is understood that all such expenses shall be paid by ANHSI and that the Authority shall have no responsibility therefor.

6. In adopting this resolution the Authority intends to take "official action" toward the issuance of the bonds and to evidence its "official intent" to reimburse from the proceeds of the bonds any expenditures paid by ANHSI to finance the Project and to refinance existing indebtedness before the issuance of the bonds, all within the meaning of regulations issued by the Internal Revenue Service pursuant to Section 103 and 141 through 150 and related sections of the Code.

7. The Authority recommends that the Board of Supervisors of the County of Fairfax, Virginia, approve the issuance of the bonds.

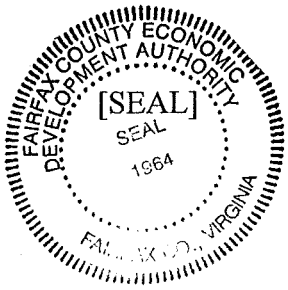
8. No bonds may be issued pursuant to this resolution until such time as the issuance of the bonds has been approved by the Board of Supervisors of the County of Fairfax, Virginia.

9. The resolution shall take effect immediately upon its adoption.

CERTIFICATE

The undersigned Secretary of the Fairfax County Economic Development Authority (the "Authority") certifies that the foregoing is a true, correct and complete copy of a resolution adopted by a majority of the members of the Authority present and voting at a meeting duly adopted by a majority of the member of the Authority present and voting at a meeting duly called and held on February 18, 2014, in accordance with law, with a quorum present and acting throughout, and that such resolution has not been repealed, revoked, rescinded or amended but is in full force and effect on the date hereof.

Secretary, Fairfax County Economic Development Authority



# FAIRFAX COUNTY
## ECONOMIC DEVELOPMENT AUTHORITY

## Industrial Revenue Bonds

### Fiscal Impact Statement

Applicant: Alexandria Neighborhood Health Services, Inc.

Facility: Medical clinic and office building

Date: January 2014

1. Maximum amount of financing sought: $ 8,000,000
2. Estimated taxable value of the facility's real property to be constructed in the municipality: $ 8,000,000
3. Estimated real property tax per year using present tax rates: $ tax exempt
4. Estimated personal property tax per year using present tax rates: $ N/A
5. Estimated merchants' capital tax per year using present tax rates: $ N/A
6. Estimated dollar value per year of:
   a. goods and services that will be purchased locally within the locality $ TBD
   b. goods that will be purchased from non-Virginia companies within the locality $ TBD
   c. services that will be purchased from Virginia companies within the locality $ TBD
   d. services that will be purchased from non-Virginia companies within the locality $ TBD
7. Estimated number of regular employees on year-round basis: 84.70 FTE
8. Average annual salary per employee: $ $57,995.00

Authority Chairman Vice Chairman

Name of Authority Fairfax County Economic Development Authority

8300 Boone Boulevard | Suite 450 | Vienna, Virginia 22182-2633 USA
t: 703.790.0600 | f: 703.893.1269 | e: info@fceda.org
www.FairfaxCountyEDA.org
Offices worldwide: San Francisco | Bangalore | Frankfurt | London | Seoul | Tel Aviv

ACTION - 3

Board Concurrence with the Consumer Protection Commission Recommendation to Deny a Request for a Taxicab Rate Increase

ISSUE:
On June 25, 2013, the Taxi Association of Fairfax County filed a petition with the Department of Cable and Consumer Services requesting an increase in the per-mile taxicab rate, from $2.10 per mile to $2.50 per mile.

RECOMMENDATION:
The County Executive recommends that the Board adopt the recommendation of the Consumer Protection Commission to deny the petition to increase the per-mile taxicab rate from $2.10 to $2.50.

TIMING:
Routine.

BACKGROUND:
On June 25, 2013, the Taxi Association of Fairfax County (Association) filed a petition requesting an increase in taxicab rates (see Table 3 in Attachment 1). The petition was filed pursuant to Section 84.1-6-2(b) of the Fairfax County Code, which provides that on an annual basis the Board may consider changes in taxicab rates, fares or charges upon petition by a certificate holder or driver association (see Table 1 in Attachment 1). The Board last addressed taxicab rates in October 2012, when it approved an increase in the per-mile rate from $2.00 to $2.10, or an increase of 4.7 percent.

The Association petition requested a $0.40 increase in the taxicab per-mile charge, from $2.10 to $2.50. The petition was premised on increases in the Consumer Price Index (CPI) since 1958. If the petition were granted, the cost of an average seven-mile taxicab ride would increase from $17.65 to $20.25, or 14.7 percent.

Staff of the Department of Cable and Consumer Services (DCCS) analyzed the Association's petition and prepared a report to the Consumer Protection Commission (CPC). The staff report reflected its application of the Fairfax County Taxicab Industry Price Index (FCTIPI) set forth in Section 84.1-6-2(d) of the County Code, as well as its analyses of various factors affecting the taxicab industry, including driver retention, recent trends in gasoline prices, rates charged in neighboring jurisdictions, and the recent history of rate increases in Fairfax County.

The FCTIPI measures changes in various measures of the CPI that pertain to the cost of doing business in the taxicab industry since the last change in taxicab rates. Elements of the FCTIPI include measures that reflect the overall consumer price index,

as well as measures that more closely reflect the costs of owning and operating a taxicab, such as the costs of vehicle purchase and maintenance, fuel, and insurance. The results of the FCTIPI analysis, plus or minus two percent, are used as a guide in establishing a range of recommendations. As shown on Table 4 of the attached staff report, staff determined that the weighted change in the FCTIPI was 1.7 percent, with the range of rate recommendations (i.e., +/- 2 percent) falling within the range of -0.3 percent to 3.7 percent.

The staff report also concluded that other factors did not support a rate increase. Data and information supporting its conclusions are shown in Tables 5 through 8 of the attached staff report. First, drivers continue to be attracted to the taxicab industry, with FY2013 data showing an 88 percent retention rate for taxicab driver license renewals (Table 5). Second, fuel prices declined during the period under review, falling from $3.74 to $3.42 (Table 6). Third, granting the Association petition would make the county's taxicab rates the highest among area jurisdictions (Tables 7 and 8). Finally, given rate increases in 2008 and 2012 of 15 percent and 4.7 percent, respectively, increasing rates by an additional 14.7 percent would constitute a cumulative rate increase since 2008 of over 34 percent for an average trip.

The CPC held a public hearing on the Association's petition on November 19, 2013. Two public witnesses spoke in opposition to the rate increase. There were also two emails received opposing the increase. Two public witnesses, one a current taxicab driver, and the other a former taxicab driver, spoke in favor of the rate increase request.

Following consideration of the testimony presented by the public witnesses and staff, the Consumer Protection Commission voted to recommend to the Board that the Taxi Association's petition be denied. If the Board does not concur with the recommendation by the CPC to deny the Association's petition, the Board will need to direct Staff to prepare an item, subject to Board approval, to advertise a public hearing. Staff annually evaluates the need for a taxicab fare rate change, and will begin that process again this year commencing June 30, 2014.

ENCLOSED DOCUMENTS:
Attachment 1 – CPC Recommendation to the Board of Supervisors on a Proposed Taxicab Fare Increase

STAFF:
David J. Molchany, Deputy County Executive
Michael S. Liberman, Director, Department of Cable and Consumer Services
Steve Sinclair, Chief, Public Utilities Branch, DCCS
John Burton, Assistant County Attorney

**Attachment 1**

# Consumer Protection Commission Recommendation to the Board of Supervisors On a Proposed Taxicab Fare Rate Increase

Department of Cable and Consumer Services
Public Utilities Branch

March 25, 2014

## Introduction

This report was prepared on behalf of the Consumer Protection Commission (CPC or Commission) pursuant to Staff's annual review of rates for taxicab services, and a petition filed on June 25, 2013 by the Taxi Association of Fairfax County (Taxi Association). The Taxi Association requested a 14.7 percent average increase in taxicab rates from $2.10 to $2.50.

The mileage rate of $2.10 has been in effect since November 3, 2012, following an October 2012 action by the Board of Supervisors (the Board) to approve a 4.7 percent increase taxicab fare rates. The mileage rate in effect prior to this increase was $2.00.

## I. The Taxicab Industry in Fairfax County

### A. Taxicab Companies

On February 11, 2014, the Board authorized the issuance of an additional 78 certificates. Five taxicab companies now hold certificates to operate in Fairfax County. These five companies are authorized to operate a total of 654 taxicabs throughout the County.

Transportation General, Inc. owns two companies that hold certificates to operate taxicabs in Fairfax County. One company, Murphy Brothers, Inc., owns and operates Falls Church Yellow Cab, which is authorized to operate 306 taxicabs. Its primary service area is the central and northern portions of the County. The second company, Fairfax Taxi, owns and operates Fairfax Red Top Cab, which is authorized to operate 111 taxicabs. Fairfax Taxi's primary service area is the central and western portions of the County. Together, these two companies operate the greatest number of taxicabs in the County.

Springfield Yellow Cab is owned by Paul Wallace Management, Inc. and is authorized to operate 125 taxicabs. Springfield Yellow Cab's primary service areas are in the central and southern areas of the County.

Fairfax White Top Cab is owned by L&Z Transportation, Inc. and is authorized to operate 73 taxicabs. White Top's primary service area is the southeastern portion of the County.

enviroCab, a new entrant in the County, is owned by Veolia Transportation, and is now authorized to operate 39 taxicabs in Fairfax County.

The taxicab companies operate by leasing their cabs to drivers on a daily or weekly basis, or by collecting stand fees from owner/operators. While all four companies have indicated primary service territories, all companies operate throughout Fairfax County.

B. Taxicab Drivers

Taxicab drivers are independent operators who either lease their cabs from the taxicab companies, or own their own cabs and pay "stand dues" to those companies. Lease fees/car payments and fuel represent the majority of the operating expenses for most drivers.

As independent operators, individual driver income can be expected to be highly variable depending upon a variety of factors including: number of hours and days worked, number of calls received by dispatch, driver awareness of market opportunities, ability to cultivate repeat customers, and economic growth and development within the County. In Fiscal Year 2013, there were 782 licensed taxicab drivers in Fairfax County.

## II. The Fairfax County Code Establishes the Basis for Rate Reviews

In 1998, the Board approved major changes to the County Code, Section 84.1 Article 6, on how taxicab rate changes are to be evaluated and established. A copy of this Code provision is provided in Table 1.

Section 84.1-6-2(b) of the Code provides that on an annual basis the Board may consider a change in rates, fares, and charges in response to a petition filed by a certificate holder or drivers association. Such petition must be filed with the Clerk of the Board by June 30. The petition must contain the proposed rates, charges, or fares and a sample billing on a per mile basis from one to twenty miles.

Section 84.1-6-2(d) of the Code prescribes the Fairfax County Taxicab Industry Price Index (FCTIPI) as the formula used to determine, in part, whether a rate change is justified. The FCTIPI, shown below and in Table 2, is a weighted average of five readily-available national indices, which are compiled by the U.S. Bureau of Labor Statistics (BLS), each of which relates to the costs of providing taxicab vehicle services. The weights of the FCTIPI are designed to reflect the cost occurrence considered typical of taxicab providers:

| Taxicab Cost Element | BLS Index | Weight |
|---|---|---|
| Salaries, wages and profits | Consumer Price Index | 0.62 |
| Vehicle purchase | New cars | 0.14 |
| Fuel | Motor fuel | 0.11 |
| Insurance and other | Other private transportation services | 0.08 |
| Maintenance, parts, and equipment | Private transportation maintenance and repairs | 0.05 |
| TOTAL COMPOSITE INDEX | | 1.00 |

Pursuant to Section 84.1-6-2 (d) of the Code, the following standard is to be used when considering whether a rate change is justified: the change in the Fairfax County

Taxicab Industry Price Index since the last adoption of rates, plus or minus 2 percent. Staff has used this standard in making recommendations for all taxicab fare rate changes evaluated since the Code was revised in 1998.

## III. Taxi Association Petition

On June 25, 2013, the Taxi Association of Fairfax County (Taxi Association) submitted a petition to the Department of Cable and Consumer Services (DCCS) requesting an increase in the mileage rate from $2.10 to $2.50. The petition included the sample billing required under the Code. A copy of the petition is provided as Table 3.

The mileage rate increase requested by the Taxi Association would increase the cost of an average seven-mile trip by 14.7 percent. The Taxi Association justified its proposed fare increase by stating that the mileage rate has not kept pace with the overall Consumer Price Index (CPI) since the mileage rate was established in 1959. According to the Taxi Association, a mileage rate of $0.40 set in 1959 would be equivalent to $3.20 as of August 2012. The Taxi Association states that although it could justify a $3.20 per-mile rate, it requests a mileage rate of $2.50.

The Taxi Association's proposed increase and justification are not consistent with the Code. The petition addresses changes in the CPI from 1959 to 2012. It is not premised on changes in the Fairfax County Taxicab Industry Price Index since the last adoption of rates, plus or minus 2 percent, as required under Section 84.1-6-2(d).

## IV. Analysis of the Need for a Rate Increase

### A. Fairfax County Taxicab Industry Price Index: 2013 Results

In response to a Board request, staff, in consultation with the taxicab industry and Consumer Protection Commission, developed the Fairfax County Taxicab Industry Price Index (FCTIPI) as a means of providing an objective and verifiable basis for periodically adjusting the rates for taxicab services in Fairfax County. The FCTIPI was approved by the Board in 1998, and adopted as a part of the Code of Fairfax County. Since that Board action, all recommendations on taxicab fare increases have used the FCTIPI as the primary measure to assess the need for a change in taxicab rates and fares since the last adoption of rates.

The Board last approved an increase in rates in October 2012, when it approved an increase of 4.7 percent. At that time, the FCTIPI indicated that a 3.4 percent increase may be warranted (or within the range of 1.4 percent to 5.4 percent). Table 4 updates the FCTIPI from the period of the last approved increase (2012) to July 2013 and indicates a total price index increase of 1.7 percent based on the various weighted FCTIPI components. The Code provides that staff will use the change in the FCTIPI, plus or minus two percent, when considering whether a potential rate change is justified.

Thus, it is staff's recommendation that the relevant range of a taxicab fare rate increase based on the FCTPI appears to lie within the range of -0.3 percent to 3.7 percent.

In developing a recommendation to the Consumer Protection Commission as to whether a rate adjustment may be warranted, staff analyzed other measures affecting the taxicab industry, including driver retention, recent trends in prices of gasoline, rates charged in neighboring jurisdictions, and a recent history of rate increases in Fairfax County.

B. Driver Retention, Stability and Satisfaction

One variable that could indicate insufficient expected incomes in the industry would be whether existing taxicab rates are adequate to retain existing drivers and also to attract new drivers to the industry. Table 5 contains taxicab driver renewal rates in Fairfax County from FY2008 through FY2013. Staff's review of 2013 data indicates that the industry has been able to retain drivers at a high and steady level, with an 88 percent rate for taxicab drivers license renewals in FY2013 The number of new licenses issued in FY2013 declined from the all-time high number issued in FY2012, in part due to the large number of renewals experienced, and the fact that all certificated taxicab companies have reported wait lists of already licensed drivers who are seeking a certificated taxicab to lease. These factors strongly indicate a relatively high level of attraction to employment in the industry.

C. Fuel Prices

Fuel prices are a significant expense item, comprising the second highest expense item for taxicab drivers after lease fees. As shown in Table 6, prices for regular unleaded gasoline have declined since the last fare increase. The price of regular unleaded gasoline at the time of the last fare increase was $3.74/gallon (June 2012). The price of regular unleaded gasoline applicable to the current rate increase request is $3.42/gallon (July 2013). This decline represents a 9 percent reduction in gasoline costs since rates were last changed in 2012. However, gas prices have continued to decline since July 2013, with observed gas prices available in the $3.20 to $3.30 range in the November 1-14, 2013 period.

D. Taxicab Fare Rate Comparability with Other Local Jurisdictions

Table 7 illustrates taxicab fare rates authorized in area jurisdictions and compares those rates with both Fairfax County's current taxicab rates and the Taxi Association's proposed rates. Fairfax County's mileage rate is currently $2.10 per mile, which is in the middle of the range of rates found in area jurisdictions. The Taxi Association's proposed rate of $2.50, if approved, would be well above the next-highest mileage rate charged in any area jurisdiction, which is $2.16/mile.

Table 8 ranks (from highest to lowest) the average cost of a seven-mile trip among the area jurisdictions. As shown in Table 8, Fairfax County's current taxicab fare rates for a seven-mile trip are slightly above the mid-point of fares found in area jurisdictions. If

approved, the Taxi Association's proposed rates would represent the highest taxicab fare rates among area jurisdictions by a wide margin.

Table 9 contains a sample billing comparison between current Fairfax County taxicab rates and those proposed by the Taxi Association.

E. Recent Fare Increases in Fairfax County

Between 2008 and 2012, the Board approved two taxicab fare rate increases: a 15 percent in 2008, and a 4.7 percent increase in 2012. The cumulative total of these two increases in four years is 19.7 percent on an average trip. If the Taxi Association's requested rate increase of 14.7 percent were to be approved in 2013, the total increase in taxicab fare rates since 2008 would exceed 35 percent, in a period of a generally "down" economy.

F. Request for a Rate Increase by Taxi Association of Fairfax County

On August 28, 2013, staff met with Mr. Yahya Bashan, president of the Taxi Association of Fairfax County[1] to discuss the association's request for an increase in the mileage rate from $2.10 to $2.50. Staff presented to Mr. Bashan its FCTIPI analysis, which indicated a 1.7% change in the Taxicab Price Index or a potential range in a change of rates of -0.3 percent to 3.7 percent. At that time, staff advised Mr. Bashan that it would not be supporting a rate increase in 2013. In addition, staff expressed its concern as to magnitude of the proposed increase, the timing of the proposed increase following an increase in 2012 (in which the drivers received a 4.7 percent increase when the Taxicab Price Index indicated a 3.4 percent increase), and the potential negative impacts on service affordability, in particular for seniors and lower income customers.

Mr. Bashan listed the following factors as additional justification for the requested fare increase:

- Driver expenses going up (car expenses, fuel, etc.).
- Sales tax increase in July 2013.
- Extension of the Silver Line Metrorail into Tysons that will cost taxicab drivers business.
    - Long haul trips to airports and the District of Columbia will be threatened and drivers will lose income.
    - Loss of income and business needs to be made up through a fare rate increase.
- Illegal cabs and Uber, which take business away from legal cabs and cost drivers income.

The Taxi Association of Fairfax County also submitted an analysis by Michael Kheyfets, which suggests the fare for a typical trip in Fairfax County in 2012 was 26 percent below the inflation adjusted rate that was initially implemented in 1959.

[1] The Taxi Association represents approximately 60 of 782 licensed drivers, or 7.7 percent of the total number of drivers.

## V. CPC Findings and Recommendations

The CPC held a public hearing on the Association's petition on November 19 and 20, 2013. Staff and two public witnesses spoke in opposition to the rate increase. There were also two emails received opposing the increase. Two public witnesses, one a current taxicab driver, and the other a former taxicab driver, spoke in favor of the rate increase request.

The CPC considered a variety of factors and issues in developing its findings with regard to the Association's request for an increase in the mileage rate from $2.10 per mile to $2.50 per mile, or a 14.7 percent increase in a seven-mile average trip. These factors are summarized as follows:

- The Board has established the Fairfax County Taxicab Industry Price Index (FCTIPI) as the primary measure to assess the need for a change in taxicab rates and fares since the last adoption of rates. The FCTIPI is codified at Section 84.1-6-2(d) of the Fairfax County Code.

- The FCTIPI computed from the period of the last approved increase (2012) to July 2013 indicated a total price index increase of 1.7 percent. Given the plus or minus two percent margin in the index, it appears that the relevant range of a potential taxicab fare rate increase lies within the range of -0.3 percent to 3.7 percent.

- The Association's rate request spans the period of 1959 to 2013, and is not consistent with the language in the Code that states when making recommendations for whether a rate change is justified, the change in the Index is considered since the last adoption of rates.

- Taxicab driver renewals are at or near all-time highs, strongly suggesting that current incomes for taxicab drivers are sufficient to retain and attract drivers in the industry.

- The price of a gallon of unleaded regular gasoline has declined (in excess of nine percent) since the period of the last rate increase, thus helping to increase driver income.

- Fairfax County taxicab rates are currently above the median rates charged by local jurisdictions. Approval of the Taxi Association request would set Fairfax County's rates as the highest in the region, by at least 10 percent.

- As a result of Board actions in 2008 and 2012, taxicab fares increased 19.7 percent in four years. These increases, in conjunction with, the Driver

Association request, would have the effect of increasing rates by almost 35 percent over a five-year time span (in a period of a generally "down" economy).

In summary, the analysis concluded that the Taxi Association requested increase of 14.7 percent far exceeds the range indicated by application of the Fairfax County Taxicab Industry Price Index; that the industry currently has a healthy number of drivers that wish to stay in the industry or are looking to enter the industry; that fuel prices, which are a significant component to drivers costs, are less than they were when rates were increased in 2012; that Fairfax County taxicab rates are currently very competitive when compared to rates found in neighboring jurisdictions; and that taxicab drivers have recently received several significant fare increases.

It is therefore Consumer Protection Commission's recommendation to the Board to deny the Taxi Association's petition for a taxicab fare increase.

## Table 1

**Section 84.1-6-2. Changes to rules, regulations, rates, fares, and charges; procedures.**

(a) Changes in any rule, regulation, rate, fare, charge, and or practice thereto, for taxicab services rendered by certificate holders, may be approved by the Board after notice and hearing held by the Commission or upon recommendation of the Director.

(b) On an annual basis the Board may consider changes in rates, fares or charges, upon petition by a certificate holder or a driver association. Any petition filed by a certificate holder or driver association for changes in rates, fares or charges must be filed simultaneously with the Clerk to the Board and the Director by June 30. A copy of such requests must be sent by the Director to the Commission, certificate holders, and any driver association within seven calendar days of submission to the Clerk to the Board.

(c) Any petition for a change in rates, fares or charges will contain the following:

(1)The rates, fares or charges which are proposed for approval; and

(2) A sample billing analysis which will show the cost to riders for trips ranging from one mile to twenty miles in one-mile increments, using existing rates and proposed rates, including for each increment, the percent change.

(d) Rate change petitions will be analyzed by the Director, using information submitted under Section 84.1-5-2, Subsection (c) of this Section, and other relevant data. The Director will use the following standard in consideration of whether the request is justified: The change in the Fairfax County Taxicab Industry Price Index since the last adoption of rates (plus or minus two percent), in the Fairfax County Taxicab Industry Price Index, which is in the following form:

Fairfax County Taxicab Price Index

| Taxicab Cost Element | BLS Index | Weight |
|---|---|---|
| Salaries, Wages, and Profits | CPI | 0.62 |
| Vehicle Purchase | New Cars | 0.14 |
| Fuel | Motor Fuel | 0.11 |
| Insurance and Other | Other Private Transportation Services | 0.08 |
| Maintenance, Parts, and Equipment | Private Transportation Maintenance and Repairs | 0.05 |
| TOTAL COMPOSITE INDEX | | 1.00 |

(e) The Commission will review all recommendations or petitions for rate changes, along with the report of the Director, and the Commission will hold a hearing to consider evidence related to such recommendations or petitions for changes in rates, fares and charges, or any rule, regulation, or practice thereto, as soon as analysis and scheduling permit. After holding a public hearing and after such further investigation as the Commission may deem advisable, the Director will convey the recommendations of the Commission and the Director concerning the appropriate taxicab rates to the Board for consideration and approval.

(f) Except for emergency rate relief, certificate holders will provide notice to the public of proposed changes in fares, rates, charges, rules, regulations or practices thereto, by means of a sign posted in a conspicuous place in each of their vehicles operated as taxicabs in Fairfax County. Such notice will be on a document no smaller than 8.5 by 11.0 inches, printed in no smaller than 12-point type, and will contain substantially the following legend:

Notice of Proposed Fare Change
(Insert the Name of the Certificate Holder)

A proposed change in taxicab fares is under consideration by the Fairfax County government. The proposed fares are: (Insert description of the proposed changes).

The proposed taxicab fare change will be considered by the Consumer Protection Commission at a public hearing on (insert date, time, and location). Any interested person may appear before the Commission to be heard on this proposed change. Persons who wish to be placed on the speakers' list or who wish further information should call the Department of Cable Communications and Consumer Protection at 703-222-8435.

Notices with respect to the request for a rate change will be posted at least 15 calendar days prior to the Consumer Protection Commission public hearing and the Board of Supervisor's public hearing and will remain posted until the change in fares is denied or becomes effective.

(g) Emergency rate relief requests will be considered in as timely a manner as possible, under the same procedures and criteria as set forth herein, except that emergency rate relief petitioners must demonstrate that dire financial needs as a result of circumstances beyond their control necessitate an increase prior to the next annual filing period. The filing date requirement found in 84.1-6-2(c) does not apply to an Emergency rate relief request. A rate review according to Section 84.1-6-2, Subsections (a) through (f) will supersede any rate change granted on an emergency basis. (4-00-84.1; 56-08-84.1.)

Table 2

## CPI Data Items for Taxicab Price Index Analysis

**Measured from Period of Prior Rate Increase June 2012 through July 2013**

| Data Element | Price Indexes June 2012 | July 2013 | % Change 6/12 to 7/13 |
|---|---|---|---|
| CPI | 229.5 | 233.596 | 1.8% |
| | | | |
| New Cars | 144.4 | 145.726 | 0.9% |
| | | | |
| Motor Fuel | 304.7 | 311.757 | 2.3% |
| | | | |
| Other Private Transportation | 211.4 | 214.964 | 1.7% |
| Services | | | |
| | | | |
| Motor Vehicle | 257.6 | 262.229 | 1.8% |
| Maintenance and Repairs | | | |

Source: BLS, Consumer Price Index for All Urban Consumers, U.S City Average and Service Group, Table 1.
Note: 1982 - 1984 = 100

**Table 3**

**Taxi Association of Fairfax County**
**12762 Sidney Way**
**Woodbridge, VA 22192**
**571-247-3301**

Fairfax County Government
Department of Cable Communications and Consumer Protection
Regulation and Licensing Branch
12000 Government Center Parkway
Fairfax, Va. 22035-0047

June 25, 2013

Sub: **Taxi Association of Fairfax County 2013 Rate Proposal.**

Ladies and Gentlemen:

Several of the increases in mileage rates for taxis for more than fifty years since the original $.40 per mile rate was enacted in 1958 to take effect in February of 1959 have not been increased at the rate of inflation. As a result, drivers find it difficult if not impossible to make a living wage. We inquired of the U.S. Bureau of Labor Statistics relative to the inflation calculator and this was their statement: "In order to calculate how many more dollars you need to have the same purchasing power as 40 cents in February 1959 to August 2012 (the latest month for which data have been published) the percent change is 697.2 percent. Thus, 40 cents in February 1959 is equal to $3.20 (rounded up from 3.189) in August 2012" We realize that we could not go to $3.20 now but $2.50 per mile is at least a step in the right direction. Many jurisdictions in other areas of the country where the cost of living is lower already have rates higher than Fairfax, where the cost of living is about the highest in the country.

We therefore propose that the rate be raised to $2.50 per mile but that the initial drop rate of $3.25 remains the same.

## Table 3, cont.

The following is an analysis of the rate increase:

| Mile | Present | Proposed | % increase |
|---|---|---|---|
| 1 | 5.05 | 5.25 | 4 |
| 2 | 7.15 | 7.75 | 8 |
| 3 | 9.25 | 10.25 | 10 |
| 4 | 11.35 | 12.75 | 12 |
| 5 | 13.45 | 15.25 | 13 |
| 6 | 15.55 | 17.75 | 14 |
| 7 | 17.65 | 20.25 | 14 |
| 8 | 19.75 | 22.75 | 15 |
| 9 | 21.85 | 25.25 | 15 |
| 10 | 23.95 | 27.75 | 15 |
| 11 | 26.05 | 30.25 | 16 |
| 12 | 28.15 | 32.75 | 16 |
| 13 | 30.25 | 35.25 | 16 |
| 14 | 32.35 | 37.75 | 13 |
| 15 | 34.45 | 40.25 | 16 |
| 16 | 36.55 | 42.75 | 16 |
| 17 | 38.65 | 45.25 | 17 |
| 18 | 40.25 | 47.75 | 18 |
| 19 | 42.35 | 50.25 | 18 |
| 20 | 44.45 | 52.75 | 18 |

Sincerely,
Taxi Association of Fairfax County

**Table 4**

Fairfax Taxicab Price Index Analysis, 2013

| Criteria | 6/12 to 7/13 Percentage Change | X | Weight | = | Weighted Change |
|---|---|---|---|---|---|
| CPI | 1.8% | X | 0.62 | = | 1.1% |
| | | | | | |
| New Cars | 0.9% | X | 0.14 | = | 0.1% |
| | | | | | |
| Motor Fuel | 2.3% | X | 0.11 | = | 0.3% |
| | | | | | |
| Other Private Transportation Services | 1.7% | X | 0.08 | = | 0.1% |
| | | | | | |
| Private Transportation Maintenance and Repairs | 1.8% | X | 0.05 | = | 0.1% |
| | | | | | |
| Total Price Index Change | | | | | 1.7% |

Note: Taxicab Price Index analysis performed from period of last rate change study, which utilized data from June 2012.

Source: Formula as stated in Section 84.1-6-1 of the Code of Fairfax.

All data obtained from Bureau of Labor Statistics (BLS) July 2013, CPI,Table 1

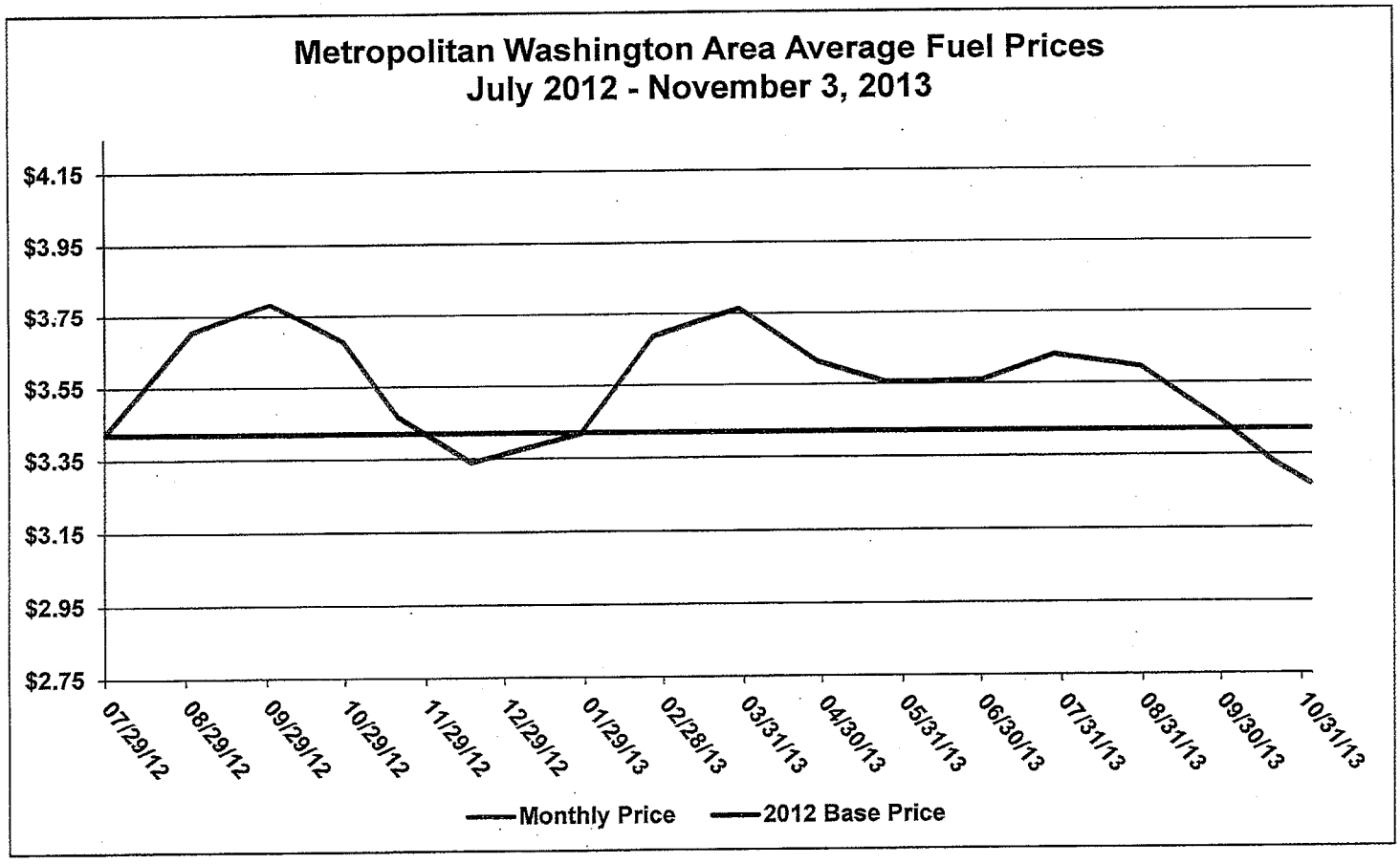
**Fairfax County Taxicab Driver Licenses** **Table 5**
**New, Renewals and Total, 2008 to 2013**

**Taxicab Driver Licenses**

| Fiscal Year | New | Renewals | Total | Renewal Rate (Percent) |
|---|---|---|---|---|
| 2013 | 93 | 689 | 782 | 88% |
| 2012 | 185 | 672 | 857 | 86% |
| 2011 | 91 | 694 | 785 | 90% |
| 2010 | 113 | 654 | 767 | 83% |
| 2009 | 132 | 659 | 791 | 83% |
| 2008 | 162 | 630 | 792 | 79% |
| Average 2008-2013 | 129 | 666 | 796 | 85% |

Source: Regulation and Licensing Branch

Table 6




Source: https://midatlantic.aaa.com/PGA/NewsReleases

**Taxicab Fares Metro DC Regions October 2013**
**Staff and Taxi Association Proposed Rates**

**Table 7**

| | DC | Princes Georges County | Montgomery County | Alexandria | Arlington County | Washington Flyer | Fairfax County Current and *Recommend by Staff* | Fairfax Taxi Association *Proposed June 2013* |
|---|---|---|---|---|---|---|---|---|
| Drop Charge | $3.50 | $3.00 | $4.00 | $3.36 | $2.75 | $3.50 | $3.25 | $3.25 |
| | | | | | | | | |
| 1st Mile | $5.39 | $4.50 | $5.50 | $5.16 | $4.50 | $5.00 | $5.05 | $5.25 |
| | | | | | | | | |
| **Additional Miles** | *$2.16* | *$1.75* | *$2.00* | *$2.16* | *$2.10* | *$2.00* | *$2.10* | *$2.50* |
| | | | | | | | | |
| Gas Surcharge | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| | | | | | | | | |
| 7 Mile Fare | $18.35 | $15.00 | $17.50 | $18.12 | $17.10 | $17.00 | **$17.65** | **$20.25** |
| Current Fairfax County Rate Above/Below Neighboring Jurisdictions | -3.8% | 17.7% | 0.9% | -2.6% | 3.2% | 3.8% | | |
| Proposed Taxi Assn. Rate Above/Below Neighboring Jurisdictions | 10.4% | 35.0% | 15.7% | 11.8% | 18.4% | 19.1% | | |

Table 8

## Comparison of 7 Mile Fares for Metro DC Fairfax County Current Rates, and Taxi Association Proposed Rates, November 2013

| Jurisdiction | 7 Mile Fare |
|---|---|
| **Fairfax County Taxi Association Proposed** | **$20.25** |
| Washington, DC | $18.35 |
| Alexandria | $18.12 |
| **Fairfax County Current Rate** | **$17.65** |
| Montgomery County, MD | $17.50 |
| Arlington County | $17.10 |
| Washington Flyer | $17.00 |
| Prince Georges County, MD | $15.00 |

Table 9

**Taxicab Rate Sample Billing Analysis**
**Increase in Mileage Rate from $2.10 to $2.50 per Mile**
**Taxi Association Proposed Fare Increase, 2013**

| Trip Length Miles | Current Trip Cost | Taxi Association Proposed Trip Cost | Trip Cost Increase | Percentage Change Increase Over Current Trip Cost |
|---|---|---|---|---|
| 1 | $5.05 | $5.25 | $0.20 | 4.0% |
| 2 | $7.15 | $7.75 | $0.60 | 8.4% |
| 3 | $9.25 | $10.25 | $1.00 | 10.8% |
| 4 | $11.35 | $12.75 | $1.40 | 12.3% |
| 5 | $13.45 | $15.25 | $1.80 | 13.4% |
| 6 | $15.55 | $17.75 | $2.20 | 14.1% |
| 7 | $17.65 | $20.25 | $2.60 | 14.7% |
| 8 | $19.75 | $22.75 | $3.00 | 15.2% |
| 9 | $21.85 | $25.25 | $3.40 | 15.6% |
| 10 | $23.95 | $27.75 | $3.80 | 15.9% |
| 11 | $26.05 | $30.25 | $4.20 | 16.1% |
| 12 | $28.15 | $32.75 | $4.60 | 16.3% |
| 13 | $30.25 | $35.25 | $5.00 | 16.5% |
| 14 | $32.35 | $37.75 | $5.40 | 16.7% |
| 15 | $34.45 | $40.25 | $5.80 | 16.8% |
| 16 | $36.55 | $42.75 | $6.20 | 17.0% |
| 17 | $38.65 | $45.25 | $6.60 | 17.1% |
| 18 | $40.75 | $47.75 | $7.00 | 17.2% |
| 19 | $42.85 | $50.25 | $7.40 | 17.3% |
| 20 | $44.95 | $52.75 | $7.80 | 17.4% |

Note: Average trip length is approximately 7 miles

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Board Agenda Item
March 25, 2014

ACTION – 4

Amendment of a Previously Existing Parking Reduction for the Crossroads Place Shopping Center Located at 3516 South Jefferson Street in the Baileys Crossroads Commercial Revitalization District (Mason District)

ISSUE:
Board approval of an amendment to a previously existing 20 percent reduction in required parking for the proposed eating establishment and fast food restaurant, 3516 South Jefferson Street, (Tax Map Reference 62-1 ((1)) 16E) in the Baileys Crossroads Commercial Revitalization District (CRD), Mason District.

RECOMMENDATION:
The County Executive recommends that the Board reapprove a parking reduction of 20 percent for parcel 62-1 ((1)) 16E pursuant to Par. 3(A) Sect. A7-209, of the Fairfax County Zoning Ordinance with an amendment to the parking tabulations on condition that:

1. A minimum of 1,252 parking spaces are maintained at all times.

2. All parking provided shall be in accordance with the applicable requirements of Article 11 of the Zoning Ordinance and the Fairfax County Public Facilities Manual (PFM), including the provisions referencing Americans with Disabilities Act ("ADA").

3. No parking spaces shall be restricted or reserved except for those required to meet the parking requirements of the ADA.

4. The current owners, their successors or assigns of the parcels identified as Tax Map 62-1 ((1)) 16E, shall submit a parking space utilization study for review and approval by the Board of Supervisors at any time in the future that the Zoning Administrator so requests. Following review of that study, or if a study is not submitted within 90 days after being requested, the Board may rescind this parking reduction or require alternative measures to satisfy parking needs, which may include all uses to comply with the full parking space requirements as specified in Article 11 of the Zoning Ordinance.

5. The conditions of approval of this parking reduction set forth above all shall run with the land and be recorded in the Fairfax County land records in a form acceptable to the County Attorney.

Board Agenda Item
March 25, 2014

TIMING:
Board action is requested on March 25, 2014.

BACKGROUND:
The property is developed with a strip retail center, a restaurant, and a bank that was most recently constructed in 2009. The property is zoned C-6: Community Retail Commercial District. The existing center contains 357,427 square feet of floor space.

The applicant proposed a change of use from retail for a previously approved yet unbuilt 24,741 square foot ACME Market site plan to a 6,275 square foot eating establishment (Longhorn Steakhouse) and a future 4,000 square foot fast food restaurant. According to the Fairfax County Zoning Ordinance Section 11-104, for an eating establishment the applicant has to provide one (1) space per four (4) seats plus one (1) space per two (2) employees where seating is at tables, and/or one (1) space per two (2) seats plus one (1) space per two (2) employees where seating is at a counter. For the future fast food restaurant the applicant has to provide one (1) space per two (2) seats for table and/or counter seating, whether such seating facilities are inside or outside. For fast food restaurant with no seating facilities, one (1) space per sixty (60) square feet of net floor area with a minimum of ten (10) spaces. This equates to 95 spaces for the Longhorn Steakhouse and 16 spaces for the future fast food pad site, totaling 111 parking spaces.

On January 28, 2008, the Board of Supervisors approved SEA 97-M-024/SE 2007-MA-013 that included a modified 20 percent parking reduction for PNC Bank. At the time, though unbuilt, the parking tabulation accounted for the ACME Market. Since then, the applicant is now proposing to change ACME Market pad site from retail to two restaurants. The SE/SEA required parking spaces with 20 percent parking reduction equates to a minimum of 1,252 spaces for the entire shopping center.

In addition, the Comprehensive Plan identifies the Crossroads Place Shopping Center as a desired location for a future streetcar station. The Office of Community Revitalization (OCR) and the Department of Transportation (FCDOT) have determined that the development will not preclude the installation of the future streetcar station along South Jefferson Street. As the attached site plan shows, the proposed development has been designed to accommodate the proposed station and to provide ingress/egress along South Jefferson Street. Forty-three parking spaces that exist today are not included in the site plan due to their possible loss because of the streetcar project improvements to South Jefferson Street.

With the amendment to the parking tabulation that reflects the change of use of a retail pad site to two restaurants and proposed future improvements to South Jefferson Street, the applicant will provide 1,425 parking spaces. This is in excess of the 1,252 parking spaces required with the existing SE/SEA 20 percent parking reduction, equating to an increase of 173 parking spaces. According to the applicant, a modification of the parking reduction is necessary to reflect the proposed change in use and future county road improvements.

The requested 20 percent reduction is pursuant to Par. 3(A), Section A7-209, of the Zoning Ordinance, which provides that the Board may approve a reduction in the parking requirement of up to 20 percent if the Board determines that such a reduction would further the goals of the Commercial Revitalization District as set forth in the Comprehensive Plan.

An objective of the Comprehensive Plan for the Baileys Crossroads Community Business Center (CBC) is to create a more attractive and functionally efficient community-serving commercial and mixed-use area that emphasizes pedestrian amenities and circulation through revitalization and redevelopment.

The applicant has indicated on the proposed site plan new streetscape and pedestrian amenities, as well as space for proposed future County improvements to South Jefferson Street, and an increase in the number of eventual parking spaces provided. In general, these modifications are beneficial and will help create a more attractive and functional development.

The requested 20 percent parking reduction, as currently proposed, would support the Comprehensive Plan objective of creating a more attractive and functionally efficient area that emphasizes pedestrian amenities in the Baileys Community Business Center, and will accommodate proposed future County improvements to South Jefferson Street.

ENCLOSED DOCUMENTS:
Attachment 1: Proposed Site Plan Use and Parking Tabulation Revision

STAFF:
Robert A. Stalzer, Deputy County Executive
Fred R. Selden, Director, Department of Planning and Zoning (DPZ)
Marianne Gardner, Director, Planning Division (PD), DPZ
Lorrie Kirst, Deputy Zoning Administrator, Zoning Administration Division (ZAD), DPZ
Barbara Byron, Director, Office of Community Revitalization (OCR)
Tom Biesiadny, Director, Department of Transportation (DOT)
Pamela G. Nee, Chief, Environment & Development Review Branch, PD, DPZ

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## PROPOSED SITE PLAN USE AND PARKING TABULATION REVISION

Engineer: ANDREW LOIA ; VHB, INC./LANCE KILBY Address: 8300 BOONE BLVD SUITE 700, VIENNA, VA 22182 Phone #: (703) 847-3071

Plan Name: LONGHORN STEAKHOUSE - BAILEY'S CROSSROADS - FALLS CHURCH Original Site Plan #: 8667-SP-002-1/SE 2007-MA-025 Tax Map # 0621-01-0016E

Zoning: C-6 - COMMUNITY RETAIL COMMERCIAL Rezoning Case #: N/A Proffered: ☐ Yes ☒ No Proffered Use Restrictions (See Note 1 below) N/A

| ADDRESS | LIST EACH FLOOR (include basement) | SUITE # | USE (See Note 2, 3 and 4 below) | USE PERMITTED BY: RZ/SE | SPECIAL PERMIT | SPECIAL EXCEPTION | SQUARE FEET GROSS FLOOR AREA | SQUARE FEET NET FLOOR AREA | # SEATS AND/OR STOOLS | # COMPANY VEHICLES | # SERVICE BAYS | # OF EMPLOYEES | # STUDENTS | OTHER | PARKING RATE REQUIRED PER CODE (See Note 5 below) | TOTAL PARKING SPACES REQUIRED FOR THIS USE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HOUR EYES 3516 S. JEFFERSON ST, FALLS CHURCH 22041 | 1/1 | 1 | OFFICE | X | | | 2,852 | N/A | N/A | N/A | N/A | N/A | N/A | NOTE: ALL SHIRLANE CENTER TENANTS FALL UNDER | 3.6/1000SF GFA | 11 |
| QUIZNOS | 1/1 | 2 | FAST FOOD RESTAURANT | X | | | 2,154 | N/A | N/A | N/A | N/A | N/A | N/A | THE SAME OVERALL ADDRESS | 4/1000SF GFA | 9 |
| CLEANERS | 1/1 | 3 | SHOPPING CENTER - RETAIL | X | | | 2,109 | N/A | N/A | N/A | N/A | N/A | N/A | | 4/1000 SF GFA | 9 |
| EINSTEIN BAGELS | 1/1 | 4 | FAST FOOD RESTAURANT | X | | | 2,109 | N/A | N/A | N/A | N/A | N/A | N/A | ✓ | 4/1000SF GFA | 9 |

(If additional space is required use Page 2) REQUIRED TOTAL FOR ENTIRE SITE PLAN 1,252

NUMBER OF ACCESSIBLE SPACE(S) PROVIDED 3 + VAN ACCESSIBLE SPACE(S) PROVIDED 55 = TOTAL ACCESSIBLE PARKING SPACE(S) on site per ADA Act and VUSBC (See Note 6 below) 58

(The total number of parking spaces, including accessible parking spaces, available and useable for vehicular parking on the area covered by this site plan [See Note 6 below]) TOTAL PARKING SPACE(S) PROVIDED 1,425

[1] List proffered use Prohibitions or Limitations.
[2] In building where one floor has more than one use (personal services, general office & retail), use a separate line for each use. The uses must correspond to those identified in Article 11 of the Zoning Ordinance, or else documentation of the Zoning Administration determination must be attached to the tabulation.
[3] Units which are vacant shall be included, the intended use shall be indicated and parking allocated.
[4] Developer should make an initial parking assignment for each unit on the site plan. If developer, condominium, association or landlord wishes to make changes to assigned number of spaces after final site plan bond release, a site plan revision for reallocation of parking will be required. This form, when properly completed and certified, is intended to be such a site plan revision.
[5] If use is a Grandfathered use, it may be calculated at previous code parking rate if so identified and justification is submitted with the parking tabulations.
[6] Certification is taken to mean that the number of parking spaces shown as being provided is actually available on the site and useable (not occupied or blocked by dumpsters, air conditioners, incinerators, storage trailers, etc.), that all uses on the site have been included in the above listing, and that the requisite number of spaces and signage for compliance with ADA are provided. The number of parking spaces must be in conformance with the associated rezoning, special exception, special permit and variance.

Certified Correct (Applicant) Engineer's Signature: L.K. Kilby (LANCE KILBY) Date: 9/16/13 / Revised 1/29/14

County Approval by: Date:

Property Owners, Landlords, Condominium Association - Concurrence with Tabulation
Print Name & Title (Include company name when appropriate): Signature: Date:

Submit to: Land Development Services, Site and Addressing Center, 12055 Government Center Parkway, Fairfax, Virginia 22035-5503 Number of copies required: One (1) original with Engineer's Seal, Signature and date, plus four (4) copies. Sheet 4

*REVISED FORM (3/2012)*

COMMONWEALTH OF VIRGINIA
LANCE K. KILBY
Lic. No. 35486
1/29/14
PROFESSIONAL ENGINEER

ATTACHMENT 1

(100)

## PROPOSED SITE PLAN USE AND PARKING TABULATION REVISION

Engineer: ANDREW LOIA ; VHB, INC. / LANCE KILBY Address: 8300 BOONE BLVD, SUITE 700, VIENNA, VA 22182 Phone #: (703) 847-3071

Plan Name: LONGHORN STEAKHOUSE - BAILEY'S CROSSROADS - FALLS CHURCH Original Site Plan #: 8667 - SP-002-1/SE 2007-MA-013 Tax Map # 061-1-0016E

Zoning: C-6 - COMMUNITY RETAIL COMMERCIAL Rezoning Case #: N/A Proffered: ☐ Yes ☒ No Proffered Use Restrictions (See Note 1 below) N/A

| ADDRESS | LIST EACH FLOOR (include basement) | SUITE # | USE (See Note 2, 3 and 4 below) | USE PERMITTED BY: RIGHT | SPECIAL PERMIT | SPECIAL EXCEPTION | SQUARE FEET GROSS FLOOR AREA | SQUARE FEET NET FLOOR AREA | # SEATS AND/OR STOOLS | # COMPANY VEHICLES | # SERVICE BAYS | # OF EMPLOYEES | # STUDENTS | OTHER | PARKING RATIO REQUIRED PER CODE (See Note 5 below) | TOTAL PARKING SPACES REQUIRED FOR THIS USE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ABC LIQUORS | 1/1 | 5 | SHOPPING CENTER - RETAIL | X | | | 4,446 | N/A | N/A | N/A | N/A | N/A | N/A | NOTE: ALL SHOPPING CENTER TENANTS FALL UNDER THE SAME OVERALL ADDRESS | 4/1000 SF GFA | 18 |
| STARBUCKS | 1/1 | 6 | FAST FOOD RESTAURANT | X | | | 1,588 | N/A | N/A | N/A | N/A | N/A | N/A | | 4/1000 SF GFA | 7 |
| GREAT CLIPS | 1/1 | 7 | SHOPPING CENTER - RETAIL | X | | | 855 | N/A | N/A | N/A | N/A | N/A | N/A | | 4/1000 SF GFA | 4 |
| HOME GOODS | 1/1 | 8 | SHOPPING CENTER - RETAIL | X | | | 29,921 | N/A | N/A | N/A | N/A | N/A | N/A | | 4/1000 SF GFA | 120 |
| VACANT RETAIL | 1/1 | 9 | SHOPPING CENTER - RETAIL | X | | | 3,497 | N/A | N/A | N/A | N/A | N/A | N/A | | 4/1000 SF GFA | 14 |
| VACANT RETAIL | 1/1 | 10 | SHOPPING CENTER - RETAIL | X | | | 14,592 | N/A | N/A | N/A | N/A | N/A | N/A | | 4/1000 SF GFA | 59 |
| COST PLUS WORLD MARKET | 1/1 | 11 | SHOPPING CENTER - RETAIL | X | | | 19,850 | N/A | N/A | N/A | N/A | N/A | N/A | | 4/1000 SF GFA | 80 |
| FOOT LOCKER | 1/1 | 12 | SHOPPING CENTER - RETAIL | X | | | 4,487 | N/A | N/A | N/A | N/A | N/A | N/A | | 4/1000 SF GFA | 18 |
| CICI'S PIZZA | 1/1 | 13 | FAST FOOD RESTAURANT | X | | | 4,683 | N/A | N/A | N/A | N/A | N/A | N/A | | 4/1000 SF GFA | 19 |
| BURLINGTON COAT FACTORY (FLR 1) | 1/2 | 14 | SHOPPING CENTER - RETAIL | X | | | 18,657 | N/A | N/A | N/A | N/A | N/A | N/A | | 4/1000 SF GFA | 75 |

Enter Totals on Sheet 1 of 2. Number of copies required: One (1) original copy with Engineer's Seal and Signature, plus four (4) copies.

## PROPOSED SITE PLAN USE AND PARKING TABULATION REVISION

Engineer: ANDREW LOIA ; VHB, INC. / LANCE ICICBY Address: 8300 BOONE BLVD, SUITE 700, VIENNA, VA 22182 Phone #: (703) 847-3071

Plan Name: LONGHORN STEAKHOUSE - BAILEY'S CROSSROADS - FALLS CHURCH Original Site Plan #: 8667-SP-002-1/SE 2007-MA-013 Tax Map # 062-1-01-0016E

Zoning: C-6 - COMMUNITY RETAIL COMMERCIAL Rezoning Case #: N/A Proffered: ☐ Yes ☒ No Proffered Use Restrictions (See Note 1 below) N/A

| ADDRESS | LIST EACH FLOOR (Separate Section) | SUITE # | USE (See Notes 2, 3 and 4 below) | USE PERMITTED BY: RIGHT | SPECIAL PERMIT | SPECIAL EXCEPTION | SQUARE FEET GROSS FLOOR AREA | SQUARE FEET NET FLOOR AREA | # SEATS AND/OR STOOLS | # COMPANY VEHICLES | # SERVICE BAYS | # OF EMPLOYEES | # STUDENTS | OTHER | PARKING RATIO REQUIRED PER CODE (See Note 5 below) | TOTAL PARKING SPACES REQUIRED FOR THIS USE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ADVANCED AUTO PARTS | 1/1 | 15 | SHOPPING CENTER-RETAIL | X | | | 12,448 | N/A | N/A | N/A | N/A | N/A | N/A | NOTE: ALL SHOPPING CENTER TENANTS | 4/1000 SF GFA | 50 |
| T.J. MAXX | 1/1 | 16 | SHOPPING CENTER-RETAIL | X | | | 29,699 | N/A | N/A | N/A | N/A | N/A | N/A | FALL UNDER THE SAME OVERALL ADDRESS | 4/1000 SF GFA | 119 |
| GREAT AMERICAN BUFFET | 1/1 | 17 | EATING ESTABLISHMENT | X | | | 9,975 | N/A | 330 SEATS 0 STOOLS | N/A | N/A | 30 EMP. | N/A | | 1 SPACE/4 SEATS 1 SP/2 STOOLS 1/2 EMP. | 98 |
| OLIVE GARDEN | 1/1 | 18 | EATING ESTABLISHMENT | X | | | 10,380 | N/A | 260 SEATS 0 STOOLS | N/A | N/A | 40 EMP. | N/A | | 1 SPACE/4 SEATS + 1 SPACE/2 STOOLS + 1/2 EMP. | 85 |

(If additional space is required use Page 2)

REQUIRED TOTAL FOR ENTIRE SITE PLAN

| NUMBER OF ACCESSIBLE SPACE(S) PROVIDED | | + VAN ACCESSIBLE SPACE(S) PROVIDED | | = TOTAL ACCESSIBLE PARKING SPACE(S) on site per ADA Act and VUSBC (See Note 6 below) | |
|---|---|---|---|---|---|

(The total number of parking spaces, including accessible parking spaces, available and useable for vehicular parking on the area covered by this site plan [See Note 6 below])

TOTAL PARKING SPACE(S) PROVIDED

[1] List proffered use Prohibitions or Limitations.
[2] In building where one floor has more than one use (personal services, general office & retail), use a separate line for each use. The uses must correspond to those identified in Article 11 of the Zoning Ordinance, or else documentation of the Zoning Administration determination must be attached to the tabulation.
[3] Units which are vacant shall be included, the intended use shall be indicated and parking allocated.
[4] Developer should make an initial parking assignment for each unit on the site plan. If developer, condominium, association or landlord wishes to make changes to assigned number of spaces after final site plan bond release, a site plan revision for reallocation of parking will be required. This form, when properly completed and certified, is intended to be such a site plan revision.
[5] If use is a Grandfathered use, it may be calculated at previous code parking rate if so identified and justification is submitted with the parking tabulations.
[6] Certification is taken to mean that the number of parking spaces shown as being provided is actually available on the site and useable (not occupied or blocked by dumpsters, air conditioners, incinerators, storage trailers, etc.), that all uses on the site have been included in the above listing, and that the requisite number of spaces and signage for compliance with ADA are provided. The number of parking spaces must be in conformance with the associated rezoning, special exception, special permit and variance.

Certified Correct[6] (Applicant) Engineer's Signature: _____ Date: _____

County Approval by: _____ Date: _____

Property Owners, Landlords, Condominium Association - Concurrence with Tabulation
Print Name & Title (Include company name when appropriate): _____ Signature: _____ Date: _____

Submit to: Land Development Services, Site and Addressing Center, 12055 Government Center Parkway, Fairfax, Virginia 22035-5503 Number of copies required: One (1) original with Engineer's Seal, Signature and date, plus four (4) copies.

*REVISED FORM (3/2012)*

Sheet X of X
3 4

(101)

# PROPOSED SITE PLAN USE AND PARKING TABULATION REVISION

Engineer: ANDREW LOIA ; VHB, INC / LANCE KIUST Address: 8300 BOONE BLVD, SUITE 700, VIENNA, VA 22182 Phone #: (703) 847-3071

Plan Name: LONGHORN STEAKHOUSE - BAILEY'S CROSSROADS - FALLS CHURCH Original Site Plan #: 8667-SP-002-1 / SE 2007-MA-013 Tax Map # 0621-01-00165

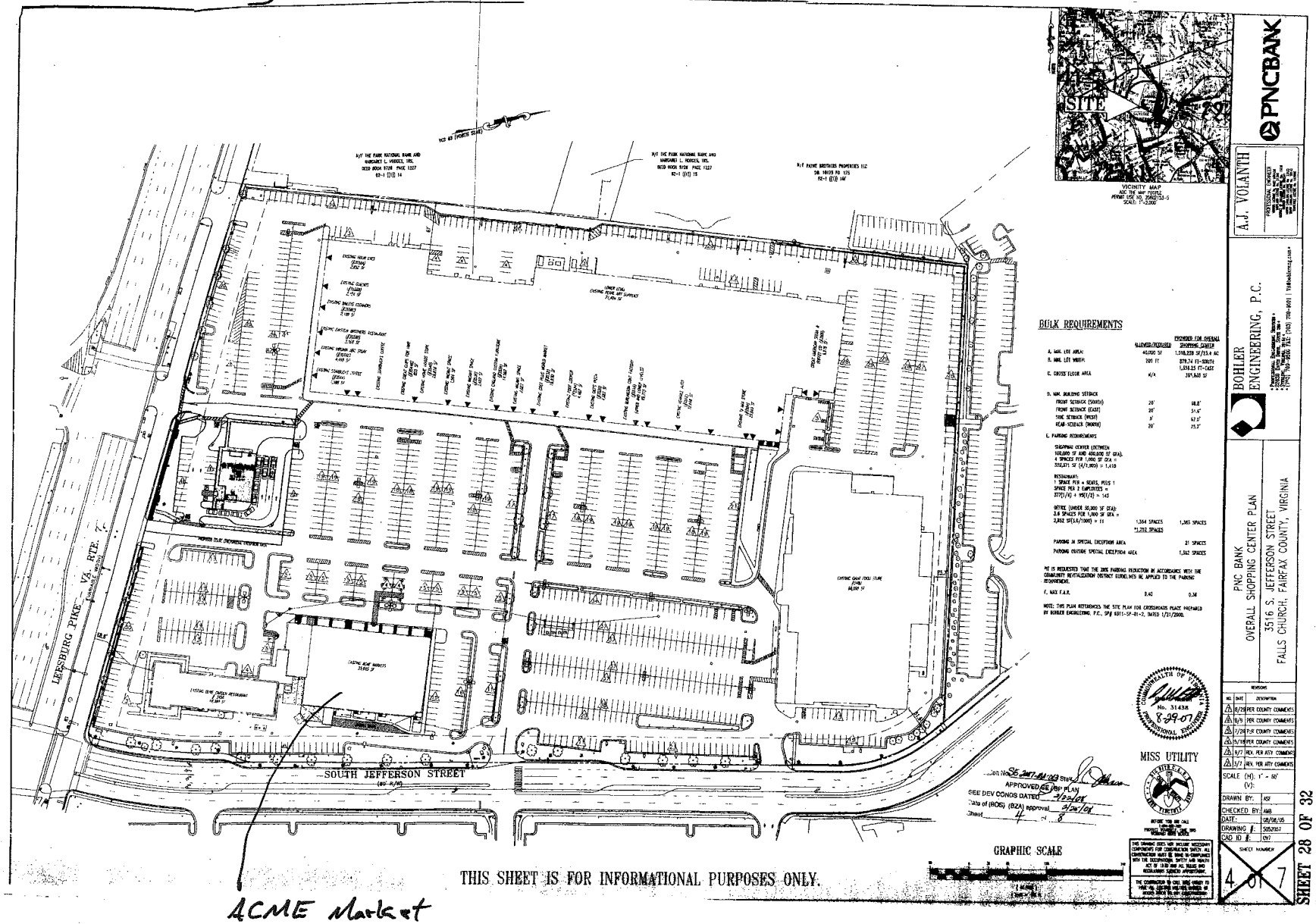
Zoning: C-6 - COMMUNITY RETAIL COMMERCIAL Rezoning Case #: N/A Proffered: ☐ Yes ☒ No Proffered Use Restrictions (See Note 1 below) N/A

| ADDRESS | LST EACH FLOOR (include basement) | SUITE # | USE (See Notes 2, 3 and 4 below) | USE PERMITTED BY: RIGHT | SPECIAL PERMIT | SPECIAL EXCEPTION | SQUARE FEET GROSS FLOOR AREA | SQUARE FEET NET FLOOR AREA | # SEATS AND/OR STOOLS | # COMPANY VEHICLES | # SERVICE BAYS | # OF EMPLOYEES | # STUDENTS | OTHER | PARKING RATE REQUIRED PER CODE (See Note 5 below) | TOTAL PARKING SPACES REQUIRED FOR THIS USE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GIANT FOOD | 1/1 | 19 | SHOPPING CENTER-RETAIL | X | | | 66,000 | N/A | N/A | N/A | N/A | N/A | N/A | NOTE: ALL SHOPPING CENTER TENANTS | 4/1000 SF GFA | 264 |
| BURLINGTON COAT FACTORY (FLR2) | 2/2 | 20 | SHOPPING CENTER-RETAIL | X | | | 71,116 | N/A | N/A | N/A | N/A | N/A | N/A | FALL UNDER THE SAME QUERY ADDRESS | 4/1000 SF GFA | 285 |
| VACANT RETAIL | 1/1 | 21 | SHOPPING CENTER-RETAIL | X | | | 21,404 | N/A | N/A | N/A | N/A | N/A | N/A | | 4/1000 SF GFA | 86 |
| PNC BANK | 1/1 | 23 | SHOPPING CENTER-FINANCIAL INSTITUTION | | | X | 3,540 | N/A | N/A | N/A | N/A | N/A | N/A | | 4/1000 SF GFA | 15 |
| LONGHORN STEAKHOUSE | 1/1 | 22 TBD | EATING ESTABLISHMENT | X | | | 6,275 | N/A | 174 SEATS 68 STOOLS | N/A | N/A | 35 | N/A | | 1/4 SEATS + 1/2 STOOLS + 1/2 EMPLOY. | 95 |
| FUTURE RESTAURANT PAD | 1/1 | TBD | FAST FOOD | X | | | 4,000 | N/A | N/A | N/A | N/A | N/A | N/A | | 4/1000 SF GFA | 16 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | SUBTOTAL | | 1,565 |
| | | | | | | | WITH 20% REDUCTION FOR COMMERCIAL REVITALIZATION DISTRICT | | | | | | | | REVISED SUBTOTAL | 1,252 |

Enter Totals on Sheet 1 of 2. Number of copies required: One (1) original copy with Engineer's Seal and Signature, plus four (4) copies.

Sheet ~~X~~ of ~~X~~ 4 4

Existing site plan associated w/ SEA 97-M-024 + SE 2007-MA-013

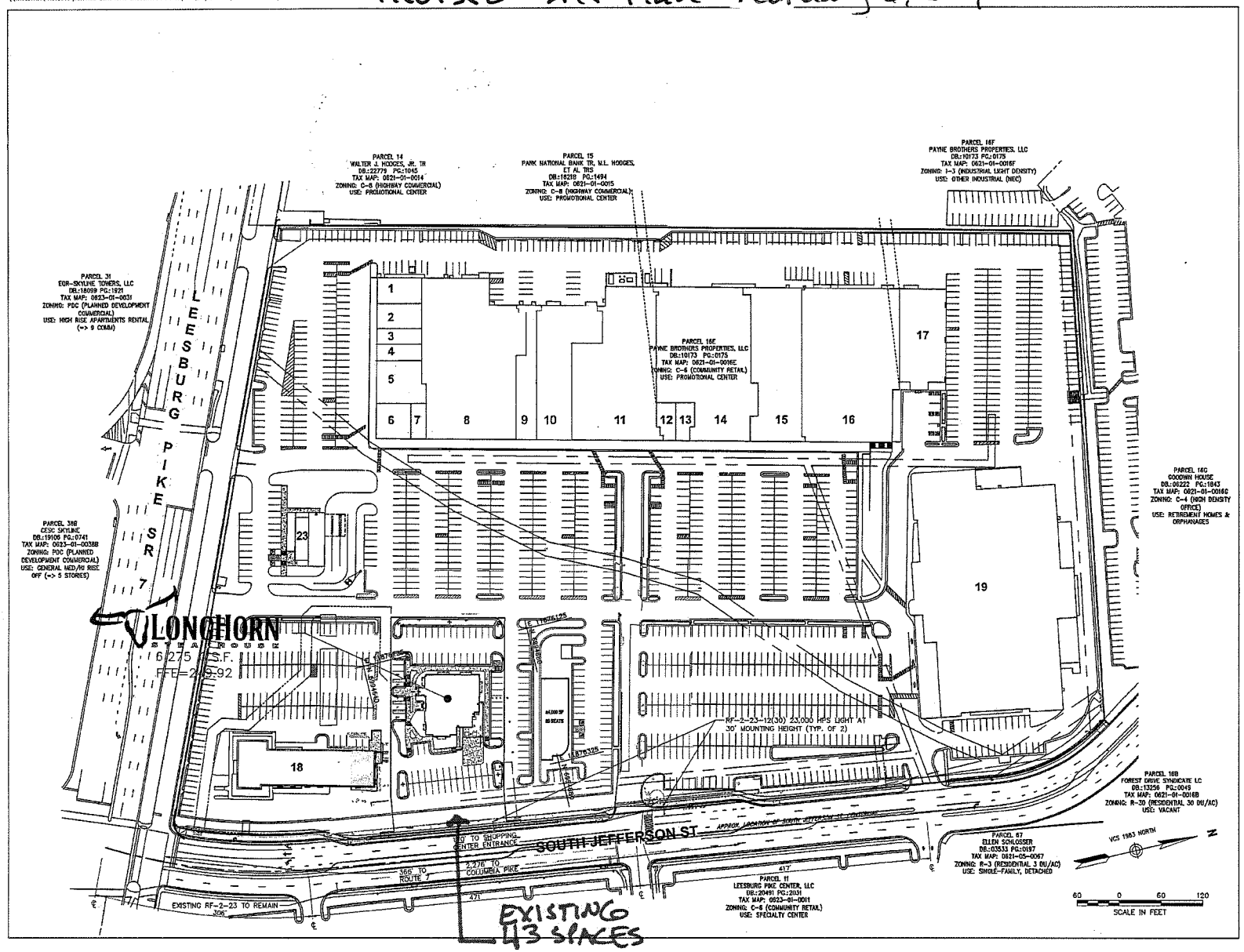



ACME Market

"FOR INFORMATION PURPOSES ONLY"

(103)

Revised Site Plan February 6, 2014




EXISTING 43 SPACES TO BE REMOVED FROM PARKING CALCULATIONS


Owen F. Slagle III
Architect
750 3rd St., Suite 3
Oakmont, PA 15139
Ph: (412) 828-5710
Fax: (412) 828-5715



VHB
Vanasse Hangen Brustlin, Inc.
8300 Boone Boulevard, Suite 700
Vienna, Virginia 22182
703.847.3811 • FAX 703.847.3291
VHB PROJECT #: 38117.00


COMMONWEALTH OF VIRGINIA
LANCE K. KILBY
Lic. No. 35486
12/4/2013
PROFESSIONAL ENGINEER

LONGHORN STEAKHOUSE

| | |
|---|---|
| Issue Date: | 4-24-2013 |
| REVISION INFORMATION | |
| Restaurant #: | 13LD008 |

LONGHORN
LH-7.5 L
Prototype current thru - 3-8-2013
3562 S. JEFFERSON STREET
CROSSROADS PLACE
FA13-110

FALLS CHURCH, VA 22041

PARKING STUDY EXHIBIT

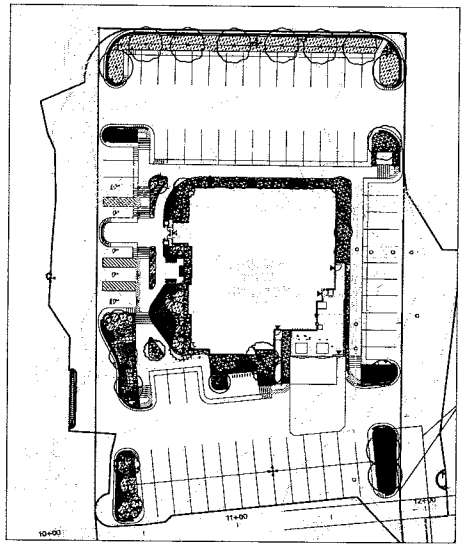
C1.6 SHEET 5 OF 39

(104)

\\VATCDATA\PROJECTS\38117.00 LONGHORN CROSSROADS FORM\CAD\LD\PLANSET\38117.00 LA

Saved: Tuesday, September 17, 2013 5:28:05 PM SROWELL Plotted: Thursday, September 19, 2013 3:02:59 PM Rowell, Seth

## DIAGRAM: STONE, WOOD AND SOD AREA

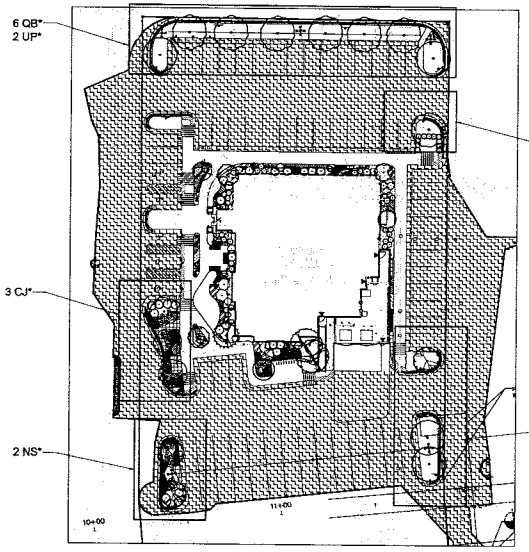



SCALE: 1"=30'

**Legend**

- STONE MULCH
- WOOD MULCH
- SOD

## DIAGRAM: PARKING LOT AREA AND TREES FOR PARKING REQUIREMENT

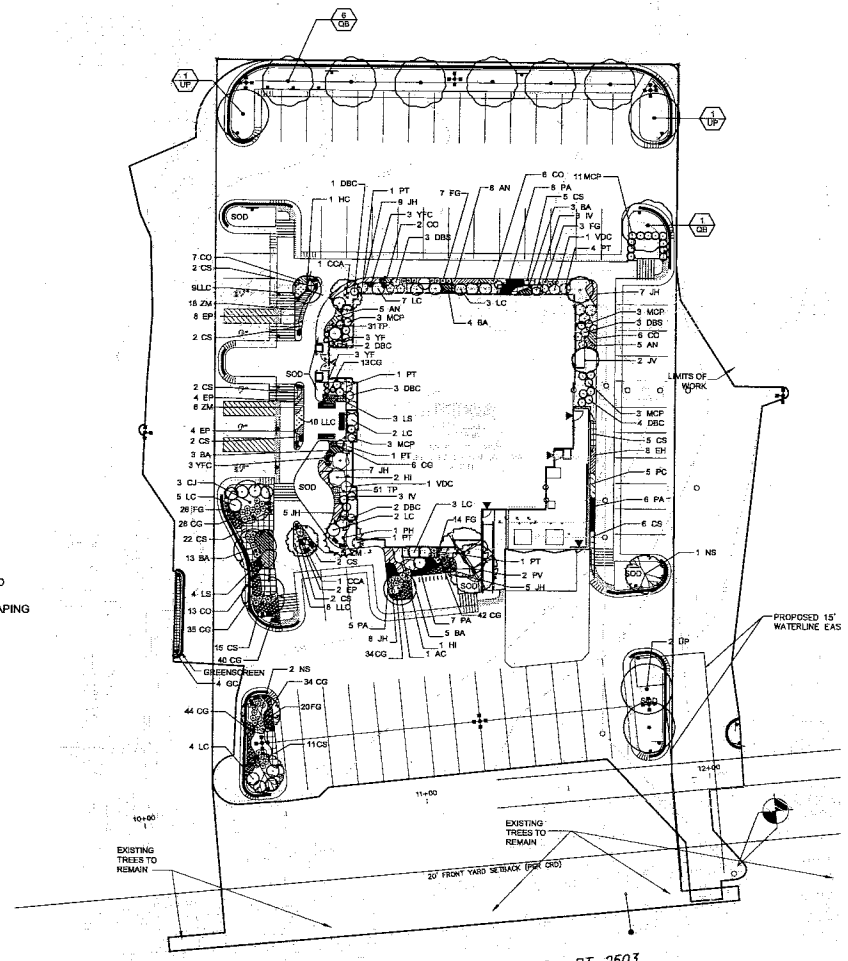



**Legend**

- CALCULATED PARKING AREA
- * TREES TO BE COUNTED TOWARD INTERIOR PARKING LOT LANDSCAPING

Table 12.11 Interior Parking Lot Landscaping Calculations

| | |
|---|---|
| Area to be Counted = | 35,108 |
| Int. Landscaping Required (5%) = | 1,755 |
| Total Shade Tree Canopy Provided | |
| (4 trees @ 200 ft$^2$ ea) (UP) = | 800 |
| (7 trees @ 250 ft$^2$ ea) (QB) = | 1,750 |
| (3 trees @ 225 ft$^2$ ea) (NS) = | 675 |
| (3 trees @ 150 ft$^2$ ea) (CJ) = | 450 |
| Total Area Required = | 1,755 |
| Total Area Provided = | 3,675 |




SEE SHEET L1.2 FOR PLANTING SCHEDULE IDENTIFYING TREE TYPE AND SIZE

THIS SHEET FOR PLANTING PURPOSES ONLY!


Owen F. Slagle III
Architect
750 3rd St., Suite 3
Oakmont, PA 15139
Ph: (412) 828-5710
Fax: (412) 828-5715

VHB
Vanasse Hangen Brustlin, Inc.
8300 Boone Boulevard, Suite 700
Vienna, Virginia 22182
703.847.3071 - FAX 703.847.0266
VHB PROJECT # 38117.00

COMMONWEALTH OF VIRGINIA
Nancy Rodgers
NANCY J. RODGERS
Lic. No. 001032
7-11-2013
LANDSCAPE ARCHITECT


LONGHORN STEAKHOUSE

| | |
|---|---|
| Issue Date: | 4-24-2013 |
| REVISION INFORMATION | |
| 2 COUNTY COMMENTS | 9-20-13 |

Restaurant #: 13L0008

LONGHORN
LH-7.5 L
Prototype current thru - 3-8-2013
3562 S. JEFFERSON STREET
CROSSROADS PLACE
FA13-110

FALLS CHURCH, VA 22041

PLANTING PLAN

L1.1 SHEET 35 OF 38

(105)

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Board Agenda Item
March 25, 2014

ACTION - 5

Authorization to Sign Department of Rail and Public Transportation Project Funding Agreements

ISSUE:
Board of Supervisors' authorization for the County Executive or his designee to sign agreements with the Virginia Department of Rail and Public Transportation (DRPT). These agreements provide funding to Fairfax County in FY 2014, for two Fairfax County transit capital projects.

RECOMMENDATION:
The County Executive recommends that the Board authorize him to sign the Project Agreements substantially in the form of the attached Project Agreements.

TIMING:
The Board of Supervisors should act on this item on March 25, 2014, so that DRPT will release FY 2014 transit funding for each project.

BACKGROUND:
For more than 30 years, the state has disbursed state transit assistance to the Northern Virginia jurisdictions through the Northern Virginia Transportation Commission (NVTC). NVTC has used a Subsidy Allocation Model (SAM) to distribute this regional transit funding between the jurisdictions, as required by the Code of Virginia. The current SAM has essentially been in place for ten years, and the Northern Virginia jurisdictions are satisfied with this model. Although the transit assistance still flows through NVTC to the Northern Virginia jurisdictions, there are three factors that have delayed execution of the Project Agreements for FY 2014.

First, beginning in FY 2014, DRPT required each of the NVTC jurisdictions contract directly for its transit assistance. This change in process resulted in a significant increase in the number of agreements and related invoices, requiring each jurisdiction to review and approve the local and WMATA agreements individually. Thus, where there was once three agreements processed by NVTC (two for WMATA regional projects and one for Fairfax County local projects), there are now 19, and all are processed locally by Fairfax County.

Second, DRPT also modified the terms of the specific project agreements and included additional language that in previous years would be captured in the Master Agreement. This new language, which changes from year to year, and in some cases project to project, complicated the review process and increased the amount of time needed for review.

Third, DRPT did not release the entire set of FY2014 project agreements until the end of September. Yet, in past years, NVTC would receive the project agreements from DRPT during July and August. NVTC would verify that the projects, amounts and expiration dates are included in the approved Six Year Improvement Program and project applications.

The combination of these factors (the increase in project agreements, the additional language directly to the agreements, and the late release of the documents) has caused a significant delay in the execution of the project agreements, and the release of FY 2014 operating and capital assistance to NVTC jurisdictions, including Fairfax County.

Seventeen of the 19 agreements were presented to the Board of Supervisors on January 28, 2014. This Board Agenda Item represents the two remaining agreements that were being negotiated at that time. Negotiations are complete, and these agreements are being presented to the Board for consideration.

FISCAL IMPACT:
The FY 2014 funding in the Six-Year Improvement Program provides the County with $3,025,000 for these two Fairfax County Transit Capital Projects. However, funding from the Commonwealth for Transit Capital Projects is provided on a reimbursement basis after the purchase and/or project is completed. These funds are already included in Fairfax County's FY 2014 Adopted Budget, and there will be no fiscal impact, if this item is approved.

ENCLOSED DOCUMENTS:
Attachment I: Project Grant # 73014-60 Local Purchase of Passenger Bus Shelters
Attachment II: Project Grant # 73014-63 Construction of the Huntington Maintenance Facility expansion

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)Todd Wigglesworth, Acting Chief, Coordination and Funding Division, FCDOT
Noelle Dominguez, Coordination and Funding Division, FCDOT
Patricia McCay, Assistant County Attorney
Malcolm Watson, Transportation Planner, FCDOT

**Project Agreement for Use of**
**Commonwealth Transportation Funds**
**Fiscal Year 2014**
**Six Year Improvement Program Approved Project**
**Grant Number 73014-60**

This Project Agreement ("Agreement"), effective July 1, 2013, by and between the Commonwealth of Virginia ("Commonwealth"), Department of Rail and Public Transportation ("Department"), and Fairfax County ("Grantee"), for the provision of funding to purchase passenger bus shelters ("Project").

WHEREAS, the Grantee designated the Northern Virginia Transportation Commission ("NVTC") as their agent in a letter dated October 3, 2012; and

WHEREAS, NVTC on behalf of the Grantee, submitted an application to the Department for funding in the Fiscal Year 2014 Six Year Improvement Program to request funding to purchase passenger bus shelters; and

WHEREAS, the Department has approved funding for the Project; and

WHEREAS, on June 19, 2013, the Commonwealth Transportation Board ("CTB") allocated funding for the Project; and

WHEREAS, the parties wish to define the extent of the Project, the responsibilities of each party, the manner of performing the necessary Work, the method and time of payment, and to set out additional conditions associated with the Project.

NOW, THEREFORE, in consideration of the covenants and agreements hereinafter set forth, the parties agree as follows:

## ARTICLE 1. SCOPE OF WORK, TERM AND BUDGET

1. The Work under the terms of this Agreement is as follows:

    a. Purchase passenger bus shelters.

2. The Grantee designated NVTC as their authorized agent by letter dated October 3, 2012 to perform administrative activities and they must follow these conditions:

    a. Pursuant to § 15.2-4518(5) of the *Code of Virginia*, NVTC shall perform on Grantee's behalf administrative activities required by this Agreement, and will follow the terms of this Agreement. No modification or change to the terms and conditions contained in the NVTC Agent Letter can be made without the prior written notification to the Department by the Grantee and concurrence by the

Department.

b. The Grantee remains responsible to the Department for the Work and terms of this Agreement and for ensuring compliance by NVTC with its terms.

c. The Grantee must make a full value allocation and distribution of the funds for the purposes specified in this Agreement, and record the allocated funding in its financial records as state assistance for these purposes.

3. The Department agrees to provide funding as follows:

   a. State grant funding in the amount of $825,000 to purchase passenger bus shelters approved in the Fiscal Year 2014 Six Year Improvement Program. Details concerning this funding are contained in Appendix 1, which is hereto attached and made a part of this Agreement.

4. The Grantee hereby acknowledges that state grant funding for this grant cannot exceed the amount allocated by the CTB and that state grant funding is contingent upon appropriation by the General Assembly of Virginia.

## ARTICLE 2. INCORPORATION OF MASTER AGREEMENT FOR USE OF COMMONWEALTH FUNDS

The parties hereby agree to incorporate the Master Agreement for Use of Commonwealth Transportation Funds, dated May 30, 2012, as if set out in full herein.

*This space intentionally left blank*

**Appendix 1**

**Grantee: Fairfax County**

**Funding to Purchase Passenger Bus Shelters**
**Capital Project Agreement**

**Project Number: 73014-60**
**Project Start Date: July 1, 2013**
**Project Expiration Date: September 30, 2014**
**EIN: 540787833**

| Fund Code | | Item Amount |
|---|---|---|
| 477 | Grant Amount (State share of project cost 55%) | $ 825,000 |
| 1400 | Local share of project cost (45%) | $ 675,000 |
| | Total Project Expense | $1,500,000 |

In no event shall this grant exceed $825,000.

**Project Agreement for Use of**
**Commonwealth Transportation Funds**
**Fiscal Year 2014**
**Six Year Improvement Program Approved Project**
**Grant Number 73014-63**

This Project Agreement ("Agreement"), effective July 1, 2013, by and between the Commonwealth of Virginia ("Commonwealth"), Department of Rail and Public Transportation ("Department"), and Fairfax County ("Grantee"), for the provision of funding for the construction of the Huntington Maintenance Facility expansion ("Project").

WHEREAS, the Grantee designated the Northern Virginia Transportation Commission ("NVTC") as their agent in a letter dated October 3, 2012; and

WHEREAS, NVTC on behalf of the Grantee, submitted an application to the Department for funding in the Fiscal Year 2014 Six Year Improvement Program to request funding for the construction of the Huntington Maintenance Facility expansion; and

WHEREAS, the Department has approved funding for the Project; and

WHEREAS, on June 19, 2013, the Commonwealth Transportation Board ("CTB") allocated funding for the Project; and

WHEREAS, the Grantee acknowledges that this grant is to fund the construction of the Huntington Maintenance Facility expansion, and that the funding shall not be used for any other purpose; and

WHEREAS, the parties wish to define the extent of the Project, the responsibilities of each party, the manner of performing the necessary Work, the method and time of payment, and to set out additional conditions associated with the Project.

NOW, THEREFORE, in consideration of the covenants and agreements hereinafter set forth, the parties agree as follows:

## ARTICLE 1. DEFINITIONS

A. **Eligible Project Costs** means a cost directly associated with the Work.
B. **Notice to Proceed** means written notice issued by the Department authorizing the Grantee to commence a particular portion of the Work.
C. **Project** means the overall purpose for which Department grant funds are awarded, and shall include operations, planning, design, vehicles, equipment, facilities, etc.
D. **Project Budget** means the budget for the Work in single or multiple years as broken into total costs, and any subsequent amendments thereto.

E. **Project Schedule** means the schedule for completing the Work as agreed to by the parties and any subsequent amendments thereto.

F. **Work** means any and all tasks, duties, obligations, services, requirements, and activities to be performed, and all items tangible and intangible, to be provided by the Grantee as defined as part of this Agreement.

## ARTICLE 2. SCOPE OF WORK, TERM AND BUDGET

1. The Work under the terms of this Agreement is as follows:

   a. Development of final Project Scope, Project Budget, and Project Schedule for the Work for approval by the Department.

   b. Construction of the Huntington Maintenance Facility expansion.

2. The Grantee designated NVTC as their authorized agent by letter dated October 3, 2012 to perform administrative activities and they must follow these conditions:

   a. Pursuant to § 15.2-4518(5) of the *Code of Virginia*, NVTC shall perform on Grantee's behalf administrative activities required by this Agreement, and will follow the terms of this Agreement. No modification or change to the terms and conditions contained in the NVTC Agent Letter can be made without the prior written notification to the Department by the Grantee and concurrence by the Department.

   b. The Grantee remains responsible to the Department for the Work and terms of this Agreement and for ensuring compliance by NVTC with its terms.

   c. The Grantee must make a full value allocation and distribution of the funds for the purposes specified in this Agreement, and record the allocated funding in its financial records as state assistance for these purposes.

3. The Department agrees to provide funding as follows:

   a. State grant funding in the amount of $2,200,000 for the construction of the Huntington Maintenance Facility expansion approved in the Fiscal Year 2014 Six Year Improvement Program. Details concerning this funding are contained in Appendix 1, which is hereto attached and made a part of this Agreement.

4. The Grantee hereby acknowledges that state grant funding for this grant cannot exceed the amount allocated by the CTB and that state grant funding is contingent upon appropriation by the General Assembly of Virginia.

## ARTICLE 3. INCORPORATION OF MASTER AGREEMENT FOR USE OF COMMONWEALTH FUNDS

The parties hereby agree to incorporate the Master Agreement for Use of Commonwealth Transportation Funds, dated May 30, 2012, as if set out in full herein.

## ARTICLE 4. SPECIAL CAPITAL PROVISIONS

1. For construction or rehabilitation Projects, the Grantee hereby certifies that, at the time it will commence construction or rehabilitation, it will either own, control, or will have executed an agreement to purchase or lease the real property upon which the Project will occur and will protect and respect the Department's interest in the Project. This section shall be binding on the Grantee's successors and assigns. The Grantee certifies that it has received approvals relative to easements and encroachments that occur as a result of this Project.

2. By execution of this Agreement, the Department is providing approval of the initial Project Budget and Project Schedule. Accordingly, the Grantee is able to incur Eligible Project Costs from the date of execution of this Agreement to support development of the final Project Budget and Project Schedule for submission to the Department. The Grantee will submit all plans and cost estimates to the Department for review and comment. The Department will provide the initial review and return comment within 45-days, with subsequent review periods being coordinated with the approved Project Schedule. Upon review and satisfaction of the Department, a Notice to Proceed will be issued. The Department's approval does not make any warranty as to the accuracy or suitability of the information submitted, nor does it relieve the Grantee of any liability under this Agreement. Such submissions provided shall contain the approval of the Grantee in those situations where the submitter is not the Grantee.

3. The Department reserves the right to reject any plans, specifications, Project Budget or Project Schedule because the Department's own analysis reveals that significant cost or schedule savings could be achieved through other contracting means than the Grantee proposes, and/or the specifications for the capital improvement include accessory items that are not pertinent to the Project.

4. The Grantee shall design, construct, or purchase according to the most recently approved Project Budget and Project Schedule.

   The Grantee shall inspect or shall have inspected the Work to:

   a. Ensure that it complies with the contract specifications;

   b. Verify quantitative measures of materials installed, such as tie counts; and

c. Verify labor and materials charges for contracts providing for payment on an actual cost basis.

5. If the Grantee, the Department, or inspectors duly authorized to uphold applicable federal, state, and local laws regarding construction and operating practices, determines that any material or construction is not in accordance with the Grantee's standards as informed by any applicable federal, state, or local law, the Grantee shall replace materials or correct any workmanship necessary to cure the deficiency. The Grantee shall not use any funds provided under this Agreement to pay for a replacement or correction required under this subsection.

6. The Department may take any action, including the inspection of the Project site and all books and records of the Grantee, any Contractor or subcontractor, relating to any project or task receiving funds under this Agreement, to review activities under this Agreement and the adequacy of the Grantee's monitoring efforts.

7. The Department shall have access to the Project at all times to inspect the Project, to protect its interest in the Project and to ensure that the Project is being developed consistently with the terms of this Agreement. The Department's representatives will not enter the Grantee's right-of-way without the Grantee's provision of any necessary protection from injury. The Department's representatives will comply with all safety rules and regulations of the Grantee, and safety instructions from the Grantee's representatives. Unless otherwise permitted by the Grantee, or its representatives, the Department and any of its agents who perform inspections will fill out the Grantee's standard right-of-entry form prior to entering on the Grantee's property, but access shall be permitted at no cost to the Department.

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**Appendix 1**

**Grantee: Fairfax County**

**Funding for Construction of the Huntington Maintenance Facility Expansion Capital Project Agreement**

**Project Number: 73014-63**
**Project Start Date: July 1, 2013**
**Project Expiration Date: September 30, 2014**
**EIN: 541264014**

| Fund Code | | Item Amount |
|---|---|---|
| 477 | Grant Amount (State share of project cost 55%) | $2,200,000 |
| 1400 | Local share of project cost (45%) | $1,800,000 |
| | Total Project Expense | $4,000,000 |

In no event shall this grant exceed $2,200,000.

Board Agenda Item
March 25, 2014

ACTION - 6

Authorization to Sign the Dulles Corridor Metrorail Project Phase 1 Operations and Maintenance Agreement (Routes 7 and 123 within Fairfax County)

ISSUE:
Board of Supervisors Approval to execute the Dulles Corridor Metrorail Project Phase 1 Operations and Maintenance Agreement (Routes 7 and 123 within Fairfax County).

RECOMMENDATION:
The County Executive recommends the Board approve the Dulles Corridor Metrorail Project Phase 1 Operations and Maintenance Agreement. The County Executive also recommends to the Board that he be authorized to sign the agreement for the County.

TIMING:
During the course of the past year and in preparation of the turnover of the Dulles Corridor Metrorail Project Phase 1 to Washington Metropolitan Area Transit Authority (WMATA) for revenue operations, an agreement must be reached with all interested parties on the maintenance and operations of the Metrorail and adjacent facilities. An executed agreement must be in place prior to WMATA accepting the Silver Line for revenue operations.

BACKGROUND:
Phase 1 of the Dulles Corridor Metrorail Project, also known as the Silver Line (the Project), extends the Washington Metrorail system along Routes 7 and 123 in the Tysons area of Fairfax County to Reston. As part of the turnover of the Silver Line to WMATA, a number of land conveyances and easement agreements were executed. The Operations and Maintenance Agreement (attached) establishes obligations related to future construction, maintenance, and operational activities and allocates maintenance responsibilities among the Metropolitan Washington Airports Authority, Washington Metropolitan Area Transit Authority, Commonwealth of Virginia, and Fairfax County.

Under the conveyance agreements, Fairfax County retained ownership of the McLean Station kiss and ride lot and the easement granted for the Spring Hill Station kiss and ride lot. Those areas, excluding station and railway structures, will be maintained by the County. In addition, the County and VDOT committed to landscaping and stormwater

detention facilities along the median of Route 7 that exceed standard Virginia Department of Transportation facilities and are more in keeping with the Tysons vision. Under this agreement and consistent with the conveyance documents and easements, the County will be responsible for the maintenance of these enhanced facilities. The County's ability to retain the kiss and ride lots in Tysons allows the County more flexibility for the future transit oriented developments anticipated at these locations.

FISCAL IMPACT:
Funding in the amount of $460,000 is required to provide landscaping, maintenance, and enhanced stormwater detention facilities as outlined in this agreement. Partial funding for FY 2014 has been provided by the Board. Full year funding has been included in the FY 2015 Advertised Budget Plan in Fund 30010, County Construction and Contribution; Project 2G25-088-000, Maintenance Revitalization-Tysons.

ENCLOSED DOCUMENTS:
Attachment I: Operations and Maintenance Agreement (Routes 7 and 123 within Fairfax County, Virginia)

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Mark Canale, Dulles Rail Project Manager, FCDOT

**OPERATION AND MAINTENANCE AGREEMENT**
**(Routes 7 and 123 within Fairfax County, Virginia)**

**THIS OPERATION AND MAINTENANCE AGREEMENT** (this "**Agreement**") is made as of this ___ day of _____, 2014 (the "**Effective Date**"), by and between **THE COUNTY OF FAIRFAX, VIRGINIA** ("**Fairfax**"), **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY,** a body corporate and politic, organized and existing under the Interstate Compact by and between the State of Maryland, the District of Columbia and the Commonwealth of Virginia, Public Law 89-774, for the purpose of providing a public transit system to serve the Washington Metropolitan Area including but not limited to Fairfax County, Virginia ("**WMATA**"); and the **COMMONWEALTH OF VIRGINIA**, acting by and through the Commissioner of Highways ("**VDOT**"). Fairfax, WMATA and VDOT are sometimes referred to herein collectively as the "**Parties**" or individually as a "**Party**."

RECITALS

WHEREAS, the Metropolitan Washington Airports Authority (the "**Airports Authority**) has facilitated the construction and installation of various structures, improvements, facilities, utilities and equipment on various sites (collectively, the "**Phase 1 Facilities**") in connection with the construction and operation of Phase 1 of the mass rail transit system known as the Dulles Corridor Metrorail Project, Extension from East Falls Church to Wiehle Avenue (the "**Project**"), in accordance with the terms of that certain Cooperative Agreement, dated September 14, 2007, by and between the Airports Authority and WMATA, and that certain Cooperative Agreement between the Airports Authority and VDOT, dated as of August 31, 2007, and that certain Cooperative Agreement between the Airports Authority and Fairfax, dated as of July 19, 2007, as amended from time to time (the "**Cooperative Agreements**") and applicable permits and approvals associated with the Project (collectively, the "**Project Approvals**"). This Agreement is not intended to replace any existing agreements between the Parties, including but not limited to the Project Approvals.

WHEREAS, pursuant to and in accordance with the Cooperative Agreements, Fairfax and VDOT, via Conveyance Instruments, (hereinafter defined), have caused to be conveyed to WMATA appropriate property interests in and to the Phase 1 Facilities which Conveyance Instruments are recorded among the land records of Fairfax County, Virginia contemporaneously with this Agreement. This Agreement shall not alter the Conveyance Instruments.

WHEREAS, in furtherance of the purposes and intents of the Cooperative Agreements and the Conveyance Instruments, it is the desire of Fairfax, WMATA and VDOT to enter into this Agreement in order set forth their understandings and agreements with respect to the future construction, maintenance and operational activities undertaken by the Parties and to allocate the Maintenance obligations among them, all on the terms and conditions more particularly set forth herein.

NOW THEREFORE, in consideration of the mutual promises contained herein, and the exchange of other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

`

ARTICLE I
DEFINITIONS

The Recitals set forth above are incorporated herein by reference. The Parties hereby agree to the following definitions for purposes of this Agreement:

1.1 "Access Requirements and Conditions". Access Requirements and Conditions refers to the requirements and conditions that may be imposed by the granting Party for access by another Party through the granting Party's Property to perform Maintenance on the Phase 1 Facilities. Access Requirements and Conditions applicable to certain routine or recurring activities shall be established through one or more special permits agreed upon by the respective Parties from time to time.

1.2 "Conveyance Instruments" refers to those instruments which convey or transfer to WMATA appropriate property interests in and to the Phase 1 Facilities which Conveyance Instruments are recorded among the land records of Fairfax County, Virginia contemporaneously with this Agreement and are identified in **Exhibit A**.

1.3 "Coordination Zone" means (i) the land within the WMATA Easement Area, and (ii) the land outside the WMATA Easement area that is both (a) owned or controlled by a Party (*e.g.*, the VDOT Right-of-Way) and (b) located within fifty (50) horizontal feet of the centerline of the closest WMATA trackway in the Phase 1 Facilities.

1.4 "Fairfax-Maintained Facilities" refers to those portions of Phase 1 Facilities, as set forth in **Exhibit B** attached hereto and incorporated herein by reference, for which Fairfax is responsible for Maintenance.

1.5 "Fairfax Property" refers to certain property owned by Fairfax County upon which some of the Phase 1 Facilities are located. To the extent the Fairfax Property includes property within the VDOT Right-of-Way, it is subject to Va. Code 33.1-69.

1.6 "Maintenance". "Maintenance" or "to Maintain", as the context may allow, shall mean and include care, inspection, upkeep, refurbishing, repair (whether ordinary or extraordinary), restoration, repainting, remodeling, renovation, alteration, replacement and reconstruction, including snow and ice removal from roadways and sidewalks, as required to keep the item in question in reasonably clean and orderly condition, free of rubbish, functional, in good repair, safe, sound condition performed in accordance with the ordinary procedures of each Party.

1.7 "Property" refers collectively to the Fairfax Property, VDOT Right-of-Way and the WMATA Easement Areas.

1.8 "Reviewable Work**"** means, with respect to a facility owned or controlled by a Party (or, for work described in Section 4.2(c), property owned by a non-Party):

`

(i) a relocation, redevelopment, reconstruction, reconfiguration, major alteration, or major expansion of the facility;

(ii) any work that, in the reasonable judgment of the Party undertaking or authorizing the work, can be expected to adversely and materially impact the use, operation or Maintenance of any facility of another Party;

(iii) any work that, in the reasonable judgment of the Party undertaking or authorizing the work, poses a material safety risk to another Party's facilities;

(iv) any work that includes any, excavation, blasting, drilling, or boring beneath the current grade level (other than work on existing drainage and other facilities such as footings for ancillary structures, and other than milling or other pavement removal down to the base layer) in the Coordination Zone around the Phase 1 Facilities; and

(v) any work in the Coordination Zone that materially increases or decreases the lateral loads on a tunnel in the Phase 1 Facilities.

1.9 "VDOT-Maintained Facilities" refers to those portions of Phase 1 Facilities, as set forth in **Exhibit B** for identification purposes only, for which VDOT is responsible for Maintenance. Also set forth in Exhibit B are facilities, including VDOT Right-of-Way, which VDOT will continue to maintain in the same manner as it maintains other highways and their appurtenances in the State Highway System, except as provided in Article IV.

1.10 "VDOT Right-of-Way" refers to certain property identified as Virginia Route 123 and Virginia Route 7 between the Capital Beltway (Interstate 495) and the Dulles International Airport Access Highway (State Route 267) upon which some of the Phase 1 Facilities are located.

1.11 "WMATA-Maintained Facilities" refers to those portions of the Phase 1 Facilities, as set forth in **Exhibit B,** for which WMATA is responsible for Maintenance.

1.12 "WMATA Easement Areas" refers to certain property identified as reserved for the exclusive use of WMATA in the "Rail Facilities Easements" in the Conveyance Instruments.

## ARTICLE II
## MAINTENANCE OBLIGATIONS

2.1 WMATA-Maintained Facilities. WMATA shall be responsible, at its sole cost and expense, for Maintenance of the WMATA-Maintained Facilities. WMATA's Maintenance of the WMATA-Maintained Facilities shall comply with (i) this Agreement, including all Exhibits hereto and (ii) the WMATA criteria, specifications and requirements in effect at the time of Maintenance.

2.2 Fairfax-Maintained Facilities. Fairfax shall be responsible, at its sole cost and expense, for Maintenance of Fairfax-Maintained Facilities. Fairfax's Maintenance of the

`

Fairfax-Maintained Facilities shall comply with (i) this Agreement, including all Exhibits hereto and (ii) Fairfax criteria, specifications and requirements in effect at the time of Maintenance.

2.3 VDOT-Maintained Facilities. VDOT shall be responsible, at its sole cost and expense, for Maintenance of the VDOT-Maintained Facilities. VDOT's Maintenance of the VDOT-Maintained Facilities shall comply with (i) this Agreement, including all Exhibits hereto and (ii) the VDOT criteria, specifications and requirements in effect at the time of Maintenance.

2.4 Right of Entry and Access for Maintenance. Each Party shall have a non-exclusive right of entry and access over and across the applicable portions of the Property as necessary to perform the Maintenance obligations set forth herein and for no other purpose whatsoever. The foregoing right of entry and access shall be (1) subject to the Access Requirements and Conditions**,** (2) limited to periods of actual Maintenance, (3) limited to the provision of access to only those portions of the Property reasonably necessary to perform the Maintenance, (4) obtained by the most direct, safe, available and allowed route across the applicable Property as may be reasonable given the configuration of the applicable Property and the Maintenance to be performed, (5) shall avoid any material or adverse effect on the Phase 1 Facilities and VDOT Right-of-Way, and (6) shall be in accordance with this Agreement.

2.5 Quality of Work. In performing its Maintenance obligations under this Agreement, each Party shall perform its work in a prompt, good and workmanlike manner with due diligence, in conformance with this Agreement and all applicable laws, ordinances and regulations. All such work shall be performed in such a manner as to minimize any disruption, impairment or obstruction of access to any portion of the applicable Phase 1 Facilities, and to avoid any material adverse effect on the use and operation of the Phase 1 Facilities and VDOT Right-of-Way.

2.6 Third Party Contractors. Nothing herein shall preclude any Party from contracting with third parties to perform the Maintenance obligations hereunder, however any work performed by third parties shall comply with this Agreement, including all Exhibits hereto. The Party contracting with any third party shall: (1) require that the third party contractor carry appropriate insurance; (2) include specific language in its written agreement[s] with the third party requiring that the third party name the contracting Party and the Party on whose Property such work is performed as additional insureds, and (3) require that the third party indemnify, hold harmless and defend the Party and the Party on whose Property such work is performed, and their agents, successors, assigns, directors, officers and employees harmless from all losses, damages, costs and expenses (including but not limited to reasonable attorney's fees and costs) caused by the acts, errors or omissions of the third party, its employees, subcontractors or consultants in the performance of Maintenance pursuant to this Agreement.

2.7 Restoration of Special Facilities. As described in Exhibit B, this Agreement provides for Fairfax to maintain certain facilities, including without limitation the Route 7 bioswales, that are located on Property other than the Fairfax Property ("**Special Facilities**"). If Fairfax provides evidence reasonably satisfactory to WMATA that WMATA, or someone performing work on its behalf, has damaged a Special Facility, then WMATA shall restore the Special Facility as soon as practicable under the circumstances to substantially the same

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condition as existed immediately prior to the damage. If such restoration is not reasonably practicable, WMATA shall provide an acceptable substitute as determined by Fairfax in its reasonable discretion, unless otherwise agreed by WMATA and Fairfax in writing.

Restoration of special facilities involving VDOT and Fairfax is governed by the Memorandum of Agreement between Board of Supervisors of Fairfax County, Virginia and Commonwealth of Virginia, Department of Transportation for Design Standards and Related Responsibilities For Maintenance of Streets in the Tysons Corner Urban Center, dated September 13, 2011. VDOT and Fairfax further agree to meet and confer about restoration of special facilities at the request of either party.

2.8 Trailblazer Guide Signs. Trailblazer guide signs, consisting of a WMATA "M" logo, were installed as part of the Project to provide guidance to kiss and ride facilities and are located on VDOT Right-of-Way ("**Trailblazer Signs**"). If these Trailblazer Signs significantly deteriorate or are damaged so as to be ineffectual or a hazard, VDOT may remove the signs.

## ARTICLE III
## INSURANCE

3.1 Insurance by Parties. VDOT, with respect to the VDOT-Maintained Facilities and the rights granted to it and the obligations required of it hereunder, Fairfax, with respect to the Fairfax-Maintained Facilities and the rights granted to it and the obligations required of it hereunder, and WMATA, with respect to the WMATA-Maintained Facilities and the rights granted to it and the obligations required of it hereunder, shall each procure and maintain at all times a liability insurance/self-insurance program as deemed appropriate by their management/board to cover their respective organization's obligations under this Agreement and liability for bodily injury, sickness or death or for damage to or destruction of property.

3.2 Railroad Protective Insurance by Permittees and Contractors. VDOT and WMATA shall establish and from time to time update a mutually acceptable process for determining (i) when, and in what amounts, railroad protective insurance must be carried by VDOT permittees and contractors doing Reviewable Work; and (ii) how such insurance can be obtained by such permittees and contractors at a reasonable cost.

## ARTICLE IV
## COORDINATION OF CERTAIN WORK

4.1 Purpose. As public entities operating roads and transit facilities, the Parties recognize the need to coordinate with respect to Reviewable Work to protect the structural integrity and safe operation of their respective facilities. The Parties accordingly desire to establish a process for each Party to have an opportunity to review and comment upon certain activities by another Party, as more fully set forth herein.

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4.2 Process.

(a) In the event that any Party (including a Party acting under a special permit) desires to perform Reviewable Work in the Coordination Zone, then that Party will provide written notice and construction plans or other applicable construction documents to the other Party or Parties affected or potentially affected by such Reviewable Work. No Reviewable Work shall commence sooner than twelve (12) business days after each reviewing Party has been given the notice and construction documents required under this Section 4.2(a), except when an earlier commencement is needed to protect public safety or infrastructure.

(b) Prior to accepting an application for any permit to perform any Reviewable Work in the VDOT Right-of-Way adjacent to any Phase 1 Facility, VDOT will require the permit applicant to provide to VDOT positive confirmation that the applicant has given WMATA written notice of the work that is the subject of the proposed permit and construction plans or other applicable construction documents VDOT will not issue a permit for the Reviewable Work prior to the date twelve (12) business days after WMATA's receipt of such notice and construction documents, except when an earlier issuance is needed to protect public safety or infrastructure.

(c) For all proposed construction activities and/or land development plans that are undertaken outside the VDOT Right-of-Way, on property not owned by Fairfax, and within fifty (50) feet of the nearest WMATA Easement Area or WMATA fee-owned area ("**Non-Party Development**"), and that constitute Reviewable Work, Fairfax will establish a process to (i) provide WMATA with notice of the proposed Reviewable Work, (ii) make available copies of plans or other construction documents for such Reviewable Work, and (iii) provide WMATA an opportunity to review and provide comments to the Non-Party Development applicant, with a copy sent to Fairfax, on such Reviewable Work. Fairfax will not issue an approval of such Reviewable Work (*e.g.*, in the form of an approved site plan or a building permit) prior to the date that is twelve (12) business days after WMATA's receipt of the notice, except when permit issuance is required by applicable law or is needed to protect public safety or infrastructure.

(d) Each Party will use good faith efforts to cause any third parties holding the legal right to do Reviewable Work within that Party's portion of the Coordination Zone to provide the notices and construction documents described in this Section 4.2.

(e) Any notice of Reviewable Work (whether from a Party or a permit applicant) shall include the proposed start date of the Reviewable Work.

4.3 Offices to Receive Information. Notices to Reviewing Parties shall be provided through the following offices:

For VDOT:
VDOT District Office Manager
4975 Alliance Drive
Fairfax, Virginia 22030

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For WMATA:
Office of Chief Engineer Infrastructure
Department of Transit Infrastructure and Engineering Services
3500 Pennsy Drive, Bldg. C, Room C106
Landover, Maryland 20785

For Fairfax:
Fairfax County Building Code Official
12055 Government Center Parkway, Suite 316
Fairfax, VA 22035

4.4. Comment Resolution.

(a) WMATA's comments provided under the process described in Section 4.2(c) will be processed in accordance with applicable Fairfax County procedures and requirements. For comments on all other work described in Section 4.2, the process described in subsection (b) below shall apply.

(b) Any Party may provide comments to the Party undertaking the applicable work under Sections 4.2(a) or (b) and, where applicable, to the permit applicant. The respective Parties shall endeavor to resolve any such comments to their mutual satisfaction. If the commenting and responding Parties are unable to reach agreement on resolution of a comment, then the disagreement shall be escalated as follows to the applicable officials of the respective disagreeing Parties (or their successor officials designated by the applicable Party) and such officials shall at each level endeavor to promptly reach agreement on behalf of the applicable Parties. In the event agreement is not reached, a final determination by the applicable official of any party shall end that level of review. While the issues are being considered by such officials, commencement of the Reviewable Work will not take place unless it is necessary to protect public safety or infrastructure.

First level of review:
VDOT: District Administrator
WMATA: Deputy Chief of Track and Structures
Fairfax: Director, DPWES

Second level of review:
VDOT: Chief Engineer
WMATA: Chief Engineer
Fairfax: Deputy County Executive

If the comment remains unresolved after such review levels have been exhausted, then the Party desiring to undertake or authorize the applicable Reviewable Work may proceed.

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(c) The comment resolution process described in this Section 4.4 is without prejudice to any right of the Parties under agreements between them and under applicable law.

## ARTICLE V
## MISCELLANEOUS

5.1 Successors and Assigns. The rights and obligations set forth herein shall be for the benefit of and shall burden each Party, their successors and assigns and all subsequent owners of any portion of the Property and/or the Phase 1 Facilities.

5.2 Dispute Resolution.

Dispute Resolution – Level 1. For all disputes arising out of this Agreement (excluding a dispute relating to an unresolved comment as described in Section 4.4(b) above), any Party to this Agreement shall provide the Party it claims is responsible with written notice of any dispute and/or default under this Agreement. Such notice must identify the Section in dispute, and/or the necessary corrective action whenever the notifying Party reasonably deems that the other Party[s] is in default. The notice shall specifically state the nature of the dispute and/or default and shall provide the other Party[s] a reasonable period of time within which to respond or to correct the default, but in no event less than ten (10) calendar days. Should the matter in dispute or any alleged default not be corrected to the satisfaction of the Party giving notice thereof within ten (10) calendar days, any Party may further, thereafter, invoke these dispute procedures.

Dispute Resolution – Level 2. A dispute that is not resolved at Level 1 may be brought by any Party within five (5) business days to Level 2, where the County Executive of Fairfax, the General Manager of WMATA and the Commissioner of VDOT, or their designees, will be responsible for reviewing and attempting to resolve disputes and/or alleged defaults by the Parties that are not resolved at Level 1. Resolution will be signified by the written agreement of the County Executive of Fairfax, the General Manager of WMATA and the Commissioner of VDOT.

Dispute Resolution – Level 3. In the event that the Parties are not able to resolve the default or dispute after using the procedures set forth in Levels 1 and 2, any Party may commence a civil action to resolve the dispute in a court of competent jurisdiction in the Commonwealth of Virginia.

5.3 Applicable Law. This Agreement shall be construed under Virginia law.

5.4 Severability. If any term, covenant or condition of this Agreement or the application thereof to any person or circumstance shall to any extent be invalid or unenforceable, then the remainder of this Agreement or the application of such term, covenant or condition to any other person or circumstance shall not be affected thereby, and each such term, covenant and condition shall be valid and enforceable to the fullest extent permitted by law.

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5.5 Amendment and Termination. This Agreement may be amended or terminated only by written document signed by the Parties.

5.6 Non-waiver. The failure of any Party to enforce any provision of this Agreement shall in no event be deemed to be a waiver of such Party's right to do so thereafter or of the right to enforce any other restriction. No violation, default or breach by any Party hereunder shall result in the termination, extinguishment, divestiture or forfeiture of any right granted hereunder.

5.7 Notices to Parties. Each notice, demand, request, consent, approval, disapproval, designation or other communication that a Party is required to give or make or communicate to the other Party shall be addressed as follows:

If to Fairfax:
The County of Fairfax, County Executive
1200 Government Center Parkway
Fairfax, VA 22035
Telephone:(703) 324-4531

If to WMATA:
General Counsel
Office of General Counsel
Washington Metropolitan Transit Authority
600 5th Street, NW
Washington, DC 20001
Telephone:(202) 962-2525

with a copy to:
Deputy General Manager of Operations
Office of the Deputy General Manager of Operations
Washington Metropolitan Transit Authority
600 5th Street, NW
Washington, DC 20001

If to VDOT:
Commissioner of Transportation
Virginia Department of Transportation
1401 E. Broad St.
Richmond, VA 23219
Telephone: (804) 786-2700

Each Party may designate a different addressee, address or telephone number from time to time; provided, however, it has given at least five (5) days' advance notice of such change of address. Unless specifically stated to the contrary elsewhere in this Agreement, any notice shall be deemed to have been given, made or communicated, as the case may be, (i) upon delivery in the case of personal delivery or (ii) on the date one (1) Business Day after the same was deposited with a nationally-recognized overnight courier, properly addressed, and fully prepaid

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for next day delivery. However, all notices relating to (a) defaults or claims of default under this Agreement, (b) change of notice address or (c) pursuant to Section 5.2 shall be forwarded by registered or certified mail, return receipt requested or deposited with a nationally-recognized overnight courier, properly addressed, and fully prepaid for next day delivery. In the event of an Urgent Situation as defined in a permit issued as described in Section 1.1, oral or telephonic notice may be given to the other Parties, provided that such oral notice is followed up with a written notice complying with the provisions of this Section 5.7.

5.8 Cumulative Rights. All rights, remedies and privileges granted to any Party pursuant to any term, provision, covenant or condition of this Agreement shall be deemed to be cumulative and the exercise of any one or more thereof shall not be deemed to constitute an election of remedies.

5.9 Authority. Each Party represents and warrants to the other Parties that it has the power and authority to enter into and perform its obligations under this Agreement.

5.10 Liens on the Property. The Parties shall not, and have no authority to create any lien, judgment or other encumbrance upon the Property as a result of this Agreement.

5.11 Not Construed Against Drafter. This Agreement has been negotiated and prepared by WMATA, VDOT and Fairfax and their respective attorneys and, should any provision of this Agreement require judicial interpretation, the court interpreting or construing such provision shall not apply the rule of construction that a document is to be construed more strictly against one Party.

5.12. Immunity. In no event shall any provision in this Agreement be construed so as to constitute a waiver of the sovereign immunity of the Commonwealth of Virginia, WMATA or the County.

5.13. No Third-Party Beneficiaries. Nothing contained herein, express or implied, is intended to or shall confer upon any non-Party any rights, benefits or remedies of any nature whatsoever under or by reason of this Agreement.

Witness the following signatures and seals:

**VDOT: COMMONWEALTH OF VIRGINIA**

By: _____(SEAL)
Commissioner of Highways

**FAIRFAX: COUNTY OF FAIRFAX, VIRGINIA**

By:_____(SEAL)
Name: _____
Title: _____

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**<u>WMATA:</u>** **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

By:_____(SEAL)
Name: _____
Title: _____

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EXHIBIT A

**IDENTIFICATION OF THE CONVEYANCE INSTRUMENTS**

EXHIBIT B

**METRORAIL SILVER LINE CORRIDOR, PHASE 1**
**MAINTENANCE RESPONSIBILITY CHARTS BY ENTITY**

**WMATA Maintenance Responsibilities Along Routes 7 and 123**

| **Element** | **WMATA Responsibility** |
|---|---|
| Trackway - Aerial Guideway | Foundation |
| Trackway - Aerial Guideway | Column/Pier Abutments |
| Trackway - Aerial Guideway | Superstructure |
| Trackway - Aerial Guideway | Ballasted bridges |
| Trackway – Aerial Guideway | Guideway Drainage - **WMATA** maintains downspouts and outlet pipes to the outfall location. At the outfall, **WMATA** also responsible for maintaining the installed splash blocks and/or rip-rap outlet protection at the outfall. |
| Trackway – **Areas beneath Aerial Guideway on Route 7** | WMATA responsible for capital maintenance of the paved parking areas adjacent to the piers. |
| Trackway – Tunnel: Below grade | Entire structure |
| Trackway - Tunnel: At grade (land above tunnel) | Vent shafts and Vent Buildings |
| Trackway – Tunnel (Tysons) – At-grade (land above tunnel) | Landscaping in the area east of International Drive to the western limit of the East Vent Building driveway. |
| Station Buildings | Superstructure |
| Station Buildings | Ground level structure/facilities |
| Station Buildings | Foundations |
| Station Buildings | Column/Piers |
| Station Buildings | Station Walls (and integrated traffic barriers) |
| Station Buildings | Entry/stairway buildings . |
| Station Buildings | Ancillary facilities (TPSS, Service rooms, etc.) |
| Station Buildings | Plaza/sidewalk areas, including WMATA-style lighting, bike racks/lockers, furniture, and landscaping, except landscaping at Spring Hill station where **Fairfax County** is responsible for landscaping in median beyond station walls.<br>McLean station (North side of Route 123): **WMATA** shall be responsible for maintaining planters at the station plaza. For areas within VDOT Right-of-Way, responsibilities include day-to-day maintenance at Mclean North and |

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|---|---|
| | Tysons Corners North including landscaping along Route 123 near the latter station building.<br><br>WMATA is not responsible for capital maintenance of sidewalk/plaza pavement and planter boxes on VDOT Right-of-Way. |
| Station Buildings and Station Entry Pavilions: Art-in-Transit Works | **WMATA** is responsible for maintenance and replacement of works of art provided as part of the Art-in-Transit program including structural supports, electrical service, and the art itself. Locations include: within Mclean station building, outside of Greensboro station north and south entry pavilions, outside of Spring Hill station south entry pavilion, and within Wiehle station building. |
| Station Buildings and Station Entry Pavilions: **Utility Feeds** | Utility lines and manholes - From point of Utility Company demarcation (e.g., meter, corporate valve etc.) to building. |
| Station Entry Pavilions | Buildings |
| Station Entry Pavilions | Sidewalk/Plaza area surrounding pavilion buildings including landscaping area, WMATA-style lighting, and bike racks/lockers. This includes day-to-day maintenance of pavilion sidewalk/plaza areas within VDOT Right-of-Way at 1) Greensboro South, 2) Spring Hill south and north, and 3) McLean south. Bike racks and lockers near Spring Hill station north pavilion are located in the Kiss and Ride lot area and maintained by Fairfax County.<br><br>WMATA is not responsible for capital maintenance of sidewalk/plaza pavement on VDOT Right-of-Way. |
| Station Entry Pavilions | **WMATA**-owned stormwater management features and drainage pipes exclusively servicing **WMATA** facilities to point of interface with roadway drainage manhole or outfall. |
| Station Entry Pedestrian Bridges | All elements (Foundations, Columns/Piers and Superstructure, including mechanical, electrical and plumbing) |
| Bus Facilities - On Street Sidewalk Facilities | McLean (North, Route 123), Tysons Corner (North, Tysons Blvd), and Spring Hill (North side) stations –Day-to-day maintenance, |

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|---|---|
| | including WMATA-style lighting, bus stop signs, furniture, and snow removal off sidewalk, bus stop and pedestrian areas. **WMATA** is not responsible for capital maintenance or repair of sidewalk/plaza pavement on VDOT Right-of-Way. |
| Bus Facilities – Off Street | Tysons Corner Station (South) – Within **WMATA** surface property interests or utility easements: Bus bay and access roadway, pavements and curb and gutter; sidewalk areas, including pavement, shelters, lighting and furniture; landscaping; signage; **WMATA**-owned stormwater management features and drainage for features exclusively servicing **WMATA** facilities to point of interface with roadway drainage manhole or outfall |
| Kiss and Ride Lot – Spring Hill | Bike racks and lockers, except those located within the Fairfax Property which shall be the responsibility of Fairfax. |
| Traction Power and Train Control Systems | TPSS - Access roadway and sidewalk areas; enclosure and building; switch pad and equipment; all landscaping; power feed and communications crossings to trackway; signs, site lighting, stormwater management and drainage features nominally exclusive for TPSS facility within **WMATA** surface property interests and utility easement(s) for pipes exclusively servicing **WMATA** facilities to point of interface with roadway drainage manhole or outfall. |
| Traction Power and Train Control Systems | 34.5 kilovolt ductbank and crossings, including switches |
| Traction Power and Train Control Systems | TBS and TCR - access roadway and sidewalk areas; enclosure and building; landscaping within **WMATA** surface property interests; power feed and communications crossings to/from trackway; stormwater management and drainage features nominally exclusive for TPSS facility within **WMATA** surface property interests and utility easement(s) for pipes exclusively servicing **WMATA** facilities to point of interface with roadway drainage manhole or outfall |

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**VDOT Maintenance Responsibilities Along Routes 7 and 123**

| **Element** | **VDOT Responsibility** |
|---|---|
| Trackway - Aerial Guideway: **Areas beneath guideway** | Along Route 123 - area beneath aerial guideway that is outside of **WMATA** surface property interests at stations and within **VDOT** Right-of-Way. |
| Trackway - Tunnel: At grade (land above tunnel) | Land above the tunnel at Routes 7 and 123 on VDOT Right-of-Way - will be maintained by **VDOT** except landscaping generally above tunnel east of International Drive, which will be maintained by **Fairfax County**. |
| Station Entry Pavilions: **Access Sidewalks**[1] | VDOT is not responsible for enhanced hardscape or landscaping along Route 7, which will be maintained by **Fairfax County**. |
| Bus Facilities - On Street | McLean, Tysons Corner and Spring Hill stations – Day-to-day maintenance of bus bays roadway pavement to back of curb, including structural maintenance and snow removal. VDOT is responsible for capital replacement of pavement at bus bay.[2] |
| Traffic Sign posts and panels | Trailblazer Signs (as defined in Article 2.8 of this Agreement) within VDOT Right-of-Way beyond **WMATA** or **Fairfax County** surface property interests**,** subject to the provisions of Article 2.8 of this Agreement. |
| Traffic Signals | Traffic signals, including all associated equipment and roadway lighting located on traffic signal poles. |

**Notes:**

1. Capital replacement of sidewalks within VDOT Right-of-Way by **VDOT** shall be performed in accordance with **VDOT** standard sidewalk.
2. Capital replacement of bus pads within VDOT Right-of-Way by **VDOT** shall be performed in accordance with **VDOT** standards.

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**Fairfax County Maintenance Responsibilities Along Routes 7 and 123**

| **Element** | **Fairfax County Responsibility** |
|---|---|
| Trackway - Aerial Guideway: **Areas beneath guideway** | Within Route 7 median – landscape and hardscape (except capital maintenance of paved parking areas at piers), including decorative stone wall not integrated with station walls. Area of responsibility includes areas outside of WMATA station walls and fenced refuge area at Greensboro station. **Fairfax County** is also responsible for landscaping at Spring Hill station in the median outside of station walls.<br>Along Route 123 – In areas that are owned by Fairfax County, including: the former roadway area of Old Springhouse Road; beneath the aerial guideway at Scott's Run; between the eastern limit of the **WMATA**'s McLean station surface property interests and Scotts Crossing Road; the driveway used by Capital One; and the area west of the driveway used by Capital One. |
| Roadside Areas – Route 7 | Enhanced hardscape and landscaping along Route 7, including tree grates, beyond the **WMATA** surface property interests. |
| Roadside Areas – Route 7, Route 123 and Colshire Drive | Roadway lighting installed by DVP, including electrical system, poles, mast arms, roadway luminaires, and "pee-dee" luminaires |
| Stormwater Management Facilities: **Ponds** | Pond 6 (Wolftrap Meadows) - Pond area, including basin, slopes/berms, outfall structures/culvert and access roadway |
| Stormwater Management Facilities | Route 7 Median Biofiltration System - to roadway drainage manhole or outfall |
| Kiss and Ride Lots – **McLean and Spring Hill** | All elements, including but not limited to parking/circulation area, including signs within facility; lighting; bus shelters; sidewalk/plaza areas, including shelters, and furniture; landscaping; snow removal; stormwater management features and drainage to point of interface with roadway manhole or outfall. At Spring Hill station, also includes maintenance of access roadway and connection to Spring Hill Road.<br>**Fairfax County** will install signage at prominent locations indicating **Fairfax** |

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|---|---|
| | **County** is operator of lots, including 24-hour telephone number for **Fairfax County.**<br><br>**Fairfax County** will separate utility connections from **WMATA** utility rooms that serve lots with **Fairfax County** separate meters within sixty (60) days of revenue operations of Phase 1.<br><br>**Fairfax County** agrees to ensure the continued existence of the Kiss and Ride lots in essentially the same form, in terms of number of spaces, functionally and usage as they are as of the date of this Agreement.<br><br>**Fairfax County** shall provide two spaces marked "Maintenance Vehicles" to be used by **Fairfax County** or **WMATA** vehicles. |
| Kiss and Ride Lot – Spring Hill | Bike racks and lockers, except those located within the WMATA Easement Areas, which shall be the responsibility of WMATA. |
| Bus Facilities - On Street Sidewalk and Roadway Facilities (McLean station on Colshire Drive only) | McLean Station on Colshire Drive – Sidewalk areas, including pavement, shelters, lighting, bus stop signs, and furniture beyond WMATA fee simple property limits. **Fairfax County** also responsible for capital replacement of bus shelters and concrete bus bay pads within roadway |
| Bus Facilities - On Street Sidewalk Facilities (McLean station (North, on Rt. 123), Tysons Corner North, and Spring Hill stations only) | McLean station (North, on Route 123), Tysons Corner (North, Tysons Blvd) and Spring Hill stations - **Fairfax County** responsible for capital repair/replacement of bus shelters. |
| Station/Pavilion Plaza/Sidewalk Areas – Planter Boxes within VDOT Right-of-Way at McLean Station North plaza/sidewalk area. | **Fairfax County** responsible for capital repair/replacement of planter boxes. |

**Abbreviations utilized in this Exhibit B:**
MWAA - Metropolitan Washington Airports Authority
WMATA – Washington Metropolitan Washington Transit Authority
DOT – Virginia Department of Transportation
TBS – Tie Breaker Station
TPSS – Traction Power Substation
TCR – Train Control Room

Board Agenda Item
March 25, 2014

INFORMATION - 1

Contract Award - Clinical Consultation Services

The Department of Purchasing and Supply Management issued a Request for Proposal (RFP2000000847) soliciting qualified sources to provide Clinical Consultation Services for the Juvenile and Domestic Relations District Court's Residential Programs (Foundations, Shelter Care II, and Boys Probation House) and Family Counseling Unit. Clinical Consultation services are vital to the continued operations of these programs. The Fairfax County Juvenile and Domestic Relations District Court (JDRDC) seeks to use these services to improve the theoretical knowledge base and enhance the counseling skills of JDRDC residential unit staff and family counselors. Examples of some of the areas to be addressed through consultation services include group dynamics and facilitation, counseling ethics, effects of trauma and abuse on adolescents and the adolescent behavior change process.

RFP2000000847 was publicly advertised in accordance with the requirements of the Fairfax County Purchasing Resolution. Four offerors submitted a response before the closing date. The Selection Advisory Committee (SAC), approved by the Purchasing Agent, evaluated the proposals in accordance with the criteria established in the RFP. Upon completion of the final evaluation of the proposals, the SAC negotiated with the top two ranked offerors and unanimously recommended to award the contract to Neil Makstein, Ph.D and Phoenix Family Counseling & Play Therapy Center, PLLC. Multiple awards are recommended to ensure that each program's needs are met.

The Department of Tax Administration (DTA) has verified that Neil Makstein, Ph.D possesses the appropriate Fairfax County Business, Professional and Occupational License (BPOL) and Phoenix Family Counseling and Play Therapy Center, PLLC is not required to obtain a BPOL.

Unless otherwise directed by the Board of Supervisors, the Purchasing Agent will proceed to award this contract to Neil Makstein, Ph. D and Phoenix Family Counseling and Play Therapy Center, PLCC. The Purchasing Agent may amend the contract in response to a change in conditions in accordance with the Fairfax County Purchasing Resolution.

FISCAL IMPACT:
The contract will begin on the date of award. The annual fiscal impact to the Juvenile & Domestic Relations District Court (JDRDC) is approximately $34,000, based on historical utilization of these services. Over the five year term of the contract, the fiscal impact is estimated to be $170,000. These funds are available in the baseline budget for JDRDC.

ENCLOSED DOCUMENTS:
Attachment 1: List of Offerors for RFP2000000847

STAFF:
Cathy A. Muse, Director, Department of Purchasing and Supply Management
M. Gail Ledford, Director, Department of Administration for Human Services
Robert A. Bermingham, Jr., Director of Juvenile and Domestic Relations District Court

ATTACHMENT 1

List of Offerors
RFP 2000000847
Clinical Consultation Services

| NAME | SWAM STATUS |
|---|---|
| Autumn Leaf Group, Inc. | Woman-Owned Small Business |
| Neil Makstein, PHD (Solo Practitioner) | Small Business |
| Phoenix Family Counseling & Play Therapy Center | Small Business |
| Therapy Source | Woman-Owned Large Business |

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Board Agenda Item
March 25, 2014

INFORMATION – 2

Fairfax County to Submit an Application to the United States Department of Transportation (USDOT) for a Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan

BACKGROUND:
In October 2012, the Metropolitan Washington Airports Authority (MWAA), Fairfax County, and Loudoun County ("the Funding Partners"), submitted a joint Letter of Interest (LOI) to USDOT requesting a TIFIA loan for the Dulles Corridor Metrorail Project ("the Project"). The TIFIA loan would provide a financial advantage to the counties who have already made significant financial commitments to the Phase II Dulles Rail Project, and allow MWAA to more effectively leverage the Dulles Toll Road revenues to enable a reduction in projected out year toll rates. TIFIA loans provide credit assistance to projects that are deemed of national and regional significance, and are highly competitive. The loans also provide for a debt service repayment deferral option of up to five years after project completion, competitive interest rates, and flexible prepayment provisions of outstanding principal.

In December 2012, USDOT notified the Funding Partners that a preliminary review of the LOI had been conducted. They noted that the project would remain eligible for a potential TIFIA loan amount not to exceed 33% of the total project estimate which equates to $1.9 billion. The resulting consensus of the funding partners was that MWAA would receive $1.3 billion (68.1%), Fairfax County $404 million (21.5%), and Loudoun County $195 million (10.4%). MWAA had been targeting a figure in the $1.2-$1.4 billion range as based on their remaining financing plans. While the counties received a far less overall percent of the $1.9 billion allocation, the amounts translate to 45% of their respective total Phase II project costs which were a guiding principle in the group consensus. These are the figures that have been used for planning purposes, but will not be confirmed until final review of the respective applications by USDOT.

On February 24, 2014, USDOT provided written confirmation to the Funding Partners requesting each to submit separate applications for a TIFIA loan. Staff is preparing the application materials to submit as quickly as possible. Per federal statute and upon receipt of the County's TIFIA application, USDOT has 30 days to provide notification of whether the application is complete and no later than 60 days of whether the application has been approved.

Upon approval of the application, the Funding Partners will next concurrently work towards a closing date on the loan. When all necessary loan agreements, funding

agreements, and additional documentation requests are completed, staff will return to the Board of Supervisors requesting Board approval to close on the loan.
Unless otherwise directed, the County will submit a TIFIA application to USDOT.

ENCLOSED DOCUMENTS:
None

STAFF:
Susan W. Datta, Chief Financial Officer
Tom Biesiadny, Director, Department of Transportation
Mark Canale, Dulles Rail Project Manager, Department of Transportation
Joseph LaHait, Debt Coordinator, Department of Management and Budget
James McGettrick, County Attorney's Office

Board Agenda Item
March 25, 2014

INFORMATION - 3

Status Report on the Board's Third Four-Year Transportation Program

On July 10, 2012, the Board of Supervisors approved their Third Four-Year Transportation Program for FY 2013 through FY 2016. The Four-Year Transportation Program is designed to enhance mobility, promote and increase safety, and create choices for the commuting public with multi-modal projects that add capacity, reduce congestion, connect missing sidewalk and bicycle links, and provide safe access to transit facilities.

The Third Four-Year Transportation Program projects are funded with $937.0 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 FY2016; $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.

The attached February 2014 status report on the Board's Four-Year Transportation Program also includes active projects from the previous Four-Year Programs and projects in Fairfax County funded by other external sources. This report includes project updates through February 2014, and has been compiled by Fairfax County Department of Transportation (FCDOT) staff in consultation with implementation partners in the Department of Public Works and Environmental Services, George Mason University, the Metropolitan Washington Airports Authority, the Virginia Department of Transportation, and the Washington Metropolitan Area Transit Authority. Major milestones that have occurred since February 25, 2014, will be included in the next report.

Priority projects approved by the Board on January 28, 2014, have not yet been included in this report. Staff will begin to include these new projects in the next report.

Status reports are posted on the FCDOT website following the Board's review, and project updates from the report will be added to a new interactive web-based map on the FCDOT website that is available to the public. The web map graphically shows project locations and allows the user to click on a project and see basic information, including project name, scope, and status. Finally, the project updates will be loaded into the transportation project layers in the county's GIS system, which will be available as a resource to county staff.

Board Agenda Item
March 25, 2014

ENCLOSED DOCUMENTS:
Attachment 1: Status Report on the Fairfax County Board of Supervisors' Third Four-Year Transportation Program for FY 2013 through FY 2016

STAFF:
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# *Status Report*
***on the***
# *Fairfax County Board of Supervisors' Third Four-Year Transportation Program*
***FY 2013 Through FY 2016***

*Prepared by:*
*Department of Transportation*
*Capital Projects and Operations Division*

FCDOT
Serving Fairfax County for 25 Years and More

# February 2014

**February 2014 Status Report on the Board's Four-Year Transportation Program for FY2014 Through FY2017**

# Department of Transportation Summary of Activities and Highlights

## Projects Completed and Under Construction from July 2013 through February 2014

- **Completed Projects**: 31 projects were completed since July 2013, consisting of eight roadway, three transit, and 21 pedestrian, bicycle, walkway, and trail projects. In addition, 20 bus stop improvement projects were completed.
  - **Arlington Boulevard/Graham Road** *Median installation* (Mason)
  - **Beach Mill Road Bridge Rehabilitation** (Dranesville)
  - **Boone Boulevard/Aline Avenue (TMSAMS)** *Pedestrian Intersection Improvements* (Providence)
  - **Braddock Road/Roanoke River Road** *Intersection Improvements, managed by GMU* (Braddock)
  - **Colonial Lane/Chain Bridge Road (TMSAMS)** *Pedestrian Intersection Improvements* (Providence)
  - **Columbia Pike Walkway** *from Maple Court to Blair Road* (Mason)
  - **Fairfax County Parkway/Fair Lakes Parkway/Monument Drive Interchange** (Springfield, Sully)
  - **I-495 Express Lanes Ped/Bike at Braddock Road** *from Ravensworth Road to I-495* (Braddock)
  - **I-495 Express Lanes Ped/Bike at Gallows Road** *from I-495 to Exxon Mobil Entrance* (Providence)
  - **I-495 Express Lanes Ped/Bike at Route 236** *from I-495 to Heritage Drive/Hummer Road* (Braddock)
  - **North Kings Highway Median** *from Fort Drive to Huntington Metrorail Station* (Lee)
  - **Old Meadow Road/Old Meadow Lane (TMSAMS)** *Pedestrian Intersection Improvements* (Providence)
  - **Raglan Road/Gosnell Road (TMSAMS)** *Pedestrian Intersection Improvements* (Hunter Mill)
  - **Reston Town Center Transit Station Modifications** (Hunter Mill)
  - **Rolling Road/Old Keene Mill Road** *Safety Improvements* (Springfield)
  - **Route 1 Walkway (RHPTI)** *Belle Haven Towers Phase II* (Mount Vernon)
  - **Route 1 Walkway (RHPTI)** *north of Reddick Avenue/Russell Road* (Mount Vernon)
  - **Route 1 Walkway (RHPTI)** *south of Kings Village Road* (Mount Vernon)
  - **Route 1 Walkway (RHPTI)** *south of Sky View Drive* (Mount Vernon)
  - **Route 1 Walkway (RHPTI)** *Quander Road Phase II* (Mount Vernon)
  - **Route 29/Nutley Street** *Safety Improvements* (Providence)
  - **Seneca Avenue/Chain Bridge Road (TMSAMS)** *Pedestrian Intersection Improvements* (Providence)
  - **Silverbrook Road Walkway** *from Southrun Road to Monacan Road* (Mount Vernon)
  - **Solutions Drive/Greensboro Boulevard (TMSAMS)** *Pedestrian Intersection Improvements* (Providence)
  - **Sunset Hills Road Walkway (Plaza America Proffer)** *from Reston Center to Town Center Parkway* (Hunter Mill)
  - **Tyspring Street/Gosnell Road (TMSAMS)** *Pedestrian Intersection Improvements* (Hunter Mill)
  - **Wall Street/Gosnell Road (TMSAMS)** *Pedestrian Intersection Improvements* (Hunter Mill)
  - **West Ox Bus Operations Center Storage Building** (Providence)
  - **Westbranch Drive/Westpark Drive (TMSAMS)** *Pedestrian Intersection Improvements* (Providence)
  - **Westmoreland Street/Haycock Road** *southbound right turn lane* (Dranesville)
  - **Wiehle-Reston East Metrorail Station Park-and-Ride Garage** (Hunter Mill)

**February 2014 Status Report on the Board's Four-Year Transportation Program for FY2014 Through FY2017**

- **Projects in Construction**: 44 projects are currently under construction. In addition, 17 bus stop improvement projects are in construction.
  - **Annandale Streetscapes** *on Columbia Pike from Backlick Road to fire station* (Mason)
  - **Ashburton Avenue Walkway** *at Cedar Run* (Sully)
  - **Bobann Drive Bikeway** *from Wharton Lane to Stringfellow Road* (Sully)
  - **Burke Commons Road Walkway** *from Meredith Circle to Roberts Parkway* (Braddock)
  - **Columbia Pike Walkway** *from Gallows Road to Annandale Church* (Mason)
  - **Dolley Madison Boulevard/Churchill Road** *Pedestrian Intersection Improvements* (Dranesville)
  - **Dulles Rail Phase 1** *from West Falls Church to Wiehle-Reston East Metrorail Station* (Dranesville, Hunter Mill , Providence)
  - **Dulles Rail Phase 2** *from Wiehle-Reston East Metrorail Station to Route 722 in Loudoun County* (Dranesville, Hunter Mill)
  - **Fairfax County Parkway/Franconia-Springfield Parkway** *Median Safety Improvements* (Dranesville, Hunter Mill, Lee, Springfield)
  - **Gambrill Road/Pohick Road** *southbound right turn lane* (Mount Vernon, Springfield)
  - **GMU West Campus Bypass** *Crossing Route 123, managed by GMU* (Braddock, Springfield)
  - **Huntington Bus Maintenance Facility Service Lane** (Mount Vernon)
  - **I-66/Route 28 Safety Improvements** (Sully)
  - **I-66 Active Traffic Management Improvements** (Providence, Springfield, Sully)
  - **I-66 Spot Improvements (Inside the Beltway)** *from Sycamore Street/Washington Boulevard to Dulles Toll Road* (Dranesville)
  - **I-95 Direct Access Ramps to Fort Belvoir North Area** (Lee)
  - **I-95 Express Lanes** (Lee, Mason, Mount Vernon)
  - **Lee Road Culvert** (Sully)
  - **Lewinsville Road Walkway** *from Snow Meadow Lane to Elsinore Road* (Dranesville)
  - **Lorton Road Improvements** *from Route 123 to Silverbrook Road* (Mount Vernon)
  - **McLean Central Business District** *Traffic Signal Replacement* (Dranesville)
  - **Mount Vernon Memorial Highway Walkway** *from north of Sunny View Drive to Richmond Highway* (Mount Vernon)
  - **Mulligan Road** *from Route 1 to Telegraph Road* (Lee, Mount Vernon)
  - **Old Centerville Road and Braddock Road Emergency Signal Pre-Emption** (Sully)
  - **Route 1 Walkway (RHPTI)** *from south of Fordson Road to Woodlawn Trail* (Mount Vernon)
  - **Route 1 Walkway (RHPTI)** *from south of Mount Vernon Memorial Highway to Napper Road* (Mount Vernon)
  - **Route 1 Widening** *from Old Mill Road/Mulligan Road to Telegraph Road* (Mount Vernon)
  - **Route 7/Baron Cameron Avenue/Springvale Road** *Pedestrian Intersection Improvements* (Dranesville, Hunter Mill)
  - **Route 1 Walkway (RHPTI)** *from Sacramento Drive to Engleside Plaza* (Mount Vernon)
  - **Route 7/Lewinsville Road** *Pedestrian Intersection Improvements* (Dranesville, Hunter Mill)
  - **Route 7 Widening** *from Rolling Holly Drive to Reston Avenue* (Dranesville, Hunter Mill)
  - **Route 29 Bridge Repairs** *over tributary of Accotink Creek* (Providence)
  - **Route 29 Bridge Replacement** *over Little Rocky Run* (Springfield)
  - **Route 29 Multi-Purpose Trail** *from Federalist Way to Shirley Gate Road* (Braddock)
  - **Route 50 Widening** *from Route 28 to Poland Road* (Sully)
  - **School Street Walkway** *from North Kings Highway to Pine Grove Circle* (Lee)
  - **Silverbrook Road Walkway** *from Silverthorn Road to Bayberry Ridge Road* (Mount Vernon, Springfield)
  - **Stringfellow Road Widening** *from Route 50 to Fair Lakes Boulevard* (Springfield, Sully)

- **Telegraph Road Widening** *from Beulah Street to Leaf Road* (Lee, Mount Vernon)
- **Telegraph Road Widening** *from South Van Dorn Street to South Kings Highway* (Lee)
- **Towlston Road Bridge Replacement** *over Rocky Run* (Dranesville)
- **Twin Lakes Drive Bridge Rehabilitation** *over Johnny Moore Creek* (Sully)
- **Walker Road at Georgetown Pike** *Road Diet* (Dranesville)
- **Walney Road Bridge Replacement** *over Flatlick Branch* (Sully)

## Bicycle and Pedestrian Program Highlights from July 2013 through February 2014

The Board directed FCDOT to lead the effort to improve bicycle and pedestrian safety and mobility, including constructing bicycle and pedestrian facilities in high-priority areas of Fairfax County. In 2006, the Board endorsed a Ten-Year Funding Goal of $60 million for new bicycle and pedestrian projects. Through FY2018, the Board has designated $110 million in federal, state, and county funding to construct high-priority bicycle and pedestrian improvement projects.

- **Pedestrian and Bicycle Access and Safety**: FCDOT staff continues ongoing outreach and coordination with groups such as Reston Metrorail Access Group (RMAG), Herndon Metrorail Station Access Management Study (HMSAMS), Fairfax County Public Schools (FCPS) Safe Routes to Schools, INOVA, the county's Transportation Advisory Commission (TAC), the Trails and Sidewalks Committee, and the county's Americans with Disabilities Act (ADA) Compliance Team.

- **Trail, Bike Lane, and Sidewalk Waivers:** FCDOT staff received and processed 20 waivers in coordination with Board members, the Trails and Sidewalks Committee, Department of Public Works and Environmental Services (DPWES), and the Department of Planning and Zoning (DPZ).

- **Street Smart:** FCDOT staff work with regional partners on the Street Smart Pedestrian and Bicycle Safety Media Campaigns. The twice-yearly campaigns utilize major-market television and radio, print, and bus advertising to promote safety awareness responsibilities of drivers and pedestrians in both English and Spanish.

- **I-495 Express Lanes Bicycle and Pedestrian Projects:** Bicycle and pedestrian facilities have been constructed on all of the Beltway bridge crossings in the I-495 Express Lanes Project. These new facilities removed some of the worst barriers to pedestrian and bicycle movement in Fairfax County, since most of the former bridges had no facilities. The Board designated additional CMAQ funding which, along with VDOT and county bond proceeds, funds the missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project.

- **Bicycle Master Plan:** Staff from both FCDOT and DPZ are finalizing the report, including the staff report on all the necessary modifications to the Comprehensive Plan. The study will be completed and presented to the Planning Commission in May 2014 and tentatively to the Board of Supervisors in June 2014.

- **Increase and Enhance Bicycle Parking:** FCDOT is completing its bicycle rack and improvement projects initiated in 2009, consisting of the installation of 150 new bicycle racks and 30 new bicycle lockers at locations countywide. New racks and bicycle lockers were recently installed at the Burke Centre Virginia Railway Express (VRE) Station, Backlick Road VRE Station, and Centreville-Stone Road Park-and-Ride Lot.

- **Secure Bicycle Parking Facilities**: Staff is finalizing work on the new "Bike and Ride" facility at the Wiehle-Reston East Metrorail Station in anticipation of the opening of Metrorail's Silver Line. When open, this facility will provide safe and secure parking for over 200 bicycles. Other secure bicycle parking facilities in design include the Stringfellow Road Park-and-Ride Transit Center and Springfield Community Business Center Commuter Parking Garage.

- **Vienna Metro-City of Fairfax-George Mason University (GMU) Connector**: Work continues on a bicycle route connecting GMU with the Vienna Metrorail Station 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:** In FY2013, 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 edition of the Manual of Uniform Traffic Control Devices (MUTCD). More locations are planned for this coming year.

- **Bobann Drive Bikeway-Sully District:** Construction began in January 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 bicycle route connecting multiple sites of historic importance. Project completion is scheduled for summer 2014.

- **Reston Capital Bikeshare Feasibility Study:** Funded through Metropolitan Washington Council of Governments' Transportation/Land Use Connections Grant Program, this study will examine the feasibility of expanding Capital Bikeshare to the Reston area. If feasible, a second grant providing $400,000 for bikeshare infrastructure is available. The study will be completed by June 2014.

## BRAC Implementation Plan Highlights from July 2013 through February 2014

- **Projects In Construction**
  - Mulligan Road and Telegraph Road Widening.
  - Defense Access Ramps into Fort Belvoir North Area (I-95 at the Fairfax County Parkway).
  - Route 1 Widening from Telegraph Road to Mulligan Road/Mount Vernon Memorial Highway.

- **Projects in Design**
  - Fairfax County Parkway and Rolling Road Interchange (VDOT). Project funded for construction in VDOT's Six Year Improvement Program. Design-Build project managed by VDOT. NTP issued in January 2014.
  - I-95/Fairfax County Parkway Flyover Ramp (funded for design only). Design is in progress.

## February 2014 Status Report on the Board's Four-Year Transportation Program for FY2014 Through FY2017

## Capital Projects and Operations Division Highlights from July 2013 through February 2014

The Capital Projects and Operations Division consists of the Capital Projects Section (CPS) and the Traffic Engineering and Operations Section (TEOS). CPS is responsible for scoping new multi-modal transportation projects, managing preliminary engineering plans and studies, and coordinating projects with VDOT, FHWA, WMATA, DPWES, the Board, and the general public. TEOS is responsible for managing traffic issues related to signs, signals, parking, traffic calming, and other residential traffic issues. TEOS partners with VDOT, the Board, homeowners associations, and citizen groups to resolve issues.

### Capital Projects

- **Project Scoping**
  - On January 28, 2014, the Board adopted a list of approximately 180 new transportation project priorities. Capital Projects staff is responsible for scoping the projects, as well as managing many of the studies and conceptual plans. Staff will be working on project assignments and scheduling in spring 2014. The project scoping will be a major effort for CPS in 2014.

- **Studies and Preliminary Plans:**
  - **Braddock Road HOV Widening:** The study will consist of three main components: study widening, HOV, and transit needs from Burke Lake Road to I-495, study widening and transit from Guinea Road to Burke Lake Road, and study a commuter parking and transit center facility on Braddock Road in the vicinity of Burke Lake Road.
  - **Dulles Toll Road Tysons Ramps:** CPS has completed a conceptual study of alternatives for new ramp connections between the Dulles Toll Road and Tysons.
  - **Fairfax County Parkway from I-95 to Telegraph Road:** Investigate short-term congestion reduction improvements. The study is underway.
  - **Jones Branch Connector (JBC**): The 30% design plans have been completed for this roadway connection between Jones Branch Drive and Route 123 in Tysons. The Interchange Modification Report (IMR) has also been prepared and submitted to VDOT for review. It is anticipated that VDOT and FHWA will approve the IMR in spring 2014, and FCDOT is proceeding with further design related efforts in anticipation of IMR approval. Funding for construction is a combination of local, state, and federal funds. FCDOT will manage the project through final design and land acquisition, and VDOT will construct the project.
  - **Rolling Road VRE Parking Expansion**: This study will determine the feasibility of adding a garage structure for additional parking. The study is in progress, and draft completion is anticipated in August 2014.
  - **Route 1 Transit Center:** This study will select a feasible location, develop a conceptual design, and perform operational analysis for the transit center on the Route 1 corridor. 16 sites were evaluated for the transit center location, of which, the top three sites are being analyzed for feasibility. Conceptual layout designs for two of these three sites are also being developed.
  - **Route 7 Widening:** This project will widen Route 7 from Reston Avenue to Jarrett Valley Drive. A market research study and traffic engineering study of constructing express lanes (high-occupancy toll lanes) along corridor were recently completed by VDOT. Preliminary design, including alternative intersection analysis, is in progress.
  - **Route 7 Widening from Route 123 to I-495 (Tysons)**: This conceptual design study for an eight-lane section (four lanes in each direction) is in progress. Ground survey and traffic data collection are complete, and the consultant is preparing future lane configurations. Additional

Tysons Consolidated Traffic Impact Analysis (CTIA) modeling is needed to select appropriate lane configuration for all intersections along Route 7.

- **Route 123/Route 7 Interchange**: This conceptual design study is identifying alternatives for improving the existing non-urban interchange in Tysons. Ground survey is complete. Interchange and intersection alternatives will be studied after additional Tysons CTIA modeling is completed.
- **Route 123/Great Falls Street/Lewinsville Road**: This conceptual design study analyzes short to mid-term improvements to the intersection. Scoping and consultant selection are in progress.
- **Soapstone Overpass**: The study is analyzing alternatives for a crossing over the Dulles Toll Road between Sunrise Valley Drive and Sunset Hills Road in Reston. Five alignment alternatives were developed and evaluated. A hybrid alternative with a compressed typical section was developed and is recommended for further development. The study report is being finalized.
- **Springfield CBC Parking Garage:** This is a multi-modal and bus transit transfer facility to include approximately 1,100 commuter parking spaces, carpooling and pedestrian accommodations, and bicycle facilities. Final report for conceptual design and preliminary environmental study received. Design contract selection process complete and contract negotiations are underway.
- **State Street Alignment**: This study is analyzing alternative alignments for a new road in Tysons between Greensboro Drive and the planned Boone Boulevard extension. The stakeholders have selected three alignment alternatives for additional study and detailed design.
- **Stringfellow Road Park-and-Ride:** This project will construct an additional 300 spaces, three additional bus bays (total of six), and a transit center building with bicycle facilities at the existing Stringfellow Park-and-Ride Lot.
- **Telegraph Road Widening from South Van Dorn Street to South Kings Highway:** This project will widen Telegraph Road to a four-lane section including enhanced pedestrian improvements. Construction is in progress.
- **Town Center Parkway Underpass:** This project entails development of a conceptual design of a bridge structure that will carry the Metrorail over the future Town Center Parkway extension. Coordination with the Metropolitan Washington Airports Authority and Metro on the bridge structure is ongoing and will be constructed as part of the Dulles Metrorail Phase 2 project.
- **Wiehle Ave/W&OD Trail Crossing**: This study is analyzing alternatives for a future grade-separated crossing of the W&OD Trail at Wiehle Avenue. Several alternatives have been developed, and a draft report with recommendations is under review.

**<u>Traffic Engineering and Operations</u>**

- **Signage, Community Parking District (CPD) and Residential Permit Parking District (RPPD) Programs, and General Parking**
  - RPPD issued approximately 6,400 permits and passes and assisted nearly 400 lobby walk-in customers.
  - RPPD received 11 inquiries, conducted five parking studies, issued five petitions, and held six public hearings.
  - CPD issued six petitions, and held three public hearings.
  - Staff performed field reviews for 11 parking restriction requests and the Board approved four new "No Parking" restrictions.
  - More than 300 signs were installed or had maintenance performed.
  - In the process of updating the Fairfax County Code related to Residential Permit Parking Districts - Section 82-5A and Appendix G.

- **Residential Traffic Administration Program (RTAP)**
  - 38 traffic calming projects were initiated for study.
  - Five traffic calming projects were approved by the Board of Supervisors for installation.
  - Six "$200 Fine for Speeding" sign requests were received with signs installed on eight roads.
  - Three "Watch for Children" sign requests were received.
  - One "Through Truck Restriction" request was received.

- **Traffic Operations**
  - Coordinating with VDOT on installation of a traffic signal at Sunrise Valley Drive and Coppermine Road.

## Coordination and Funding Division Highlights from July 2013 through February 2014

The Coordination and Funding Division handles coordination and liaison responsibilities between the department, regional agencies, local jurisdictions, and state and federal agencies, and seeks funding from all levels of government for the implementation of transportation projects and services.

- **Commonwealth Transportation Board (CTB):** Requested $10 million in FY2015 VDOT Revenue Sharing funds from the CTB for the Route 29 Widening and Vaden Ramp Improvement projects.

- **Continuation of the Countywide Dialogue on Transportation (CDOT)**: Staff concluded extensive outreach efforts in fall 2013 to determine the public's priorities for transportation needs. The public outreach culminated in the prioritization of projects over a six-year period, and a County Six-Year Plan (CSYP) for transportation was approved by the Board on January 28, 2014. The CSYP is for fiscal years 2015 through 2020 and includes approximately 180 new projects funded with $1.4 billion in revenues from various sources.

- **Capital Improvement Program (CIP):** Successfully completed the FCDOT portion of the CIP with endorsement from the Planning Commission and adoption by the Board scheduled in spring 2014.

- **VDOT Six-Year Improvement Program:** Prepared testimony to CTB for VDOT's FY2015 – FY2020 program.

- **Commuter Ferry Service:** Analysis to examine the possibility of a commuter ferry service for the region was completed in October 2013. The results indicated that no commuter ferry service is recommended within Fairfax County, since the preferred location was on Fort Belvoir's property. The Army was not interested in providing that service for various logistical and security reasons.

- **Cost Benefit Analysis Tool (CBA)**
  - After the initial results were presented to the Board on June 25, 2013, staff revisited several projects as directed by the Board and incorporated final results in the Countywide Dialogue on Transportation in fall 2013.
  - Additional Cost Benefit Analysis will be conducted in the future as needed.

- **Coordination with Metropolitan Washington Council of Governments Transportation Planning Board (MWCOG TPB)**
  - Incorporated the Jones Branch Connector (the first major roadway improvement within Tysons which provides additional access across the Beltway and connects to the I-495 Express Lanes) into the Transportation Improvement Program (TIP) to receive federal funds.
  - Incorporated 12 Tysons roadway improvement projects (Table 7) into the region's 2014 Constrained Long Range Plan (CLRP).
  - Following Board of Supervisors approval on November 19, 2013, provided input on the MWCOG TPB Regional Transportation Priorities Plan (RTPP). The RTPP was adopted by the TPB on January 15, 2014.
  - Board of Supervisors approved three federal MAP-21 Transportation Alternative Program grant applications in October 2013: Lorton Cross County Trail, Mason Neck Trail, and Old Courthouse Road Sidewalk. The Old Courthouse Road Sidewalk project was submitted in the TAP application process, but is a Safe Routes to School Project. When MAP-21 combined the Transportation Enhancement and the Safe Routes to School Programs, it allowed for Safe Routes to Schools to be larger in scope, and the Old Courthouse Road Sidewalk project benefitted from this change. Grant awards are expected to be announced by August 2014.
  - Worked with COG staff to add new Transportation Emission Reduction Measures (TERMS) projects for the region as part of eliminating the region as an EPA Non-attainment Area.
  - Provided inputs for the MWCOG TPB's "Freight Around the Region" report.
  - In coordination with DPWES, provided input to TPB's Green Streets Policy. Adoption of the policy by the TPB, with Fairfax County's recommendations included, is scheduled to occur early spring 2014.

- **Metro 2025**
  - The Washington Metropolitan Area Transit Authority (WMATA) and its funding partners developed and adopted a strategic plan called "Momentum" to help guide the Authority over the next few decades. Part of that plan includes "Metro 2025" which is a subset of the Capital Improvement Program (CIP), and is generally made up of WMATA's capital expansion improvements between now and 2025. Metro 2025 includes new rail cars and power upgrades for running eight car trains, additional buses for operating Priority Corridor Networks, and rail station improvements to increase the capacity of the Metrorail system infrastructure. WMATA and jurisdictional staff are working to develop an affordable funding plan to fund many of the Metro 2025 improvements that were proposed by WMATA.

- **Virginia Railway Express (VRE)**
  - Successfully established a VRE and Fairfax Connector Bus Transfer policy with VRE for express service from VRE stations to Tysons and overall bus transfer policy.
  - Began feasibility study to investigate expanding Rolling Road VRE Station parking lot. Scheduled completion of the study is for August 2014.
  - Implemented significant security and traffic management improvements at the Burke Centre VRE Station surface parking lot and garage. Continued work with VRE staff to install state-of-the-art bicycle lockers at Lorton and Franconia-Springfield VRE Stations. These state-of-the-art lockers were installed at the Burke and Backlick Stations in January 2014.
  - Provided input for the development of VRE's System Plan which is an update of VRE's 2004 Strategic Plan, and identifies critical VRE system needs in a comprehensive manner and prioritizes the service initiatives and capital improvements to advance VRE's long-term strategic

vision over the next 20 years. The System Plan was adopted by the VRE Operations Board on January 17, 2014.

- **Federal Discretionary Grant Opportunities**
  - Applied for $1.6 million in Transportation Alternatives Program grants that will be awarded by August 2014. $1.6 million in Transportation Alternatives Program grants applied for in November 2012 and April 2013 was awarded to the county for countywide transportation projects in full.

- **Federal Loan Program Opportunities**
  - Submitted an initial application for a $403 million loan through the Transportation Infrastructure Finance and Innovation Act (TIFIA) to support Fairfax County's financial obligation for the Silver Line Phase 2 expansion to Dulles International Airport.

- **Update Federal Civil Rights Compliance**
  - Drafted an Interim Title VI Program that delineates FCDOT's efforts to ensure that the Fairfax Connector proactively considers the civil rights of Fairfax County citizens in the provision of transit services.

- **Tysons Transportation Infrastructure Funding**
  - On January 28, 2014, the Board approved new rates for the Tysons, Tysons-Wide, and Tysons Grid of Streets Fund Areas. They also approved funding for four studies totaling $836,000.
  - In fall 2013, staff met three times with the Tysons Service District Advisory Board to discuss progress of the transportation projects supported by the Tysons Transportation Plan. The advisory board will meet again in spring 2014 to discuss recommendations to the Board concerning the service district rate for FY2015.

- **Developer Contribution Funds**
  - Countywide cash proffer collections from May 1, 2013, through February 1, 2014, equal $272,090.
  - FCDOT and DPZ staff worked on a proffer interpretation with the County Attorney's office that will allow for the construction of pedestrian improvements at Route 123 and International Drive totaling approximately $3 million. This proffer interpretation allows for the funding that was planned to come from the Tysons Road Fund to be available for other projects in Tysons.
  - The Board adjusted collection rates for the Centreville, Tysons, and Fairfax Center Area Road Funds for inflation on January 28, 2014.

- **2013 Legislative Summary and Bill Implementation**
  - **HB 2313, Transportation Funding Package**: In early 2013, the General Assembly passed HB 2313. The final transportation bill provides approximately $840 million annually for statewide maintenance, construction, and transit by 2018.
  - HB 2313 also includes regional components for Northern Virginia and Hampton Roads. The Northern Virginia component provides approximately $300 million annually to the region. The regional components include, but are not limited to:
    - Imposing a 0.7% sales tax, to a total of 6% for Northern Virginia.
    - Imposing a 2% Transient Occupancy Tax (hotel tax).
    - Imposing a regional congestion fee (grantors tax) of $0.15 per $100 valuation.

- 70% will be provided to the Northern Virginia Transportation Authority (NVTA) to be used on (1) regional projects included TransAction 2040 (the regional unconstrained long-range transportation plan) or its future updates that have also been evaluated by VDOT for reducing congestion, or (2) mass transit capital projects that increase capacity. The VDOT evaluation is not required for funds received in FY2014.
- 30% of funds will be distributed to individual localities and must be spent on urban or secondary road construction, capital improvements that reduce congestion, projects included in TransAction 2040 or its future updates, or for public transportation purposes.
  - Localities must enact the local Commercial and Industrial Property (C & I) at $0.125 per $100 valuation or dedicate an equivalent amount of local funding 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 proportional amount.
  - As part of the FY2014 Adopted Budget, the Board approved increasing the C & I rate from $0.11 per $100 of assessed value to $0.125 which enables Fairfax County to receive its 30 % local share of HB 2313 Northern Virginia revenues.

- In summer 2013, NVTA considered regional projects for funding in FY2014. On May 13, 2013, the Board of Supervisors endorsed a list of projects, totaling $218 million, for NVTA consideration. On July 24, 2013, NVTA approved almost $210 million worth of projects to fund via Pay-As-You-Go or bond financing. This included $74 million for projects requested by the county and another $40 million for projects requested by the Northern Virginia Transportation Commission, VRE, and WMATA which benefit the county.
- On December 12, 2013, NVTA initiated a call for projects for the first three years of the NVTA FY2014 – FY2019 Six Year Program. On January 28, 2014, the Board of Supervisors approved a list of regional projects totaling approximately $238 million for NVTA consideration. Many of these projects will require funding beyond FY2016, and staff will seek funding for projects in need of additional funding through NVTA and other sources in FY2017 – FY2021.
- On January 28, 2014, the Board of Supervisors also approved the execution of three Memoranda of Agreement that establish the terms for the distribution of the local share of the HB 2313 revenues from NVTA, and from the county to the Towns of Herndon and Vienna. Following the execution of the agreements by all parties, the county will receive funding from NVTA and can make funding available to the towns.

- **Department of Rail and Public Transportation (DRPT)**
  - On January 28, 2014, the Board approved 17 agreements with the Virginia Department of Rail and Public Transportation (DRPT). These agreements provide funding to Fairfax County in FY2014, for WMATA capital and operations projects and for Fairfax County transit capital projects and operations. The FY2014 funding in the Six-Year Improvement Program provides the county with $8,570,250 for Fairfax County Transit Capital Projects, $11,134,381 for Fairfax Connector Operating Assistance, $22,643,214 for WMATA Capital Projects, and $34,962,196 for WMATA Operating Assistance.

## Marketing and Transportation Services Group Highlights from July 2013 through February 2014

The Marketing and Transportation Services Group (TSG) promotes Transportation Demand Management (TDM) strategies to help reduce or mitigate traffic congestion in Fairfax County. The TSG partners with major employers, developers, and multi-family residential complexes to encourage alternative commute options, impacting over 326,480 (an increase of 19.5% from FY2013) commuters in the county.

Marketing staff also provides communications support to FCDOT by producing graphics and publication design, web and social media content, media relations, and marketing of commuter services.

- **Employer Outreach – TDM:** The TSG Employer Services Program has implemented TDM programs at over 540 (an increase of 3.8% from FY2013) Fairfax County employer sites. To date, 252 (an increase of 3.2% from FY2013) Fairfax County employers have implemented a Level 3 or 4 trip reduction or benefit program, and another 288 (an increase of 4% from FY2013) employers have implemented a Level 1 or 2 program. Level 1 and 2 programs may include commuter surveys, distributing transit information, implementing alternative work schedules, or hosting an on-site transportation fair. Level 3 and 4 programs may include shuttles to and from transit stations, implementing formal policy driven telework programs, offering transit subsidies, providing free or premium parking to carpools and vanpools, or implementing a comprehensive bicycle and walking program. Level 4 employers may have implemented Fairfax County's organic TDM strategy, the "ShuttlePool." A ShuttlePool is an innovative long range corridor-based strategy for transporting clusters of employees to work. This program uses state funds to assist employers during the startup phase.

- **Best Workplaces for Commuters:** The TSG, in partnership with the Center for Urban Transportation Research, designated ten Fairfax County employers and two business sites as "Best Workplaces for Commuters" for 2013. This raises the total number of recognized sites in Fairfax County to 38 (an increase of 35% from FY2012). The program started in 2010. The employers were recognized by the Board of Supervisors in December for the broad range of transportation options offered to their employees. The "Best Workplaces for Commuters" designation acknowledges employers who have excelled in implementing green commuter programs.

- **Community Outreach – TDM:** The TSG's "Commuter Friendly Community Program" (CFCP) identified and/or implemented trip reduction TDM programs at over 252 (an increase of 8.1% from FY2013) Fairfax County residential communities. A highlight of this new program will be publicly recognizing communities.

- **New and Ongoing Partnerships:** The TSG also supports the Congestion Mitigation Programs for Dulles Rail, I-495 Express Lanes and the I-95 Express Lanes construction Transportation Management Plan (TMP) by coordinating employer and community outreach with regional partners, including the Virginia Department of Rail and Public Transportation, VDOT, Dulles Area Transportation Association (DATA), MWAA, COG, Tysons TMA (Formerly TyTran), Best Workplaces for Commuters, WMATA, Loudoun County Transit, Potomac and Rappahannock Transportation Commission, Virginia Railway Express, Fredericksburg Metropolitan Area Planning Organization, and George Washington Regional Commission.

- **Teleworking:** The Fairfax County government telework program currently has 1,786 (an increase of 8% from FY2013) employee participants, and continues to encourage teleworking countywide.

- **Commuter Benefit Program:** 231 (an increase of10% from FY2013) county employees currently are taking advantage of the Fairfax County Employees' Commuter Benefit Program. Eligible employees may register for the program and request to receive up to $120 per month in transit benefits that can be used for bus, vanpool, and Metrorail fares.

- **Silver Line**: Marketing and TSG staff are developing outreach plans and materials to advise the public of the new travel options that will become available when the Silver Line opens in 2014. This effort includes five new rail stations in Fairfax County, major changes to 43 Fairfax Connector bus routes, a new 2,300-space commuter parking facility at Wiehle-Reston East Metrorail Station, the county's first secure, enclosed bicycle room with space for over 200 bicycles and more.

## Special Projects Division (Dulles Rail) Highlights from July 2013 through February 2014

The Special Projects Division manages the Dulles Corridor Metrorail Project (DCMP) for Fairfax County. The Division is currently working with local, state, and federal partners to implement a $5.6 billion 23-mile heavy rail construction project, including $2.9 billion for Dulles Rail Phase 1 and $2.7 billion for Dulles Rail Phase 2. DCMP will be an extension of the Washington Metropolitan Area Transit Authority's (WMATA) rail system which will extend the system from just west of East Falls Church into Fairfax County, Dulles International Airport, and Loudoun County. Once in operation, the new extension of the WMATA system will be called the Silver Line. Fairfax County's direct funding for DCMP exceeds $1 billion. In addition to construction management, the team's efforts focus heavily on communication with elected officials, the community, and other stakeholders to ensure accurate reporting of project information and progress.

### Dulles Rail

- **Phase 1**
  - Construction is 99% complete as of February 7, 2014.
  - Dulles Transit Partners (DTP) claimed Scheduled Substantial Completion on February 7, 2014. MWAA announced on February 25, 2014 that DTP was not in conformance with the contract requirements for Substantial Completion. Once DTP achieves Substantial Completion, this will allow the next steps to be taken by WMATA in determining the Revenue Operations Date (ROD).
  - All track work for the Silver Line is in place, and the third rail has been energized. Punch list and Record of Decision road work are ongoing.
  - Current estimate to complete Phase 1 is $2.905 billion, which is within the revised budget.
  - West Falls Church Yard construction completion scheduled for late February 2014 with the sound box and tail track to be completed in late February 2014.
  - Fairfax County is the lead for regional coordination efforts among the various bus services providers working closely with Transit Services Division, WMATA, Loudoun County Transit, Potomac and Rappahannock Transportation Commission, and MWAA-Washington Flyer staff.
  - Wiehle garage is 100% complete, and substantial completion was achieved in August 2013.

- **Phase 2**
  - Bid Packet A (Rail Stations, Systems, and Line) was awarded in May 2013. Notice to proceed was issued in July 2013 with a 60 month design build schedule.
    - Phase 2 Team is Capital Rail Constructors, a joint venture of Clark Construction and Kiewit International.
    - Packet A was estimated to be between $1.4 billion and $ 1.6 billion. The low bid was $1.177 billion which represents a $251 million savings to the project (and toll road users).

- MWAA has selected four teams to bid on a contract to design and build Packet B of Phase 2 of the Silver Line project. Packet B consists of the design and construction of a rail yard and maintenance facility to be built at Dulles International Airport.
- Cost estimate for all Phase 2 work is $3.093 billion (without the following reductions).
  - The cost estimate with value engineering, Packet A savings, and funding the garages outside of the project brings the revised total project estimate to $2.7 billion.
  - Estimated cost to Fairfax County to construct the parking garages at Herndon and Innovation Center Stations is $135 million.
- Fairfax County is currently working on options to fund, design, and construct the parking garages at the Herndon and Innovation Center stations outside of the project. Designs are progressing for both garages.
- Schedule for substantial completion of Phase 2 is mid–2018 with revenue service to begin in late 2018.

## Transit Services Division Highlights from July 2013 through February 2014

Transit Services Division staff are leading efforts to implement a multitude of public transportation improvements in Fairfax County. This includes bus service changes in support of major capital infrastructure projects, capital projects at the three Fairfax Connector operating garages as well as at passenger facilities, and enhancements in technology and customer service on the Fairfax Connector bus system.

- **Fairfax Connector Bus System**
  - **Express Lanes Bus Service:** In 2013, FCDOT began providing service on three new express bus routes to Tysons utilizing the I-495 Express Lanes, which opened in November 2012. The routes begin in Lorton (Route 493), Springfield (Route 494), and Burke (Route 495). Two routes provide a connection to the VRE. Staff will redesign the circulation patterns of each of the three lines in Tysons to accompany the opening of the Silver Line, and will be closely monitoring ridership and performance data until that time.
  - **Silver Line Bus Service Plan:** In June 2013, after approximately six months of extensive public outreach, FCDOT finalized the bus service plan to support the opening of Phase I of the Silver Line, which was approved by the Board. The service changes will take place concurrently with the opening of the Silver Line, which is currently anticipated for spring 2014. A substantial part of the plan is the implementation of a short-term bus system, 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 and residential areas. 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. Routes were approved to operate at an introductory reduced fare of $0.50 per trip. 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% of all Fairfax Connector bus service will change when Phase 1 of the Silver Line opens. Staff is working to finalize a marketing and outreach plan to highlight the service changes and new transportation options.

- **Bus Shelter Advertising Program**: FCDOT is engaged in a public-private partnership with Signal Outdoor Advertising to improve 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 will share a percentage of the profits with the county. Throughout the county, 65 existing bus shelters have been retrofitted with advertising panels, 53 new sites were completed from 2012 thru 2013, 11 are currently in the design stage, and 34 are currently being scoped for new shelter and infrastructure improvements for FY2014.

- **Fairfax Connector Fleet:** FCDOT will be ordering 17 35-foot replacement buses and 22 35-foot expansion buses for service identified in the Transit Development Plan (TDP) in FY2015. FCDOT ordered 19 replacement buses in FY2014. All of these buses are Mini-Hybrids, include On Board Diagnostics, and are equipped with the newest emissions reduction equipment to meet the 2010 and 2013 EPA standards.

- **Intelligent Transportation Systems:** FCDOT released the Request for Proposals (RFP) for Intelligent Transportation Systems (ITS) in December 2012. After reviewing proposals and conducting vendor interviews during the first half of CY2013, FCDOT staff recommended a contract award in June 2013. The ITS project will include automatic vehicle locator systems, mobile data terminals, stop annunciators, data warehouse/reports, and real time passenger information. Full system implementation is expected to occur in FY2015.

- **Comprehensive Transit Plan and Transit Development Plan Update:** FCDOT issued a Notice to Proceed for the Comprehensive Transit Plan (CTP) and Transit Development Plan (TDP) update in July 2013. This study is expected to run 18 months. Activities during the period July – December 2013 in each of the study's three main components are listed below.
  - CTP: A review and update of the County's 2009 TDP, extending the bus service planning horizon from 2020 to 2025.
    - Began review of previous transit-related studies.
    - Began collection of operational and demographic data.
    - Began rider (on-board) survey.
    - Began planning resident (telephone) survey.
    - Developed and began to implement outreach plan.
  - Title VI: Development of a revised Title VI (civil rights) program for the Fairfax Connector that would comply with new guidance issued by the Federal Transit Administration (FTA) in October 2012.
    - Completed development of resource requirements for Title VI compliance.
    - Issued contract modification to develop interim and final Title VI programs for FTA.
    - Developed an Interim Title VI Program to be submitted to FTA and the Board.

**February 2014 Status Report on the Board's Four-Year Transportation Program for FY2014 Through FY2017**

## Transportation Design Division Highlights from July 2013 through February 2014

The Transportation Design Division (TDD) is responsible for the implementation of multi-modal transportation projects throughout the county under the approved Capital Improvement Program (CIP). Projects are grouped into five primary program categories: Bus Stop Safety and Accessibility; Pedestrian Access Improvements; Roadway Improvements; Additional Capital Improvement Projects; and Grant Funded Pedestrian Access Improvements. Overall, between July 2013 and February 2014, 32 county managed projects were completed, including 20 bus stop improvements; 38 county managed projects were authorized for or are under construction, including 17 bus stop improvements; approximately 102 county managed projects are in design, land acquisition, or utility relocation phases; and approximately 15 county managed projects are in project initiation phase.

- **Bus Stop Safety and Accessibility Program**
  - 20 sites completed during this eight month period; 378 sites have been completed to date.
  - 17 sites authorized for or currently under construction.
  - 140 sites are in design or land acquisition phase.
  - 10 sites in project initiation phase.

- **Pedestrian Access Program (Intersections, Sidewalks, and Trails)**
  - Eight projects were completed.
  - 15 projects were authorized for or are currently under construction.
  - 23 projects are in the land acquisition or utility relocation phase.
  - 66 projects are in the design phase.

- **Roadway Improvement Program**
  - Four projects were completed.
  - Three projects were authorized for or are currently under construction.
  - Four projects are in land acquisition or utility relocation phase.
  - Seven projects are in design.
  - One project is in initiation (Jones Branch Connector Final Design).

- **Additional Capital Improvement Projects**
  - Three projects are under construction (Annandale Road Streetscapes; McLean Central Business District Signal Replacement, and Old Centerville Road and Braddock Road Emergency Signal Pre-emption).

- **Grant Funded Bicycle and Pedestrian Access Improvements**
  - **Richmond Highway Public Transportation Initiative (RHPTI):** Five sidewalk projects were completed and three are currently under construction. Five intersection improvements are expected to be authorized by VDOT to begin Land Acquisition in spring 2014. Design is underway on seven additional sidewalk projects and four new pedestrian intersection improvements, three of which are expected to be authorized for construction in spring 2014. Two additional sidewalk projects are in project initiation phase.
  - **Dulles Corridor Bicycle and Pedestrian Access (DCBPA):** Design is underway on ten projects, one of which will be constructed by VDOT. Two of these projects are in the land acquisition phase. Two projects have been completed (one completed by the Silver Line Metrorail project and one by a developer).

- **Route 50 Pedestrian Improvements (Jaguar Trail to Seven Corners):** Pedestrian improvements at three intersections and eight segments of sidewalk. Survey and environmental documentation have been initiated. Design is underway on all projects.
- **Tysons Metrorail Station Access Management Study (TMSAMS):** Project initiation efforts have begun on 34 projects. Ten projects were completed under an expedited process utilizing C & I funds. FCDOT is coordinating with FCPA on three projects that FCPA may manage through construction. Two projects will be completed by developers. Survey and design efforts are underway on 13 projects.
- **Reston Metrorail Station Access Group (RMAG):** Survey and design efforts are underway on three projects. Two projects are located on private property which requires further coordination with landowners prior to commencing design activities. One project is awaiting completion of an adjoining development before proceeding, and two projects are awaiting completion of further feasibility and location studies.
- **Safe Routes to School (SRTS):** One project is in design (Burke Center Parkway at Marshall Pond Road) and is in the right-of-way acquisition phase.
- **Additional Grant Funded Bicycle and Pedestrian Access Improvements:** One project is in land acquisition (Soapstone Drive Walkway from Glade Drive to Sunrise Valley Drive).

## Transportation Planning Division Highlights from July 2013 through February 2014

The Transportation Planning Division (TPD) is responsible for long-range planning efforts, including the analysis of transportation impacts of current and future development and zoning. TPD has completed the innovative Consolidated Traffic Impact Analysis (CTIAs) and other significant projects for Tysons, including the Circulator Study. Several zoning applications along the Silver Line Phases 1 and 2 were completed, and Transportation Demand Management (TDM) procedures were advanced. Additional significant planning projects, such as the Countywide Transit Network Study, were either completed or advanced.

### Site Analysis

- **Consolidated Traffic Impact Analysis (CTIAs) for Tysons**
  - East, central, and west CTIAs have been reviewed and approved by VDOT.

- **Tysons Zoning Applications**
  - Review of several zoning applications within Tysons continues. Two large, mixed-use applications were approved: NV Commercial near the intersection of Routes 7 and 123 and the Tysons West application near Westwood Center Drive and Route 7.

- **Land Use Review along Phase 2 of Silver Line**
  - Evaluation of the proposed Special Exceptions for the future station areas has begun.
  - Work with several property owners in the station areas to evaluate current and future zoning submittals is ongoing, including the public-private partnership for the Transit Oriented Development (TOD) mixed-use project and rail station parking garage at the future Innovation Center Metrorail Station.
  - Coordination with rail project, transportation, planning, and zoning staff continues in preparation for land use review.

- **General Zoning Applications**
  - Large-scale and complex applications throughout the county were reviewed and approved:
    - Rock Hill, Parcel 5A, near the future Innovation Center Metrorail Station
    - Reston Heights mixed-use, near the future Reston Town Center Metrorail Station
    - Penn Daw mixed-use
  - Staff reviews of other rezoning, Special Exception, and Special Permit cases are ongoing.
  - Staff reviews of other land use items (site plan reviews, proffer interpretations, waivers, post-zoning coordination, etc.) are ongoing.

- **Transportation Demand Management (TDM) and Parking**
  - With completion of the TDM study, this information is being used to implement more effective TDM strategies and parking ratios, and to formalize TDM commitments.
  - Codification of parking standards in transit center areas countywide continues to be pursued with parking reduction requests under Site Analysis review.
  - Organization of parking issues toward a comprehensive, multi-agency approach to address parking in TODs and Revitalization districts is being led by the Site Analysis Section.

- **Vacation, Abandonment, and Discontinuance**
  - Processing of these requests continues.

- **Process and Standards**
  - Efforts to improve coordination with VDOT on land use review continue.
  - Staff continues to participate in the ongoing effort to implement street designs in TODs to conform to urban street design standards adopted by VDOT in December 2013.
  - Staff continues to participate in efforts to revise the PFM to reflect urban street design standards adopted by VDOT in December 2013.

**<u>Transportation Planning</u>**

- **Countywide Transit Network Study**
  - Held public meeting in July 2013.
  - Evaluated potential modifications to the Proposed High Quality Transit Network Concept.
  - Examined the potential impacts on transit ridership of prospective policies to enhance transit mode competitiveness.
  - Commenced assessment of right-of-way and transit corridor needs.
  - Initiated development of capital and operations and maintenance cost estimates.
  - Coordinated with partner agencies and adjusted study schedule to facilitate development of complementary outcomes, particularly regarding concurrent Alternatives Analysis studies.
  - Coordinated with neighboring jurisdictions, stakeholders, and citizen organizations.

- **Tysons Interim Parking**
  - Executed commuter parking agreement for approximately 700 spaces at McLean Metrorail Station to be open when Metrorail begins service.
  - Agreement with other property owner is in process.

- **Herndon Metro Station Access Study**
  - Contracted with consultant for redirected scope of work.

- Re-engaged Advisory Group.
- Completed existing conditions assessment.

- **Dulles Corridor Study**
  - Submitted chapter 870 transportation analysis to VDOT.
  - Completed support of Plan Amendment adoption for Reston and Route 28 South Side Comprehensive Plan Amendments.

- **Columbia Pike Streetcar**
  - Completed Project Agreement between Fairfax County and Arlington County for the next phases of project work.

- **Tysons Neighborhood Study Phase II**
  - Developed preliminary mitigation measures for 29 intersections that fall within neighborhoods surrounding Tysons.
  - Cost estimates for proposed mitigation measures will be established after mitigation measures have been finalized.
  - Developed an additional conceptual design for the Dolley Madison Avenue and Old Dominion Drive intersection. Second concept addresses right-of-way impact concerns.
  - Met with members of the McLean Citizens Association to discuss proposed mitigation measures for study intersections within the Dranesville district.
  - Met with Town of Vienna Council members to discuss proposed countermeasures for study intersections within the Town of Vienna.
  - Met with Supervisor Smyth and Commissioner Lawrence of the Providence district to discuss proposed countermeasures for study intersections within the Providence district.
  - Will meet with Supervisor Hudgins of the Hunter Mill district to discuss proposed countermeasures for study intersections within the Hunter Mill district.
  - Public meetings are planned in March 2014.

- **Springfield Road Fund**
  - Provided support analysis to establish Road Fund in the Springfield Community Business Center area.
  - Developed planning level cost estimates for transportation infrastructure projects to be incorporated as part of the Road Fund implementation.
  - Phased transportation infrastructure projects within the Road Fund to best meet future travel demand.
  - Assessed potential Road Fund rates for commercial and residential land uses.
  - Conducting further analysis on prospective complete streets projects in the Springfield Community Business Center (CBC) and Transit Station Area (TSA).

- **Tysons Monitoring**
  - Initiated transportation travel surveys of workers, residents, retail customers, and visitors to Tysons, establishing baseline trip-making characteristics before the opening of the new rail service.
  - Inventoried on and off street parking and peak usage of parking spaces; conducted flyovers of Tysons and obtained hourly images of parking accumulation.

- **Seven Corners Area Study**
  - Presentation of existing conditions to Task Force.
  - Transportation Charette – Focus on expanding street network, vision for Route 50, and interchange.
  - Interchange improvement concepts created and presented to the Task Force.
  - Task Force proposed land use scenario and enhanced street network with three interchange improvements is being analyzed.

## VDOT Traffic Engineering Highlights from July 2013 through February 2014

### Traffic Engineering

- VDOT implemented a road diet on River Birch Road between Dulles Technology Drive and Sunrise Valley Drive. The project removed a through lane in each direction in favor of bicycle lanes and on-street parking. The project helped address a severe parking shortfall in the community, and will also help control speeding, improve safety, and improve cyclist accommodations. River Birch Road carries about 4,000 vehicles per day which can be easily accommodated in a single travel lane. The entire 0.7-mile length of the street was treated. It was VDOT's first road diet implemented independently of a paving project, and the first in Dranesville District.

- In conjunction with repaving projects, VDOT made minor modifications to pavement markings in many locations throughout Fairfax County. The changes are intended to improve traffic safety and operations, and include features such as new left-turn lanes, improved delineation of existing turn bays, and upgrades to meet current marking standards.

- VDOT has studied intersections for signals, signage, marking and traffic control devices, and recommended improvements at various locations.

- VDOT continues to undertake upgrades to traffic signal infrastructure, typically replacing span-wire signals with mast arms and upgrading ancillary features such as curb ramps.

# Project Status Legend

**Capital Projects Staff**

***AB*** *= Audra Bandy*
***AL*** *= Adam Lind*
***CL*** *= Caijun Luo*
***CWS*** *= Charlie Strunk*
***DPWES*** *= Dept. of Public Works & Env. Services*
***GM*** *= Guy Mullinax*
***JYR*** *= Jane Rosenbaum*
***KLM*** *= Karyn Moreland*
***MJG*** *= Michael Guarino*
***SLC*** *= Smitha Chellappa*
***SSS*** *= Sung Shin*
***NF*** *= Neil Freschman*
***TB =*** *Tad Borkowski*
***VA=*** *Vanessa Aguayo*
***WPH*** *= Bill Harrell*

**Funding Source**

***ARRA =*** *American Recovery & Reinvestment Act of 2009*
***C & I =*** *Commercial and Industrial Property Tax for Transportation*
***CMAQ*** *= Congestion Mitigation & Air Quality*
***DAR*** *= Defense Access Road*
***DOD*** *= Department of Defense*
***FTA*** *= Federal Transit Administration*
***HSIP*** *= Highway Safety Improvement Program (formerly HES)*
***JARC*** *= Job Access Reverse Commute*
***NVTD Bonds*** *= Northern Virginia Transportation District Bonds*
***OEA*** *= Office of Economic Adjustment*
***Primary*** *= Primary 6-Year Program*
***RSTP*** *= Regional Surface Transportation Program*
***Secondary*** *= Secondary 6-Year Program*
***TAC Spot*** *= Transportation Advisory Commission Spots*

**Status**

*Bid Ad*
*Complete*
*Construction**
*Design*
*Inactive*
*On Going*
*On Hold*
*Project Initiation*
*ROW = Land Acquisition*
*Study*
*Terminated*
*Utilities = Utility Relocation*

** Construction phase begins when design and ROW are complete, and may include pre-advertisement activities, bid advertisement, and contract award.*

**Project Type**

***INT*** *= Interstate*
***PRI*** *= Primary Road*
***SEC*** *= Secondary Road*
***TRAN*** *= Transit*
***PED/BIKE*** *= Pedestrian and/or Bicycle*

**Other**

***ADA*** *= Americans with Disabilities Act*
***CIM*** *= Community Information Meeting*
***COG*** *= Council of Governments*
***CTB*** *= Commonwealth Transportation Board*
***DCBPA*** *= Dulles Corridor Bicycle and Pedestrian Access*
***DTR*** *= Dulles Toll Road*
***EB*** *= Eastbound*
***FCDOT*** *= Fairfax County Department of Transportation*
***FCPA*** *= Fairfax County Park Authority*
***FCPS*** *= Fairfax County Public Schools*
***FHWA*** *= Federal Highway Administration*
***FMD*** *= Facilities Management Department*
***FY*** *= Fiscal Year*
***LF*** *= Linear Feet*
***MOA*** *= Memorandum of Agreement*
***MUTCD*** *= Manual on Uniform Traffic Control Devices*
***MWAA*** *= Metropolitan Washington Airports Authority*
***N/A*** *= Not Available or Not Applicable*
***NB*** *= Northbound*
***NTP*** *= Notice to Proceed*
***PFI*** *= Preliminary Field Inspection*
***PPTA*** *= Public-Private Transportation Act*
***RFP*** *= Request for Proposals*
***RFQ*** *= Request for Qualifications*
***RHPTI*** *=Richmond Highway Public Transportation Initiative*
***RMAG*** *= Reston Metrorail Access Group*
***RT7PI*** *= Rt. 7 Pedestrian Initiative*
***RT50PI*** *= Rt. 50 Pedestrian Initiative*
***SB*** *= Southbound*
***TMP*** *= Traffic Management Plan*
***TMSAMS*** *= Tysons Metrorail Station Access Management Study*
***UDCD*** *= Utilities Design and Construction Division, Dept. of Public Works & Env. Services*
***VDOT*** *= Virginia Department of Transportation*
***VSMP*** *= Virginia Stormwater Management Program*
***WB*** *=Westbound*
***WMATA*** *= Washington Metropolitan Area Transit Authority*

# 4-Year Project Summary Report

## Braddock District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0620** | BR | **Braddock Road/Danbury Forest Drive/Wakefield Chapel Road**<br>Construct short-term left-turn lane improvements | COUNTY | **Project Initiation** | 0.150 | 0.050 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | 4YP303 | | 2014 Bonds, C & I | | **U** | TBD | TBD | |
| SEC | WPH | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. C & I funds allocated to expedite design. Survey underway. Consultant proposal approved in December 2013. Schedule will be developed after survey is completed.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0620** | BR | **Braddock Road/Olley Lane**<br>Pedestrian intersection improvements | COUNTY | **Project Initiation** | 0.150 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0620** | BR | **Braddock Road/Roberts Road**<br>Construct right turn lane from NB Roberts Road to EB Braddock Road | COUNTY | **Project Initiation** | 0.850 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| SEC | WPH | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0620** | BR, SP | **Braddock Road/Route 123**<br>Interim improvements: Add dual left turn lanes on Route 123, add through lane and left turn lane on Roanoke River Road, extend turn lanes at Braddock Road and Route 123 | COUNTY | **ROW** | 3.350 | 1.808 | **D** | May-10 | Dec-14 | 👎Δ |
| | | | | | | | **R** | Jan-14 | Aug-14 | 👎Δ |
| | | | R12301A | | C & I | | **U** | TBD | TBD | |
| SEC | WPH | | | | | | **C** | Jan-15 | Jul-15 | Δ |

Pre-final design in progress. 1 of 2 properties have been acquired. Land Acquisition completion delayed three months due to additional coordination with property owners. Design schedule adjusted three months due to ongoing Kelley Drive agreement negotiations and possible utility relocations. Construction schedule advanced five months since previous report.

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; **Δ** =Change Since Previous Report; 🚩 =Schedule Concern; **$** =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Braddock District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0643** | BR | **Burke Centre SRTS** | | **Design** | | | **D** | May-13 | Sep-14 | 👍 |
| | | Provide a refuge island and upgrade ramps and pavement striping at intersection of Burke Centre Parkway and Marshall Pond Road/Schoolhouse Woods Road | | | | | **R** | Mar-14 | Aug-14 | |
| | | | SRTS-089 | | | | **U** | N/A | N/A | |
| | CW | | | | | | **C** | Oct-14 | May-15 | |
| Pre-final design is in progress. Environmental task order proposal has been approved. Project plats are being prepared. Project plats in progress. | | | | | | | | | | |
| **6493** | BR | **Burke Commons Road Walkway** | COUNTY | **Construction** | 0.230 | 0.230 | **D** | Feb-10 | Jan-14 | ☺Δ |
| | | Construct 700 LF sidewalk from Meredith Circle to Roberts Parkway along north side | | | | | **R** | Aug-12 | Dec-13 | ☺Δ |
| | | | PPTF01-02200 | | C & I | | **U** | Jan-14 | Mar-14 | 👍 |
| PED/ BIKE | CL | | | | | | **C** | Feb-14 | Sep-14 | Δ |
| Project is funded by Commercial and Industrial revenues and endorsed by the BOS on October 19, 2009. Construction award expected in April 2014. Land Acquisition and Design completed two months later than scheduled due to issues in securing land rights. Construction schedule adjusted accordingly. | | | | | | | | | | |
| **0645** | BR, SP | **Burke Lake Road/Coffer Woods Road** | COUNTY | **Design** | 0.904 | 0.370 | **D** | Apr-13 | April-16 | 👍 |
| | | Pedestrian intersection improvements and extend sidewalk 600' | | | | | **R** | Jun-14 | Jan-15 | |
| | | | 4YP301-PI02 | | 2014 Bonds, C & I | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. C & I funds allocated to expedite design. Draft pre-final design is under review. | | | | | | | | | | |
| **XXXX** | BR | **Burke VRE Connector Phase IV** | | **Project Initiation** | 1.200 | 0 | **D** | TBD | TBD | |
| | | Trail from VRE Station west to Oak Leather Court/Lake Barton | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | CWS | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Braddock District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| XXXX | BR | **Cross County Trail (CCT) Pavement Upgrades**<br>Upgrade and pave 7,900 LF of trail between Route 236 and Braddock Road | | **Project Initiation** | 0.876 | 0 | D | TBD | TBD | |
| | | | | | | | R | TBD | TBD | |
| | | | | | 2014 Bonds | | U | TBD | TBD | |
| PED/ BIKE | CWS | | | | | | C | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. This segment of trail offers bicycle commuter benefits and will enhance connectivity.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| XXXX | BR, SP | **George Mason University Transit Center**<br>Construct transit center with up to 10 bus bays and amenities such as shelters and lighted kiosks | COUNTY | **Project Initiation** | 1.000 | 1.000 | D | TBD | TBD | |
| | | | | | | | R | TBD | TBD | |
| | | | | | 2007 Bonds | | U | TBD | TBD | |
| TRAN | WPH | | | | | | C | TBD | TBD | |

GMU will administer the project. Additional coordination internally and with GMU is ongoing. GMU administration has the agreement and FCDOT is waiting for approval or comments. Schedule will be set when agreement is executed.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| XXXX | BR, SP | **GMU West Campus Bypass**<br>Roadway crossing Route 123 west to Braddock Road | GMU | **Construction** | 15.000 | 15.000 | D | Mar-12 | Aug-12 | ☺ |
| | | | | | | | R | TBD | TBD | |
| | | | | | State | | U | Mar-13 | May-14 | 👎Δ |
| SEC | WPH | | | | | | C | Mar-13 | May-14 | 👎Δ |

Design-Build project. Initial design phase of project completed August 2012. Design-Build contract started in September 2012. Final design is in progress for work within VDOT right-of-way. Intermediate design is in progress for GMU work. Initial construction work started on GMU property. Kelley Drive drainage improvement is being coordinated with VDOT and Fairfax County DOT. Utility relocation and construction completion delayed five months due to weather conditions and utility relocation taking longer than expected.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| XXXX | BR | **GMU-Fairfax City-Vienna Metrorail Bike Route**<br>Brand and sign bike route between GMU and Vienna Station | | **Project Initiation** | 0.010 | 0 | D | TBD | TBD | |
| | | | | | | | R | TBD | TBD | |
| | | | | | 2014 Bonds | | U | TBD | TBD | |
| PED/ BIKE | CWS | | | | | | C | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed.

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Braddock District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **I-495** | BR | **I-495 Express Lanes Ped/Bike at Braddock Road**<br>North side from Ravensworth Road to I-495 | VDOT | **Complete** | 0.470 | 0.470 | **D** | Jan-11 | Mar-13 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | Enhancement, CMAQ | | **U** | N/A | N/A | |
| PED/ BIKE | WPH | | 94363 | | | | **C** | Jul-13 | Dec-13 | ☺ |
| Project is complete. | | | | | | | | | | |

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **I-495** | BR | **I-495 Express Lanes Ped/Bike at Route 236**<br>I-495 to Heritage/Hummer | VDOT | **Complete** | 0.330 | 0.330 | **D** | Jan-11 | Mar-13 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | Enhancement, CMAQ | | **U** | N/A | N/A | |
| PED/ BIKE | WPH | | 94363 | | | | **C** | July-13 | Dec-13 | ☺ |
| Project is complete. | | | | | | | | | | |

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **5101** | BR | **Lake Braddock Drive Road Diet**<br>On-road bike lanes from Burke Road to Rolling Road | | **Project Initiation** | 0.040 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | CWS | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **5422** | BR | **Lakepointe Drive/Guinea Road**<br>Pedestrian intersection improvements, extend sidewalk on Lakepointe Drive | COUNTY | **Project Initiation** | 0.300 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Braddock District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **XXXX** | BR | **Northern Virginia Community College Transit Center**<br>Construct transit center with up to 4 bus bays and amenities such as shelters and lighted kiosks | COUNTY | **Project Initiation** | 1.000 | 1.000 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2007 Bonds | | **U** | TBD | TBD | |
| TRAN | CL | | | | | | **C** | TBD | TBD | |
| FCDOT continues discussions with NVCC to select transit center location on campus. Conceptual layout developed and received initial comments from NVCC. Once conceptual layout is agreed upon, work will begin on funding and administration agreement. Schedule will be established when agreement finalized. | | | | | | | | | | |
| **0644** | BR | **Old Keene Mill Road Walkway**<br>North side from Carrleigh Parkway west to existing | COUNTY | **Project Initiation** | 0.100 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |
| **0638** | BR, SP | **Rolling Road VRE Parking Expansion Study**<br>Study additional parking spaces at Rolling Road VRE Station | COUNTY | **Study** | 1.000 | 1.000 | **D** | Jul-13 | Aug-14 | 👎Δ |
| | | | | | | | **R** | N/A | N/A | |
| | | | 2G40-055-000 | | CMAQ | | **U** | N/A | N/A | |
| SEC | JYR | | | | | | **C** | N/A | N/A | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Preliminary conceptual layouts were submitted to the county for review of the concepts on February 8, 2014, and FCDOT are developing comments. Study completion date changed two months due to delays in transferring data to the consultant. | | | | | | | | | | |
| **0029** | BR, SP | **Route 29 from Federalist Way to Stevenson Street**<br>Construct segments of a new shared-use path and provide connection to existing trail on the west side of Route 29 | COUNTY | **Construction** | 4.400 | 4.400 | **D** | Nov-06 | Dec-12 | ☺ |
| | | | | | | | **R** | May-12 | Dec-12 | ☺ |
| | | | 2G40-033-000 | | Revenue Sharing | | **U** | Apr-12 | Dec-12 | ☺ |
| PRI | JYR | | 59094 | | | | **C** | May-13 | Mar-14 | 👎Δ |
| Construction is 75% complete. Construction completion adjusted two months due to weather delays. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Braddock District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0029** | BR, SP, SU | **Route 29 from Legato Road to Shirley Gate Road** | COUNTY | **ROW** | 14.140 | 4.707 | **D** | Dec-08 | Nov-14 | 👍 |
| | | Widen to 3 lanes on NB Route 29 from Legato Road; Intersection improvements at Shirley Gate Road; SB right turn lane from Stevenson Drive to Waples Mill Road | | | | | **R** | Jul-13 | Feb-14 | 👍 |
| | | | 4YP212-5G25-052-000 | | 2007 Bonds | | **U** | Jan-14 | Mar-15 | 👍 |
| PRI | JYR | | | | | | **C** | Jan-15 | Mar-16 | |
| Second pre-final design is in progress. 29 of 31 properties have been acquired. A meeting with VDOT's Location and Design and Drainage was held in December to review final comments. A meeting was held in January 2014 with VDOT's Traffic Engineering to resolve comments. A public hearing to acquire remaining land rights was held on February 25, 2014. | | | | | | | | | | |
| **0029** | BR, SP, SU | **Route 29 Widening** | COUNTY | **Project Initiation** | 2.830 | 0 | **D** | TBD | TBD | |
| | | From Shirley Gate Road to Prince William County Line (segments) | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PRI | WPH | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |
| **0710** | BR | **Wakefield Chapel Road Bike Lanes** | COUNTY | **Project Initiation** | 0.300 | 0 | **D** | TBD | TBD | |
| | | Extend on-road bike lanes from Pulley Court to NVCC Campus | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | CWS | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Project will require ROW purchase and construction of approximately 200 linear feet of new roadway, including curb, gutter, and sidewalk. | | | | | | | | | | |
| **0710** | BR | **Wakefield Chapel Road Walkway** | COUNTY | **Project Initiation** | 0.500 | 0 | **D** | TBD | TBD | |
| | | East side from Braddock Road to Stahlway Lane | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | TB | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |

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Tuesday, March 04, 2014

# 4-Year Project Summary Report

## Dranesville District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0603** | DR | **Beach Mill Road Bridge** | VDOT | **Complete** | 1.277 | 1.277 | **D** | Nov-09 | Mar-12 | ☺ |
| | | Repair/replace bridge over Nichols Branch | | | | | **R** | N/A | N/A | |
| | | | | | Secondary | | **U** | TBD | Oct-12 | ☺ |
| SEC | WPH | | 84385, 103781 | | | | **C** | Jan-13 | Sep-13 | ☺ |

Project is complete.

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **1744** | DR | **Birch Street Sidewalk** | COUNTY | **Design** | 0.200 | 0.200 | **D** | Apr-13 | Aug-15 | 👎Δ |
| | | Construct 700 LF concrete sidewalk on west side from Grove Avenue to existing Falls Church City sidewalk | | | | | **R** | Nov-14 | Jul-15 | Δ |
| | | | PPTF01-04800 | | C & I | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | Sep-15 | Mar-16 | Δ |

Intermediate design is in progress. Task order addendum NTP issued in January for additional survey and drainage design. Design completion delayed 12 months due to project scope modification involving additional work along Grove Avenue. Scope and design were changed to address drainage issues after meeting with citizens. Land Acquisition schedule adjusted 12 months and Construction schedule adjusted 15 months as a result.

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **3141** | DR | **Dead Run Drive Sidewalk** | COUNTY | **Bid Ad** | 0.430 | 0.430 | **D** | Mar-12 | Jan-14 | ☺Δ |
| | | Construct 1200 LF concrete sidewalk on south side from Carper Street to Congress Lane | | | | | **R** | Dec-12 | Sep-13 | ☺Δ |
| | | | PPTF01-04900 | | C & I | | **U** | N/A | N/A | |
| PED/ BIKE | WPH | | | | | | **C** | Mar-14 | Jun-14 | 👍Δ |

Final plans sent to VDOT December 2013 for countywide permit submission. Draft construction package submitted to UDCD in January 2014. Design completed five months later than previously reported to allow additional time to finalize the project limits and for the final submission to VDOT under the new 2014 countywide permit. Construction schedule adjusted accordingly.

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0123** | DR | **Dolley Madison Blvd Sidewalk** | COUNTY | **Project Initiation** | 0.300 | 0 | **D** | TBD | TBD | |
| | | South side from Chain Bridge Road to bus stop east of Kurtz Road | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | AL | | | | | | **C** | TBD | TBD | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Dranesville District

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|---|---|---|---|---|---|---|---|---|---|---|
| **0123** | DR | **Dolley Madison Blvd Sidewalk**<br>South side missing links from Old Dominion Drive to Beverly Avenue | COUNTY | **Project Initiation** | 0.400 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | AL | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0123** | DR, PR | **Dolley Madison Blvd Walkway (DCBPA)**<br>Great Falls St/Lewinsville Road to McLean Metrorail Station | COUNTY | **Design** | 1.200 | 1.200 | **D** | Jan-12 | Apr-15 | 👍 |
| | | | | | | | **R** | N/A | N/A | |
| | | | DCBPA-065 | | CMAQ | | **U** | N/A | N/A | |
| PED/ BIKE | SSS | | 93146 | | | | **C** | Jun-15 | Jan-16 | |

Pre-final design distributed for review and comment in January 2014. Geotechnical proposal in progress.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0123** | DR | **Dolley Madison Boulevard/Churchill Road**<br>Add signalized pedestrian crosswalks, signage, striping, and modify signal operations | COUNTY | **Construction** | 0.250 | 0.250 | **D** | Mar-10 | Jun-13 | ☺ |
| | | | | | | | **R** | Dec-12 | Jul-13 | ☺ |
| | | | PPTF01-02400 | | C & I | | **U** | N/A | N/A | |
| PED/ BIKE | GM | | | | | | **C** | Oct-13 | Apr-14 | 👎Δ |

Part of the C & I Project Program endorsed by the BOS on October 19, 2009. Construction is 90% complete. Signal timing has been approved by VDOT. Construction schedule adjusted five months to match construction contract duration which was longer than estimated schedule.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **XXXX** | DR, PR, HM | **Dulles Rail Phase 1**<br>Construct new stations and extend Metrorail from West Falls Church Station to Wiehle Avenue | MWAA | **Construction** | 2740.000 | 2740.000 | **D** | Apr-05 | Jun-10 | ☺ |
| | | | | | | | **R** | Jan-08 | Nov-08 | ☺ |
| | | | | | Federal, State, Local, Tax District, MWAA | | **U** | Feb-08 | Jan-10 | ☺ |
| TRAN | WPH | | 70554 | | | | **C** | Jan-09 | Mar-14 | 👎Δ |

Dulles Transit Partners (DTP) claimed Scheduled Substantial Completion on February 7, 2014. MWAA announced on February 25, 2014, that DTP was not in conformance with the contract requirements for substantial completion. Once DTP achieves substantial completion, this will allow the next steps to be taken by WMATA in determining the Revenue Operations Date (ROD). Project completion delayed six months due to additional testing required before turning system over to WMATA. For further information, see http://www.dullesmetro.com.

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Dranesville District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **XXXX** | DR, HM | **Dulles Rail Phase 2**<br><br>Construct six new stations, two in Fairfax County, and extend Metrorail from Wiehle Avenue to Route 722 in Loudoun County | MWAA | **Construction** | 3156.000 | 330.000 | **D** | Jul-13 | Jun-15 | 👍 |
| | | | | | | | **R** | Jul-13 | Jan-16 | 👍 |
| | | | | | Federal | | **U** | Jul-13 | Oct-16 | 👍 |
| TRAN | WPH | | 97226 | | | | **C** | Feb-14 | Jul-18 | 👍 |

Bid Packet A (Rail Stations, Systems, and Line) was awarded in May 2013. Notice to proceed was issued in July 2013 with a 60 month Design-Build schedule. The cost estimate with value engineering, Packet A savings, and funding the garages outside of the project brings the revised total project estimate to $2.7 billion. The estimated cost to Fairfax County to construct the parking garages at Herndon and Innovation Center Stations is $135 million. Fairfax County is currently working on options to fund, design, and construct the parking garages at the Herndon and Innovation Center stations. For further information, see http://www.dullesmetro.com.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0267** | DR, PR | **Dulles Toll Road Tysons Ramps**<br><br>Study to evaluate alternatives for existing and up to three additional interchanges between the Dulles Toll Road and Tysons | COUNTY | **Complete** | 0.800 | 0.800 | **D** | May-11 | Jul-13 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | C & I | | **U** | N/A | N/A | |
| PRI | WPH | | | | | | **C** | N/A | N/A | |

Study is complete. Analysis to be presented to the Board in March 2014.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0286** | DR, HM, LE, SP | **Fairfax County Parkway/Franconia-Springfield Parkway**<br>Median Safety Improvements | VDOT | **Construction** | 0.923 | 1.429 | **D** | 2012 | Jun-13 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | HSIP | | **U** | N/A | N/A | |
| PRI | KLM | | 101017, 104002 | | | | **C** | Jul-13 | Dec-14 | 👍 |

Approximately two miles of median guardrail and curb modifications along the southern section completed in May 2013. The median of the northern segment of the Parkway will have approximately 1.25 miles of High-Tension Cable barrier system. Construction on the northern section will begin in spring 2014 and be completed by summer 2014. Progress has been slow due to weather.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0193** | DR | **Georgetown Pike Walkway Phase II**<br><br>Construct 1,750 LF walkway from Utterback Store Road (Krop Property) to Falls Chase Court | DPWES | **Bid Ad** | 0.400 | 0.400 | **D** | Nov09 | Jun-14 | 👎Δ |
| | | | | | | | **R** | Aug-13 | Nov-13 | ☺ |
| | | | W00200-W202B | | | | **U** | TBD | TBD | |
| PED/ BIKE | TB | | | | | | **C** | Jul-14 | Nov-14 | Δ |

Plans have been revised to reflect new trail, handrail, and modify trail alignment in certain areas. Land acquisition authorization obtained from VDOT in July 2013. All land rights have been acquired. ROW certification and construction authorization requested from VDOT; approval is pending. Design completion delayed four months due to required redesign to reflect new trail and handrail, and to modify trail alignment in certain areas. Construction schedule adjusted one month as a result.

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Dranesville District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency | Overall Status | Total Proj Est (Mil $) | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| **0193** | DR | **Georgetown Pike Walkway Phase III** | COUNTY | **Design** | 0.300 | 0.300 | **D** | TBD | TBD | |
| | | Falls Bridge Lane, extending east to the existing asphalt trail approximately 275 feet | | | | | **R** | TBD | TBD | |
| | | | GTP-130 | | | | **U** | TBD | TBD | |
| | MJG | | | | | | **C** | TBD | TBD | |
| This is an Enhancement Grant Project. NTP for survey and design was issued in December 2013. Survey is in progress, but was delayed due to weather. Schedule to be established upon completion of survey. | | | | | | | | | | |
| **XXXX** | DR | **Herndon Bus Operations Expansion** | County | **Project Initiation** | 12.000 | 12.000 | **D** | Mar-14 | May-15 | |
| | | Upgrade site and building, and enclosure of 2600 SF canopy at existing facility | | | | | **R** | N/A | N/A | |
| | | | TF-000017-001 | | Bonds | | **U** | N/A | N/A | |
| TRAN | DPWES | | | | | | **C** | Jan-16 | Apr-17 | |
| Design tentatively scheduled to begin in March 2014. | | | | | | | | | | |
| **I-66** | DR | **I-66 Spot Improvements (Inside the Beltway)** | VDOT | **Construction** | 33.400 | 26.000 | **D** | Feb-12 | Jun-13 | ☺ |
| | | Lengthen acceleration/deceleration lanes: Spots 1 and 3 are in Arlington Co., Spot 2 (Sycamore St./Washington Blvd. to DTR) crosses into Fairfax County | | | | | **R** | N/A | N/A | |
| | | | | | Federal | | **U** | N/A | N/A | |
| INT | SLC | | 78828 | | | | **C** | Jul-13 | Aug-15 | 👍Δ |
| Spot 2 design is complete. Pardon our dust meeting held on January 15, 2014. Construction completion advanced three months. | | | | | | | | | | |
| **0695** | DR | **Idylwood Road Sidewalk** | COUNTY | **Design** | 0.361 | 0.361 | **D** | Jul-13 | Nov-15 | 👍 |
| | | Construct approximately 600' of 5' Concrete sidewalk along Idylwood Rd from approx. 600' south of Redd Rd to Redd Road | | | | | **R** | Feb-15 | Sep-15 | |
| | | | PPTF01-06300 | | C & I | | **U** | TBD | TBD | |
| SEC | WPH | | | | | | **C** | Jan-16 | Aug-16 | |
| Intermediate design is in progress. Utility designation is in progress. | | | | | | | | | | |

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Tuesday, March 04, 2014

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|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| **0695** | DR | **Kirby Road Sidewalk** | COUNTY | **Design** | 0.300 | 0.150 | **D** | Apr-13 | Jun-15 | 👍 |
| | | North side from Chesterbrook Pool to east of Chesterbrook Elementary School | | | | | **R** | Sep-14 | Apr-15 | |
| | | | 4YP302-PB05 | | 2014 Bonds, C & I | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. C & I funds allocated to expedite project. Intermediate design is in progress. Additional survey provided in January 2014 for drainage outfall analysis and potential crosswalk design.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0694** | DR | **Lewinsville Road Walkway Phase II** | COUNTY | **Construction** | 0.670 | 0.670 | **D** | Apr-10 | Jul-13 | ☺ |
| | | Construct 1400 LF walkway along south side from Snow Meadow Lane to Elsinore Avenue | | | | | **R** | Nov-11 | Jun-13 | ☺ |
| | | | PPTF01-03500 | | C & I | | **U** | Sep-13 | Dec-13 | ☺Δ |
| PED/ BIKE | SSS | | | | | | **C** | Sep-13 | Apr-14 | 👍Δ |

Part of the C&I Project Program endorsed by the BOS on October 19, 2009. Construction start date changed, but completion date is the same. Construction is 65% complete.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0123** | DR | **McLean Streetscapes Phase III** | COUNTY | **Design** | 2.500 | 1.408 | **D** | Oct-11 | Sep-15 | 👍 |
| | | Chain Bridge Road from Laughlin Street to Corner Lane; Center Street to Shell Gas Station. | | | | | **R** | Feb-15 | Jun-15 | |
| | | | CR-000004-001 | | | | **U** | TBD | TBD | |
| | AL | | | | | | **C** | Dec-15 | Sep-16 | |

VDOT Transportation Enhancement Grant Project approved on November 8, 2011. This project is being coordinated with Project 008912, CDC McLean Signal Replacement project. Pre-final plan distribution was made in January 2014.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **1799** | DR | **North West Street Sidewalk** | COUNTY | **Project Initiation** | 0.300 | 0 | **D** | TBD | TBD | |
| | | North side from Great Falls Street to Brilyn Place | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed.

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Tuesday, March 04, 2014

# Dranesville District

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|---|---|---|---|---|---|---|---|---|---|---|
| **0738** | DR | **Old Dominion and Holmes Place** | COUNTY | **Design** | 0.150 | 0.150 | **D** | Sep-13 | Jan-15 | 👍 |
| | | Install median and McLean gateway sign | | | | | **R** | N/A | N/A | |
| | | | MCL-093 | | Enhancement | | **U** | N/A | N/A | |
| SEC | MJG | | | | | | **C** | Apr-15 | Oct-15 | |
| VDOT Transportation Enhancement Grant approved and received April 17, 2013. Intermediate design is underway. | | | | | | | | | | |
| **0309** | DR | **Old Dominion Drive and Bellview Road** | COUNTY | **Design** | 0.400 | 0.400 | **D** | Oct-13 | Sep-15 | 👍 |
| | | Improve sight distance at intersection | | | | | **R** | Nov-14 | Jul-15 | |
| | | | RSPI01-01500 | | C&I | | **U** | TBD | TBD | |
| PRI | SLC | | | | | | **C** | Nov-15 | Jun-16 | |
| Intermediate design is in progress. A meeting with VDOT is being scheduled to discuss the design and project constraints. | | | | | | | | | | |
| **0309** | DR | **Old Dominion Drive and Linway Terrace/Birch Road** | COUNTY | **Project Initiation** | 0.400 | 0.400 | **D** | Jul-13 | Jul-15 | 👍 |
| | | Pedestrian intersection and bus stop improvements | | | | | **R** | Oct-14 | Apr-15 | |
| | | | PPTF01-06200 | | C&I | | **U** | TBD | TBD | |
| PED/ BIKE | SLC | | | | | | **C** | Aug-15 | Dec-15 | |
| Survey is in progress. | | | | | | | | | | |
| **XXXX** | DR, PR | **Pavement Marking Plans (TMSAMS)** | | **Project Initiation** | 0.100 | 0.100 | **D** | TBD | TBD | |
| | | Magarity Road, Jones Branch Drive, Westmoreland St, Madrillon Road | | | | | **R** | TBD | TBD | |
| | | | | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | CWS | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project scoping will begin in spring 2014. | | | | | | | | | | |

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# Dranesville District

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|---|---|---|---|---|---|---|---|---|---|---|
| **0007** | DR, PR | **Route 7 Bridge Rehabilitation** | VDOT | **Design** | 20.546 | 1.316 | **D** | Sep-12 | Sep-14 | 👍 |
| | | Bridge over Dulles Toll Road | | | | | **R** | Aug-15 | Mar-16 | 👎Δ |
| | | | | | Bridge | | **U** | Mar-16 | Dec-16 | |
| PRI | SLC | | 82135 | | | | **C** | Nov-15 | Sep-17 | Δ |

Public hearing held February 20, 2014. Environmental document is complete. Currently funded for design and land acquisition only. Design-Build procurement method may be used depending on the funding of the project. Funding is currently available for design and land acquisition. Land Acquisition delayed 18 months due to lack of funding. Initial utility relocation and construction completion schedule shown.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0007** | DR, HM, PR | **Route 7 from Reston Avenue to Jarrett Valley Drive** | VDOT | **Design** | 30.000 | 5.000 | **D** | Jun-11 | TBD | 👍 |
| | | Widen to 6 lanes (PE Only) | | | | | **R** | N/A | N/A | |
| | | | | | NVTD Bonds, Federal | | **U** | N/A | N/A | |
| PRI | SLC | | 52328 | | | | **C** | N/A | N/A | |

Funded through the Board's Tysons Transportation Plan. VDOT FY14-FY19 SYP includes $5.0 million for design only. Survey complete. Preliminary design, including alternative intersection analysis, in progress. Group of community, BOS staff, and state/local government agency stakeholders met to discuss design challenges and provide input on project scope. Second PIM held on November 6, 2013. VDOT completed market research study. Traffic engineering study of HOV/Transit lanes along corridor completed in October 2013. Value engineering for the project will be held at VDOT in April 2014.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0007** | DR, HM | **Route 7 from Rolling Holly Drive to Reston Avenue** | VDOT | **Construction** | 36.637 | 36.742 | **D** | Jul-99 | Feb-12 | ☺ |
| | | Widen to 6 lanes | | | | | **R** | Nov-11 | Mar-13 | ☺ |
| | | | | | NVTD Bonds, C & I | | **U** | Dec-11 | Oct-13 | ☺ |
| PRI | TB | | 52327 | | | | **C** | Dec-12 | Jun-15 | 👍 |

Construction is 20% complete. Requesting additional funds for street lights.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0007** | DR, PR | **Route 7 Walkway (TMSAMS)** | COUNTY | **Design** | 4.500 | 4.500 | **D** | TBD | TBD | |
| | | Complete missing links on south side from Jarrett Valley Drive to Beulah Road | | | | | **R** | TBD | TBD | |
| | | | TMSAMS-128 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Design NTP issued in August 2013. Survey is in progress. Schedule to be developed when survey is complete.

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|---|---|---|---|---|---|---|---|---|---|---|
| **0007** | DR, HM | **Route 7/Baron Cameron Avenue/Springvale Road** Add signalized pedestrian crosswalks, signage, striping, and modify signal operations | COUNTY | **Construction** | 0.375 | 0.375 | **D** | Jun-12 | Sep-13 | ☺Δ |
| | | | | | | | **R** | Nov-09 | Aug-10 | ☺ |
| | | | PPTF01-01600 | | C & I | | **U** | N/A | N/A | |
| PED/ BIKE | WPH | | | | | | **C** | Oct-13 | Apr-14 | 👎Δ |

Part of the C&I Project Program endorsed by the BOS on October 19, 2009. Construction is 60% complete. Schedule was adjusted in October to match construction contract duration which was longer than estimated schedule.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0007** | DR | **Route 7/Colvin Run Road** Add signalized pedestrian crosswalks, signage, striping, and modify signal operations | COUNTY | **ROW** | 2.150 | 2.150 | **D** | Oct-10 | Jun-14 | 👎Δ |
| | | | | | | | **R** | Feb-14 | Jun-14 | 👍Δ |
| | | | PPTF01-01800 | | C & I | | **U** | TBD | TBD | |
| PED/ BIKE | SLC | | | | | | **C** | Feb-15 | Oct-15 | Δ |

Part of the C&I Project Program endorsed by the BOS on October 19, 2009. Final design plans submitted to VDOT in January 2014. Project plat and utility plats submitted to Land Acquisition. Design completion delayed nine months due to additional utility land rights and utility relocation requirements. Land Acquisition schedule established and Construction completion adjusted 18 months as a result.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0007** | DR | **Route 7/Lewinsville Road** Add signalized pedestrian crosswalks, signage, striping, and modify signal operations | COUNTY | **Construction** | 0.150 | 0.150 | **D** | Sep-10 | Sep-13 | ☺Δ |
| | | | | | | | **R** | N/A | N/A | |
| | | | PPTF01-02700 | | C & I | | **U** | N/A | N/A | |
| PED/ BIKE | SLC | | | | | | **C** | Oct-13 | Apr-14 | 👎Δ |

Part of the C&I Project Program endorsed by the BOS on October 19, 2009. Final construction package sent to UDCD in October 2013. Design completed one month later than previously reported. Construction schedule adjusted four months to match construction contract duration which was longer than estimated schedule.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0007** | DR | **Route 7/Towlston Road** Add a left turn lane from NB Towlston Road to WB Route 7 | COUNTY | **Design** | 1.250 | 0.750 | **D** | Jan-10 | Feb-15 | 👎Δ |
| | | | | | | | **R** | Apr-14 | Nov-14 | Δ |
| | | | 4YP206 | | 2007 Bonds | | **U** | Aug-13 | Dec-14 | 👍Δ |
| PRI | WPH | | | | | | **C** | Mar-15 | Dec-15 | Δ |

Pre-final design is in progress. VDOT review comments were received in December 2013. Comments are being reviewed and resolved for 2nd pre-final submission. Project plat revision is in progress. Design completion delayed 13 months due to requirements to update stormwater management design and evaluation requirements. Land Acquisition schedule adjusted ten months, Utility Relocation adjusted 11 months, and Construction completion adjusted 13 months as a result.

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|---|---|---|---|---|---|---|---|---|---|---|
| **5320** | DR | **Sunrise Valley Drive Sidewalk (RMAG)** | COUNTY | **Project Initiation** | 0.300 | 0 | **D** | TBD | TBD | |
| | | East side from River Birch Road to Legacy Circle | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |
| **0676** | DR | **Towlston Road Bridge Replacement** | VDOT | **Construction** | 1.384 | 0.434 | **D** | Apr-12 | Nov-13 | ☺ |
| | | Replace bridge over Rocky Run | | | | | **R** | N/A | N/A | |
| | | | | | Secondary | | **U** | N/A | N/A | |
| SEC | CL | | 76247 | | | | **C** | Feb-14 | Aug-14 | 👍 |
| Originally funded for design only. Project funding for engineering and construction from Federal Highway research funds coordinated by Virginia Center for Transportation Innovation & Research (VCTIR). Land Acquisition is not required, and construction will begin after school closing this summer. | | | | | | | | | | |
| **XXXX** | DR, PR | **Tysons Wayfinding Signage (TMSAMS)** | COUNTY | **Project Initiation** | 0.100 | 0.100 | **D** | TBD | TBD | |
| | | Throughout Tysons Area | | | | | **R** | TBD | TBD | |
| | | | | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | CWS | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Funding provided to install wayfinding signage for bicycles in the Tysons area and surrounding neighborhoods. Funding is for multiple projects. Scoping to begin in spring 2014. | | | | | | | | | | |
| **0681** | DR | **Walker Road Bridge** | VDOT | **Design** | 2.750 | 0.892 | **D** | Nov -12 | Jun-14 | 👍 |
| | | Replace bridge over Piney Run (PE and ROW only) | | | | | **R** | TBD | TBD | |
| | | | | | Secondary | | **U** | N/A | N/A | |
| SEC | TB | | 84383 | | | | **C** | N/A | N/A | |
| Funded for design and ROW only. Design underway. | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| **0681** | DR | **Walker Road Road Diet** | COUNTY | **Construction** | 1.000 | 1.000 | **D** | Jul-10 | Apr-13 | ☺ |
| | | Add street parking spaces and landscaping, restripe roadway, and provide crosswalks at business district intersections south of Georgetown Pike | | | | | **R** | Apr-12 | Nov-12 | ☺ |
| | | | RSPI01-00300 | | C & I | | **U** | N/A | N/A | |
| SEC | TB | | | | | | **C** | Jul-13 | Mar-14 | 👎Δ |
| Construction is 85% complete. Construction completion adjusted three months due to weather. | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| **0693** | DR | **Westmoreland Street/Haycock Road** | COUNTY | **Complete** | 0.880 | 0.880 | **D** | Mar-11 | Sep-12 | ☺ |
| | | Install right turn lane and concrete sidewalk along the west side of Westmoreland Street from Haycock Road to Temple Rodef Shalom | | | | | **R** | May-12 | Jan-13 | ☺ |
| | | | RSPI01-01200 | | 2007 Bond, C & I | | **U** | Dec-12 | Sep-13 | ☺ |
| SEC | TB | | | | | | **C** | Feb-13 | Nov-13 | ☺Δ |
| Construction is complete. | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| **0693** | DR | **Westmoreland Street/Old Chesterbrook Road** | COUNTY | **Design** | 0.545 | 0.545 | **D** | Jan-10 | Jan-15 | 👎Δ |
| | | Re-align intersection, new storm drainage, crosswalks on Westmoreland St. from entrance to McLean High School to Old Chesterbrook Road | | | | | **R** | May-14 | Dec-14 | Δ |
| | | | PPTF01-04400 | | C & I | | **U** | TBD | TBD | |
| PED/ BIKE | GM | | | | | | **C** | Mar-15 | Oct-15 | Δ |
| Part of the C&I Project Program endorsed by the BOS on October 19, 2009. Plans are being prepared for a pre-final submission. Design contract addendum for redesign due to VDOT comments under review. Design completion delayed nine months due to redesign based on VDOT comments related to cross slope and sight distance. Land Acquisition schedule adjusted nine months, and Construction schedule adjusted seven months as a result. | | | | | | | | | | |

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; **Δ** =Change Since Previous Report; 🚩 =Schedule Concern; **$** =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# 4-Year Project Summary Report

## Hunter Mill District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **XXXX** | HM | **Ashgrove Lane Trail (TMSAMS)** | COUNTY | **Design** | 0.650 | 0.500 | **D** | TBD | TBD | |
| | | Trail along Ashgrove Lane to western Tysons | | | | | **R** | TBD | TBD | |
| | | | TMSAMS-121 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | VA | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is split into two phases. In phase 1, FCPA will repave and reinforce the existing trail on FCPA property which should be complete in summer 2014. In phase 2, FCDOT will construct a trail from the end of the existing trail to Westwood Center Drive.

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0675** | HM | **Beulah Road Walkway** | COUNTY | **ROW** | 1.6600 | 1.6600 | **D** | Nov-08 | Jul-14 | 👎Δ |
| | | Install 4700 LF asphalt sidewalk and crosswalks on alternate sides of Beulah Road from Abbotsford Drive to Coral Crest Lane and along Clarks Crossing Road | | | | | **R** | Oct-13 | Jun-14 | 👍Δ |
| | | | 4YP201-PB009 | | 2007 Bonds | | **U** | Aug-13 | Aug-14 | 👎Δ |
| PED/ BIKE | JYR | | | | | | **C** | Aug-14 | Dec-15 | Δ |

Final design is in progress. Land Acquisition NTP issued in October 2013. 10 of 19 properties acquired. Schedule was originally adjusted due to need for utility plats, but were later able to redesign to avoid land rights. Design was delayed five months for the redesign. Land Acquisition schedule adjusted four months as a result. Utility Relocation schedule delayed six months, and Construction schedule adjusted 12 months as a result.

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **XXXX** | DR, PR, HM | **Dulles Rail Phase 1** | MWAA | **Construction** | 2740.000 | 2740.000 | **D** | Apr-05 | Jun-10 | ☺ |
| | | Construct new stations and extend Metrorail from West Falls Church Station to Wiehle Avenue | | | | | **R** | Jan-08 | Nov-08 | ☺ |
| | | | | | Federal, State, Local, Tax District, MWAA | | **U** | Feb-08 | Jan-10 | ☺ |
| TRAN | WPH | | 70554 | | | | **C** | Jan-09 | Mar-14 | 👎Δ |

Dulles Transit Partners (DTP) claimed Scheduled Substantial Completion on February 7, 2014. MWAA announced on February 25, 2014, that DTP was not in conformance with the contract requirements for substantial completion. Once DTP achieves substantial completion, this will allow the next steps to be taken by WMATA in determining the Revenue Operations Date (ROD). Project completion delayed six months due to additional testing required before turning system over to WMATA. For further information, see http://www.dullesmetro.com.

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **XXXX** | DR, HM | **Dulles Rail Phase 2** | MWAA | **Construction** | 3156.000 | 330.000 | **D** | Jul-13 | Jun-15 | 👍 |
| | | Construct six new stations, two in Fairfax County, and extend Metrorail from Wiehle Avenue to Route 722 in Loudoun County | | | | | **R** | Jul-13 | Jan-16 | 👍 |
| | | | | | Federal | | **U** | Jul-13 | Oct-16 | 👍 |
| TRAN | WPH | | 97226 | | | | **C** | Feb-14 | Jul-18 | 👍 |

Bid Packet A (Rail Stations, Systems, and Line) was awarded in May 2013. Notice to proceed was issued in July 2013 with a 60 month Design-Build schedule. The cost estimate with value engineering, Packet A savings, and funding the garages outside of the project brings the revised total project estimate to $2.7 billion. The estimated cost to Fairfax County to construct the parking garages at Herndon and Innovation Center Stations is $135 million. Fairfax County is currently working on options to fund, design, and construct the parking garages at the Herndon and Innovation Center stations. For further information, see http://www.dullesmetro.com.

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Hunter Mill District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0286** | DR, HM, LE, SP | **Fairfax County Parkway/Franconia-Springfield Parkway**<br>Median Safety Improvements | VDOT | **Construction** | 0.923 | 1.429 | **D** | 2012 | Jun-13 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | HSIP | | **U** | N/A | N/A | |
| PRI | KLM | | 101017, 104002 | | | | **C** | Jul-13 | Dec-14 | 👍 |

Approximately two miles of median guardrail and curb modifications along the southern section completed in May 2013. The median of the northern segment of the Parkway will have approximately 1.25 miles of High-Tension Cable barrier system. Construction on the northern section will begin in spring 2014 and be completed by summer 2014. Progress has been slow due to weather.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0665** | HM | **Fox Mill Road/Monroe Street**<br>Install right turn lane on WB Fox Mill Road and add pedestrian improvements | COUNTY | **ROW** | 0.850 | 0.850 | **D** | Nov-10 | May-14 | 👎Δ |
| | | | | | | | **R** | Jun-12 | May-14 | 👍Δ |
| | | | RSPI01-00500 | | C & I | | **U** | Mar-13 | Aug-13 | ☺ |
| SEC | TB | | | | | | **C** | Jun-14 | May-15 | Δ |

Second pre-final design submitted to VDOT in December 2013. Revising signal plan per VDOT Traffic Engineering comments. Additional plats received for signal equipment easement in November 2013 and were forwarded to Land Acquisition in December 2013. Land Acquisition phase restarted to acquire new land rights that are required. Design schedule adjusted ten months and Construction schedule adjusted 15 months as a result.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0939** | HM | **Gosnell Road Walkway (DCBPA)**<br>Install 300 LF of walkway on east side, north of Route 123 | COUNTY | **Design** | 0.220 | 0.220 | **D** | Oct-12 | Feb-15 | 👎Δ |
| | | | | | | | **R** | Apr-14 | Nov-14 | Δ |
| | | | DCBPA-072 | | CMAQ | | **U** | N/A | N/A | |
| PED/ BIKE | AL | | 93146 | | | | **C** | Apr-15 | Oct-15 | Δ |

Final design is in progress. Right-of-Way package was submitted to VDOT for authorization in January 2014. This project will be built utilizing the countywide permit. Design completion delayed three months for VDOT to review design plans. Land Acquisition schedule adjusted two months and Construction schedule adjusted three months as a result.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0674** | HM | **Hunter Mill Road Bridge over Difficult Run (PE Only)**<br>Replace temporary bridge with permanent structure | VDOT | **Project Initiation** | 0.320 | 0.320 | **D** | TBD | TBD | |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | | | **U** | N/A | N/A | |
| SEC | WPH | | 102691 | | | | **C** | N/A | N/A | |

Project scoping underway by VDOT. Design schedule will be determined after scoping is complete.

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Tuesday, March 04, 2014

# Hunter Mill District

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|---|---|---|---|---|---|---|---|---|---|---|
| **0674** | HM | **Hunter Mill Road/Sunrise Valley Drive** | COUNTY | **Design** | 0.500 | 0.500 | **D** | Apr-13 | Apr-15 | 👎Δ |
| | | Add signalized pedestrian crosswalks, signage, striping, and modify signal operations | | | | | **R** | Jul-14 | Mar-15 | Δ |
| | | | PPTF01-03100 | | C & I | | **U** | TBD | TBD | |
| PED/ BIKE | SSS | | | | | | **C** | May-15 | Jan-16 | Δ |
| Pre-final design is in progress. The existing signals at this intersection are part of VDOT's signal rebuild list. Traffic Signal Plans in progress. Project plats are in progress. Design completion delayed one month because additional survey took longer than anticipated. Land Acquisition and Construction schedules adjusted accordingly. | | | | | | | | | | |
| **XXXX** | HM | **Isaac Newton Sq W (RMAG)** | COUNTY | **On Hold** | 2.517 | 2.517 | **D** | TBD | TBD | |
| | | Widen from Isaac Newton Square south to station entrance and install walkway | | | | | **R** | TBD | TBD | |
| | | | | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project on hold pending outcome of discussion with property owners. | | | | | | | | | | |
| **0677** | HM | **Old Courthouse Road Trail (TMSAMS)** | COUNTY | **Project Initiation** | 0.115 | 0.115 | **D** | TBD | TBD | |
| | | Trail on one side from Westbriar Drive northeast to Battery Park Street | | | | | **R** | TBD | TBD | |
| | | | TMSAMS-122 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | VA | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project re-scoped due to right-of-way and road alignment issues. FCDOT currently coordinating project with necessary parties. | | | | | | | | | | |
| **0675** | HM | **Plaza America Proffer Agreement (PA02B)** | COUNTY | **Complete** | 0.230 | 0.230 | **D** | Nov-03 | May-12 | ☺ |
| | | Proffer contribution for pedestrian enhancements: Install walkway on Sunset Hills Road from Reston Center to Town Center Parkway | | | | | **R** | Oct-10 | Nov-12 | ☺ |
| | | | D00448-PA02B | | Proffer | | **U** | Feb-13 | Jun-13 | ☺ |
| PED/ BIKE | SLC | | | | | | **C** | Aug-13 | Dec-13 | ☺Δ |
| Project complete. | | | | | | | | | | |

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Tuesday, March 04, 2014

# Hunter Mill District

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|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| 0675 | HM | **Plaza America Proffer Agreement (PA060J)** Proffer contribution for public transportation enhancements: EB Sunset Hills Road at Target | COUNTY | **On Hold** | 0.030 | 0.030 | D | Feb-04 | Oct-05 | ☺ |
| | | | | | | | R | Oct-05 | TBD | |
| | | | D00448-PA060J | | Proffer | | U | TBD | TBD | |
| PED/ BIKE | SLC | | | | | | C | TBD | TBD | |
| Land acquisition unsuccessful. Funds may be available to reinitiate project after completion of walkway project (Project No. D00448-PA02B). | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| XXXX | HM | **Reston Town Center Transit Station Modifications** Design and construction of various site improvements at the existing facility | COUNTY | **Complete** | 0.500 | 0.500 | D | Apr-13 | June-13 | ☺ |
| | | | | | | | R | N/A | N/A | |
| | | | TF-000016-001 | | County, State | | U | N/A | N/A | |
| TRAN | DPWES | | | | | | C | Jul-13 | Nov-13 | ☺ |
| Project is complete. | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 0007 | DR, HM, PR | **Route 7 from Reston Avenue to Jarrett Valley Drive** Widen to 6 lanes (PE Only) | VDOT | **Design** | 30.000 | 5.000 | D | Jun-11 | TBD | 👍 |
| | | | | | | | R | N/A | N/A | |
| | | | | | NVTD Bonds, Federal | | U | N/A | N/A | |
| PRI | SLC | | 52328 | | | | C | N/A | N/A | |
| Funded through the Board's Tysons Transportation Plan. VDOT FY14-FY19 SYP includes $5.0 million for design only. Survey complete. Preliminary design, including alternative intersection analysis, in progress. Group of community, BOS staff, and state/local government agency stakeholders met to discuss design challenges and provide input on project scope. Second PIM held on November 6, 2013. VDOT completed market research study. Traffic engineering study of HOV/Transit lanes along corridor completed in October 2013. Value engineering for the project will be held at VDOT in April 2014. | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 0007 | DR, HM | **Route 7 from Rolling Holly Drive to Reston Avenue** Widen to 6 lanes | VDOT | **Construction** | 36.637 | 36.742 | D | Jul-99 | Feb-12 | ☺ |
| | | | | | | | R | Nov-11 | Mar-13 | ☺ |
| | | | | | NVTD Bonds, C & I | | U | Dec-11 | Oct-13 | ☺ |
| PRI | TB | | 52327 | | | | C | Dec-12 | Jun-15 | 👍 |
| Construction is 20% complete. Requesting additional funds for street lights. | | | | | | | | | | |

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# Hunter Mill District

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|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| 0007 | DR, HM | **Route 7/Baron Cameron Avenue/Springvale Road** Add signalized pedestrian crosswalks, signage, striping, and modify signal operations | COUNTY | **Construction** | 0.375 | 0.375 | D | Jun-12 | Sep-13 | ☺Δ |
| | | | | | | | R | Nov-09 | Aug-10 | ☺ |
| | | | PPTF01-01600 | | C & I | | U | N/A | N/A | |
| PED/ BIKE | WPH | | | | | | C | Oct-13 | Apr-14 | 👎Δ |
| Part of the C&I Project Program endorsed by the BOS on October 19, 2009. Construction is 60% complete. Schedule was adjusted in October to match construction contract duration which was longer than estimated schedule. | | | | | | | | | | |
| 0007 | HM, PR | **Route 7/Route 123 Interchange (Study Only)** Conceptual design and traffic operations study to determine future interchange configuration or at-grade intersection configuration | COUNTY | **Study** | 0.350 | 0.350 | D | Sep-12 | TBD | 👎Δ |
| | | | | | | | R | N/A | N/A | |
| | | | 2G40-035-002 | | C & I | | U | N/A | N/A | |
| PRI | TB | | | | | | C | N/A | N/A | |
| Project combined with Route 7 widening from Route 123 to I-495 Study. Ground survey is complete. Traffic counts are completed. Conceptual interchange/intersection alternatives developed which will be studied further after additional Tyson Consolidated Traffic Impact Analysis (CTIA) simulations are completed. New schedule will be developed once CTIA work is complete. | | | | | | | | | | |
| 4720 | HM | **Soapstone Drive Connector/Overpass** Feasibility study for connector/overpass from Sunrise Valley Drive to Sunset Hills Road (study only) | COUNTY | **Complete** | 0.300 | 0.300 | D | Apr-12 | Feb-14 | ☺Δ |
| | | | | | | | R | N/A | N/A | |
| | | | R4720X | | C & I | | U | N/A | N/A | |
| SEC | JYR | | | | | | C | N/A | N/A | |
| Study is complete and final alternative recommended. Recommended alternative will be presented to the Board for approval at a future date. Presentation of recommended alternative to Hunter Mill TAC in February 2014. Once the alternative alignment is approved, the preliminary engineering phase will begin. | | | | | | | | | | |
| 4720 | HM | **Soapstone Drive Walkway** Install walkway along east side from South Lakes Drive to Snakeden Stream Valley | COUNTY | **Utilities** | 1.740 | 1.740 | D | Jan-10 | Mar-14 | 👎Δ |
| | | | | | | | R | Jan-13 | Oct-13 | ☺Δ |
| | | | 26008G-07001 | | CMAQ | | U | Jan-13 | Aug-14 | 👎Δ |
| PED/ BIKE | WPH | | 70632 | | | | C | Sep-14 | Jul-15 | Δ |
| Final design is in progress. Addressing additional comments from VDOT. Draft bid package was received from UDCD in February 2014 which will be forwarded to VDOT. Land Acquisition completed three months after previously reported date. Utility relocation delayed ten months to allow for utility design, obtaining utility permits, and utility relocations which must be completed prior to bid advertisement (a federally funded program requirement). Design schedule adjusted three months, and Construction schedule adjusted seven months as a result. | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| **5320** | HM | **Sunrise Valley Drive Sidewalk (RMAG)** | COUNTY | **Design** | 4.284 | 2.484 | **D** | Aug-13 | Aug-15 | 👍 |
| | | Complete missing sidewalk links from Glade Drive to Reston Parkway (south side) and pedestrian intersection improvements at Mercator Drive | | | | | **R** | TBD | TBD | |
| | | | RMAG-100 | | | | **U** | TBD | TBD | |
| PED/ BIKE | TB | | | | | | **C** | Nov-15 | Jun-16 | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Intermediate design submitted to VDOT for review and comment in December 2013. | | | | | | | | | | |
| **5320** | HM | **Sunrise Valley Drive Walkway (DCBPA)** | COUNTY | **Design** | 1.575 | 0.470 | **D** | Sep-12 | Feb-16 | 👍 |
| | | 4,500 LF of 10' wide shared use path on the North side from Soapstone Drive to South Lakes Drive and pedestrian intersection improvements at Commerce Park Drive and Great Meadow Drive | | | | | **R** | Jul-14 | Apr-15 | Δ |
| | | | DCBPA-074 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | AL | | 93146 | | | | **C** | Apr-16 | Jul-17 | |
| Pre-final design plans were distributed for review in November 2013. Project will require design waiver for reduced buffer width. Utility relocation work is expected to be extensive. Geotechnical report in progress. Land acquisition phase delayed three months, but overall completion date did not change. | | | | | | | | | | |
| **5320** | HM | **Sunrise Valley Drive Walkway (DCBPA)** | COUNTY | **Design** | 1.750 | 0.500 | **D** | Sep-12 | Feb-16 | 👍 |
| | | 5,000 LF of concrete sidewalk on the South side from Soapstone Drive to South Lakes Drive | | | | | **R** | Jul-14 | Apr-15 | Δ |
| | | | DCBPA-073 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | AL | | 93146 | | | | **C** | Apr-16 | Jul-17 | |
| Pre-final design plan was distributed for review in October 2013. Project will require design waiver for reduced buffer width. Utility relocation work is expected to be extensive. Land acquisition phase delayed three months, but overall completion date did not change. | | | | | | | | | | |
| **5320** | HM | **Sunrise Valley Drive/Commerce Park Drive (RMAG)** | COUNTY | **Project Initiation** | 0.054 | 0.054 | **D** | TBD | TBD | |
| | | Pedestrian intersection improvements | | | | | **R** | TBD | TBD | |
| | | | | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | SSS | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project combined with trail project on the north side of Sunrise Valley Drive, DCBPA-074. | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| **5320** | HM | **Sunrise Valley Drive/Mercator Drive - USGS (RMAG)**<br>Pedestrian intersection improvements | COUNTY | **Project Initiation** | 0.200 | 0.200 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | SSS | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project combined with Sunrise Valley Sidewalk project from Glade Drive to Reston Parkway, RMAG-100 | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| **5320** | HM | **Sunrise Valley/Great Meadow/Centennial Park Drive (RMAG)**<br>Pedestrian intersection improvements | COUNTY | **Project Initiation** | 0.097 | 0.097 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | SSS | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project combined with trail project on the north side of Sunrise Valley Drive, DCBPA-074 | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| **0675** | HM | **Sunset Hills Road Walkway**<br>Install 1,500 LF concrete sidewalk along the north side of Sunset Hills Road from the W&OD Trail to Michael Faraday Court | COUNTY | **Utilities** | 0.240 | 0.240 | **D** | Dec-07 | Oct-14 | 👎Δ |
| | | | | | | | **R** | Nov-10 | Oct-13 | ☺ |
| | | | 4YP201-PB017 | | 2007 Bonds | | **U** | Jan-14 | Dec-14 | 👍 |
| PED/ BIKE | CL | | | | | | **C** | Nov-14 | Aug-15 | Δ |
| Second Pre-final design including TMP, Pavement Marking and Design Waiver for utility strip submitted for approval in October 2013. Comments have been received from VDOT which are being addressed by FCDOT and waiver will need to be resubmitted. Design completion delayed 13 months due to negotiating tree compensation with land owner, redesign required due to comments from Fairfax Water, and the need to resubmit waiver. Construction schedule was re-established as shown once land acquisition was completed. | | | | | | | | | | |

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0675** | HM | **Sunset Hills Road/Town Center Parkway (RMAG)**<br>Pedestrian intersection improvements | COUNTY | **Design** | 0.200 | 0.200 | **D** | Aug-13 | Sep-15 | 👍 |
| | | | | | | | **R** | Aug-14 | Mar-15 | |
| | | | RMAG-99 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | SSS | | | | | | **C** | Oct-15 | Apr-16 | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Intermediate design distributed in January 2014. | | | | | | | | | | |

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Hunter Mill District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **7414** | HM | **Town Center Parkway (RMAG)** | COUNTY | **Study** | 6.148 | 6.148 | **D** | TBD | TBD | |
| | | Underpass/Overpass connection across DTR - structural underpin (study only) | | | | | **R** | TBD | TBD | |
| | | | | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | SLC | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. NTP was issued to the consultants in March 2013 for conceptual design of the bridge structure that will carry the Metrorail over future Town Center Parkway. County requested MWAA to issue a change order to the structure. Coordination with MWAA is ongoing. Phase 2 Design-Build contract to price final design and construction of this bridge structure.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **XXXX** | HM | **Vesper Court Trail (TMSAMS)** | COUNTY | **Design** | 1.000 | 1.000 | **D** | Aug-13 | Feb-16 | 👍 |
| | | Trail from Vesper Court to Route 7 at Spring Hill Road | | | | | **R** | Mar-15 | Oct-15 | |
| | | | TMSAMS-120 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | VA | | | | | | **C** | May-16 | Jun-17 | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Conceptual design received in December 2013 and distributed to internal county agencies for review.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0828** | HM | **Wiehle Ave Station Walkway/Bikeway (RMAG)** | COUNTY | **On Hold** | 0.500 | 0.500 | **D** | TBD | TBD | |
| | | Station entrance to Sunrise Valley Drive | | | | | **R** | TBD | TBD | |
| | | | | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | TB | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is on hold pending discussion with property owners.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0828** | HM | **Wiehle Avenue Park-and-Ride Garage** | MWAA | **Complete** | 121.400 | 121.400 | **D** | Mar-10 | Nov-11 | ☺ |
| | | Construct 2,300 space parking garage with 10 bus bays and 42 Kiss and Ride spaces at the (future) Wiehle-Reston East Metrorail Station | | | | | **R** | Oct-10 | Mar-12 | ☺ |
| | | | | | | | **U** | Dec-10 | Aug-13 | ☺Δ |
| TRAN | SSS | | | | | | **C** | Apr-11 | Aug-13 | ☺Δ |

Substantial completion reached one month later than previously reported. Garage will open with the Silver Line in spring-summer 2014.

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Hunter Mill District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0828** | HM | **Wiehle Avenue/DTR Ramps (RMAG)** | COUNTY | **Project Initiation** | 0.019 | 0.019 | **D** | Apr-14 | Mar-16 | 👍 |
| | | Pedestrian intersection improvements | | | | | **R** | Feb-15 | Sep-15 | |
| | | | RMAG-097 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | Apr-16 | Oct-16 | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Design NTP is on hold because of a new development at the site. NTP is expected to be issued in April 2014.

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0828** | HM | **Wiehle Avenue/Isaac Newton Sq South (DCBPA)** | VDOT | **ROW** | 0.500 | 0.200 | **D** | TBD | TBD | |
| | | Pedestrian intersection improvements | | | | | **R** | May-14 | Dec-14 | 👍 |
| | | | DCBPA-076 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 93146 | | | | **C** | TBD | TBD | |

VDOT will build and design project and the county will acquire the land rights per agreement made in January 2013. Right-of-Way phase documentation is in progress. Signal easements sent to Land Acquisition for review. Environmental documentation task order proposal is under review.

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0828** | HM | **Wiehle Avenue/Washington & Old Dominion (W&OD) Trail Phase I (RMAG)** | COUNTY | **Project Initiation** | 0.046 | 0.046 | **D** | TBD | TBD | |
| | | Trail crossing improvements to improve safety | | | | | **R** | TBD | TBD | |
| | | | RMAG-098 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | VA | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Conceptual design in progress. Contract negotiations underway for design.

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0828** | HM | **Wiehle Avenue/Washington & Old Dominion (W&OD) Trail Phase II (RMAG)** | COUNTY | **Project Initiation** | 2.237 | 2.337 | **D** | TBD | TBD | |
| | | Construct pedestrian/bicycle grade separated crossing | | | | | **R** | TBD | TBD | |
| | | | RMAG-102 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | VA | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. County staff evaluating results of feasibility study for W&OD grade separation.

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Tuesday, March 04, 2014

# 4-Year Project Summary Report

## Lee District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0286** | DR, HM, LE, SP | **Fairfax County Parkway/Franconia-Springfield Parkway**<br>Median Safety Improvements | VDOT | **Construction** | 0.923 | 1.429 | **D** | 2012 | Jun-13 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | HSIP | | **U** | N/A | N/A | |
| PRI | KLM | | 101017, 104002 | | | | **C** | Jul-13 | Dec-14 | 👍 |

Approximately two miles of median guardrail and curb modifications along the southern section completed in May 2013. The median of the northern segment of the Parkway will have approximately 1.25 miles of High-Tension Cable barrier system. Construction on the northern section will begin in spring 2014 and be completed by summer 2014. Progress has been slow due to weather.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0644** | LE | **Franconia Road Walkway**<br>North side from Norton Road to Governor's Pond Circle (west) | COUNTY | **Design** | 1.100 | 0.475 | **D** | Apr-13 | Sep-14 | 👍 |
| | | | | | | | **R** | Jun-14 | Jan-15 | |
| | | | 4YP302-PB03 | | 2014 Bonds, C & I | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Allocated C & I funds to expedite project. Pre-final design is in progress.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **1155** | LE | **Highland St/Backlick Road/Amherst Ave**<br>Pedestrian intersection improvements | COUNTY | **Design** | 0.410 | 0.175 | **D** | Apr-13 | May-15 | 👍 |
| | | | | | | | **R** | Aug-14 | Mar-15 | |
| | | | 4YP301-PI04 | | 2014 Bonds, C & I | | **U** | TBD | TBD | |
| PED/ BIKE | TB | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. Allocated C & I funds to expedite design. Funding for design and Land Acquisition only. Intermediate design is in progress. Coordinating with VDOT to determine traffic signal rebuild. Preliminary plans provided to VDOT in December 2013.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **I-95** | LE | **I-95 Direct Access Ramps to Fort Belvoir North Area**<br>Construct a reversible single-lane ramp, connecting the existing I-95 HOV lane flyover ramp to Heller Road within Fort Belvoir North Area | FHWA | **Construction** | 27.00 | 27.00 | **D** | Aug-10 | Sep-11 | ☺ |
| | | | | | | | **R** | Jan-11 | May-12 | ☺ |
| | | | | | DOD | | **U** | Oct-12 | Aug-14 | 👍 |
| INT | TB | | | | | | **C** | Oct-12 | Aug-14 | 👍 |

Design-Build project managed by FHWA. Construction is 55% complete.

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Tuesday, March 04, 2014

# Lee District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **I-95** | LE, MA, MV | **I-95 Express Lanes (PPTA Project)** | VDOT | **Construction** | 940.000 | 940.000 | **D** | Feb-11 | Dec-11 | ☺ |
| | | Add one Express lane (3 total) from Edsall Road to Prince William Pkwy; Extend two Express lanes to Stafford County | | | | | **R** | N/A | N/A | |
| | | | | | Private, Interstate | | **U** | N/A | N/A | |
| INT | WPH | | 70850, 77616, 70849 | | | | **C** | Aug-12 | Dec-14 | 👍 |
| Scope includes HOV/Transit ramp at Seminary Road and new park-and-ride lots. Design-Build project. The noise wall segment four is under construction which includes the sound wall at the Overlook Community. The noise wall study for segments one through three was approved. Construction is ongoing on all four segments and is 68% complete. | | | | | | | | | | |
| **I-95** | LE, MV | **I-95 Northbound Directional Off-Ramp to Northbound Fairfax County Parkway** | VDOT | **Design** | 81.000 | 4.193 | **D** | Oct-11 | Jun-14 | 👍 |
| | | From I-95 Exit 166 for Route 7100 northbound, to 0.6 miles west of Exit 166 (PE only) | | | | | **R** | N/A | N/A | |
| | | | | | Federal | | **U** | N/A | N/A | |
| INT | TB | | 93033 | | | | **C** | N/A | N/A | |
| Funding for design only. Design in progress. | | | | | | | | | | |
| **0619** | LE, MV | **Mulligan Road from Route 1 to Telegraph Road** | FHWA | **Construction** | 80.000 | 80.000 | **D** | Mar-07 | May-11 | ☺ |
| | | Construct/widen Mulligan Road to 4 lanes from Route 1 to Telegraph Road; Widen Telegraph Road to 4 lanes from Beulah Street to Leaf Road | | | | | **R** | Sep-10 | May-11 | ☺ |
| | | | | | DAR, State, RSTP, C & I | | **U** | Feb-11 | May-13 | 👍 |
| SEC | JYR | | 77404 | | | | **C** | Feb-12 | Jun-14 | 👍 |
| Scope includes Woodlawn Road replacement and Old Mill Road Extension. Construction and utility relocation in progress. Estimate open to traffic in May 2014. Project is 85% complete. | | | | | | | | | | |
| **0241** | LE | **North Kings Highway Median** | COUNTY | **Complete** | 0.250 | 0.250 | **D** | Mar-10 | Dec-12 | ☺ |
| | | Add concrete median from Fort Drive to North Metro Entrance | | | | | **R** | N/A | N/A | |
| | | | RSPI01-00900 | | C & I | | **U** | N/A | N/A | |
| PED/ BIKE | TB | | | | | | **C** | Feb-13 | Aug-13 | ☺ |
| Project is complete. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Lee District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| 0001 | LE | **Route 1 Southbound from Buckman Rd/Mt Vernon Hwy to Janna Lee (RHPTI)** 1400 LF of walkway | COUNTY | **On Hold** | TBD | TBD | D | TBD | TBD | |
| | | | | | | | R | TBD | TBD | |
| | | | RHPTI-088 | | Revenue Sharing, FTA | | U | TBD | TBD | |
| PED/ BIKE | CL | | | | | | C | TBD | TBD | |
| Reviewing project scope. Conceptual design required to evaluate site drainage and feasibility concerns. | | | | | | | | | | |
| 0001 | LE | **Route 1 Southbound from Roxbury Drive to Russell Road (RHPTI)** 520 LF of concrete sidewalk along the west side of Route 1 | COUNTY | **Design** | 0.300 | 0.300 | D | Jul-12 | Feb-15 | 👎Δ |
| | | | | | | | R | Jun-14 | Jan-15 | Δ |
| | | | RHPTI-082 | | Revenue Sharing, FTA | | U | TBD | TBD | |
| PED/ BIKE | CL | | | | | | C | Jan-15 | Sep-15 | |
| Pre-final design is in progress. Geotechnical report is underway. Design completion adjusted three months due to geotechnical field work delays because of weather. Land Acquisition schedule adjusted accordingly, but project completion date did not change. | | | | | | | | | | |
| 0001 | LE, MV | **Route 1 Southbound from Russell Road to Gregory Drive (RHPTI)** 270 LF of concrete sidewalk along west side of Route 1, including a signalized crosswalk | COUNTY | **Design** | 0.500 | 0.500 | D | Jul-12 | Dec-14 | 👎Δ |
| | | | | | | | R | Apr-14 | Nov-14 | |
| | | | RHPTI-083 | | Revenue Sharing, FTA | | U | TBD | TBD | |
| PED/ BIKE | CL | | 71851 | | | | C | Jan-15 | Sep-15 | |
| Pre-final plans distributed in December 2013. Design completion date delayed two months due to delays in receiving comments after pre-final plans, but project completion date did not change. | | | | | | | | | | |
| 0001 | MV, LE | **Route 1 Transit Center** Select location, conceptual design, and operational study for transit center in the Route 1 corridor (study only) | COUNTY | **Study** | 0.154 | 0.154 | D | Aug-10 | TBD | 👍 |
| | | | | | | | R | N/A | N/A | |
| | | | 2G40-059-000 | | FTA | | U | N/A | N/A | |
| TRAN | CL | | | | | | C | N/A | N/A | |
| Southeast Fairfax Development Corporation (SFDC), Mount Vernon Council of Citizens' Associations, Lee District Association of Civic Associations, and Lee Land Use Committee suggested 16 new sites which staff evaluated. An on-call consultant has been performing conceptual layout design and feasibility analysis on top three sites. A public hearing was held in September 2013. Revising conceptual designs based on stakeholder comments, and coordinating with FCPA and Department of Housing and Community Development. Partnering with Fairfax County Health Department on Health Impact Assessment of proposed sites. | | | | | | | | | | |

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Tuesday, March 04, 2014

# Lee District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0001** | LE, MV | **Route 1/Belford Drive (RHPTI)** | COUNTY | **Design** | 0.357 | 0.357 | **D** | Jul-11 | Nov-14 | 👎Δ |
| | | Pedestrian intersection improvements | | | | | **R** | Mar-14 | Oct-14 | Δ |
| | | | 26006G-06011 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | 99054 | | | | **C** | Jan-15 | Jul-15 | Δ |
| Final design and right-of-way authorization package submitted to VDOT in November 2013. Design completion delayed six months due to delay in obtaining VDOT right-of-way authorization. Land Acquisition schedule adjusted six months and Construction schedule adjusted nine months as a result. Additional funding required for right-of-way authorization, transfer in progress. | | | | | | | | | | |
| **0001** | LE, MV | **Route 1/Ladson Lane (RHPTI)** | COUNTY | **Design** | 0.400 | 0.400 | **D** | Jul-11 | Nov-14 | 👎Δ |
| | | Pedestrian intersection improvements | | | | | **R** | Mar-14 | Oct-14 | Δ |
| | | | 26006G-06002 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | 99054 | | | | **C** | Jan-15 | Jul-15 | Δ |
| Final design and right-of-way authorization package submitted to VDOT in November 2013. Design completion delayed six months due to delay in obtaining VDOT right-of-way authorization. Land Acquisition schedule adjusted six months and Construction schedule adjusted nine months as a result. Additional funding required for right-of-way authorization, transfer in progress. | | | | | | | | | | |
| **0001** | LE, MV | **Route 1/Lockheed Blvd/Dart Lane (RHPTI)** | COUNTY | **Design** | 0.500 | 0.500 | **D** | Mar-12 | Mar-14 | 👎Δ |
| | | Pedestrian intersection improvements | | | | | **R** | N/A | N/A | |
| | | | RHPTI-015 | | CMAQ | | **U** | N/A | N/A | |
| PED/ BIKE | CL | | 98753 | | | | **C** | May-14 | Aug-14 | Δ |
| Second final design submitted to VDOT in November 2013. Additional comments were received from VDOT on the signal design plans in January 2014. Design completion delayed three months to address additional comments. Construction schedule adjusted one month as a result. | | | | | | | | | | |
| **0001** | LE, MV | **Route 1/Mohawk Lane (RHPTI)** | COUNTY | **Design** | 0.157 | 0.157 | **D** | Jul-11 | Nov-14 | 👎Δ |
| | | Pedestrian intersection improvements | | | | | **R** | Mar-14 | Oct-14 | Δ |
| | | | 26006G-06011 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | 99054 | | | | **C** | Jan-15 | Jul-15 | Δ |
| Final design and right-of-way authorization package submitted to VDOT in November 2013. Design completion delayed six months due to delay in obtaining VDOT right-of-way authorization. Land Acquisition schedule adjusted six months and Construction schedule adjusted nine months as a result. Additional funding required for right-of-way authorization, transfer in progress. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Lee District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0001** | LE, MV | **Route 1/Southgate Drive/Bedoo St (RHPTI)**<br>Pedestrian intersection improvements | COUNTY | **Design** | 0.500 | 0.500 | **D** | Mar-12 | Dec-14 | 👎Δ |
| | | | | | | | **R** | Apr-14 | Nov-14 | |
| | | | RHPTI-014 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | 98753 | | | | **C** | Feb-15 | May-15 | Δ |

Second final design submitted to VDOT in November 2013. Design completion delayed 13 months due to needed crosswalk design revision to meet ADA standards which will require land rights. Land Acquisition schedule established, and Construction schedule adjusted 11 months as a result.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **1647** | LE | **School Street Sidewalk**<br>Construct 750 LF concrete sidewalk on north side from North Kings Hwy. to Pine Grove Circle | COUNTY | **Construction** | 0.225 | 0.225 | **D** | Dec-11 | Aug-13 | ☺ |
| | | | | | | | **R** | Jan-13 | Jul-13 | ☺Δ |
| | | | PPTF01-05000 | | C & I | | **U** | N/A | N/A | |
| PED/ BIKE | TB | | | | | | **C** | Oct-13 | Apr-14 | 👎Δ |

Construction is 20% complete. Construction schedule adjusted three months to match construction contract duration which was longer than estimated schedule.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0613** | LE | **South Van Dorn St/Franconia Road Walkway**<br>Southwest quadrant missing link | COUNTY | **Project Initiation** | 0.400 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **XXXX** | LE | **Springfield CBC Multi-Use Garage**<br>Multi-modal and bus transit transfer facility to include approximately 1,100 commuter parking spaces, slug-line and pedestrian accommodations, bicycle facilities, and potentially recreational | COUNTY | **Project Initiation** | 74.600 | 21.173 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | ST-000033 | | CMAQ, C & I, FTA | | **U** | TBD | TBD | |
| TRAN | MJG | | T1120 | | | | **C** | TBD | TBD | |

Final report for conceptual design and preliminary environmental study received. Selection process for design contract is complete, and contract negotiations are underway. Anticipate NTP to design consultant in March 2014. Schedule to be determined once design contract finalized.

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Lee District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0611** | LE, MV | **Telegraph Road from Beulah Street to Leaf Road**<br>Widen Telegraph Road to 4 lanes and provide pedestrian facility; Part of Mulligan Road Project | FHWA | **Construction** | 38.350 | 27.559 | **D** | Oct-08 | May-11 | ☺ |
| | | | | | | | **R** | Sep-10 | May-11 | ☺ |
| | | | | | Secondary | | **U** | Feb-11 | May-13 | 👍 |
| SEC | JYR | | 11012 | | | | **C** | June-11 | Jun-14 | 👍 |
| Part of Mulligan Road Phase II project which is under construction. Estimate open to traffic in late spring 2014. Project is 85% complete. | | | | | | | | | | |
| **0611** | LE | **Telegraph Road from South Van Dorn Street to South Kings Highway**<br>Widen Telegraph Road to 4 lanes section and add pedestrian improvements | VDOT | **Construction** | 12.500 | 12.300 | **D** | Sep-09 | Dec-11 | ☺ |
| | | | | | | | **R** | Jun-11 | Jun-12 | ☺ |
| | | | | | C & I, 2007 Bonds | | **U** | June-12 | May-13 | ☺ |
| SEC | JYR | | 96509 | | | | **C** | May-13 | Oct-14 | 👍Δ |
| Construction is 35% complete. Completion date advanced one month. | | | | | | | | | | |
| **0611** | LE | **Telegraph Road Walkway**<br>Install 3500 LF asphalt sidewalk and 4' bike lane along east side of Telegraph Road from South Kings Highway to Lee District Park | COUNTY | **ROW** | 3.300 | 0.800 | **D** | Sep-08 | TBD | 👎Δ |
| | | | | | | | **R** | Oct-13 | TBD | 👎Δ |
| | | | 4YP201-PB023 | | 2007 Bonds | | **U** | Oct-13 | Dec-14 | 👍 |
| PED/ BIKE | JYR | | | | | | **C** | Aug-14 | TBD | Δ |
| Second pre-final design is in progress. Coordination meeting with GSA was held in December 2013. 1 of 5 properties have been acquired. Continued coordination with GSA and US Army Reserve over conveyance of land rights, including type of land rights and how the land rights will be conveyed. Schedule dates will be reestablished once issue resolved. | | | | | | | | | | |

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# 4-Year Project Summary Report

## Mason District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency | Overall Status | Total Proj Est (Mil $) | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| **0650** | MA | **Annandale Road/Graham Road** | COUNTY | **Project Initiation** | 0.150 | 0 | **D** | TBD | TBD | |
| | | Pedestrian intersection improvements | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | N/A | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0050** | MA | **Arlington Boulevard/Graham Road** | COUNTY | **Complete** | 0.750 | 0.750 | **D** | Oct-09 | Jan-13 | ☺ |
| | | Install a 4-foot wide raised median on Graham Road | | | | | **R** | Jul-11 | Dec-12 | ☺ |
| | | | RSPI01-01300 | | C & I | | **U** | Oct-11 | Feb-13 | ☺ |
| PRI | TB | | | | | | **C** | Apr-13 | Jul-13 | ☺ |

Project is complete.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0617** | MA | **Backlick Road Walkway (east side)** | COUNTY | **On Hold** | 0.150 | 0.150 | **D** | Feb-08 | Sep-10 | ☺ |
| | | Install concrete sidewalk along the east side of Backlick Road opposite the Wilburdale community | | | | | **R** | Jul-09 | TBD | |
| | | | 4YP201-PB025 | | 2007 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | TB | | | | | | **C** | TBD | TBD | |

Final design is complete. One homeowner is unwilling to sign. On hold per Supervisor's request.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0617** | MA | **Backlick Road/Edsall Road** | COUNTY | **Project Initiation** | 0.200 | 0 | **D** | TBD | TBD | |
| | | Pedestrian intersection improvements | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | VA | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed.

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Mason District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0620** | MA | **Braddock Road/Backlick Road** | COUNTY | **On Hold** | 0.500 | 0.500 | **D** | Mar-08 | TBD | |
| | | Install dual left turn lane on WB Braddock Road | | | | | **R** | TBD | TBD | |
| | | | 4YP203 | | 2007 Bonds | | **U** | TBD | TBD | |
| SEC | WPH | | | | | | **C** | TBD | TBD | |
| Per meeting held in January 2014, the Supervisor's office has decided to cancel the project. Final project close out has been requested from the consultant. | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0244** | MA | **Columbia Pike Transit Initiative** | COUNTY | **Project Initiation** | $40.000 | $26.438 | **D** | TBD | TBD | |
| | | Enhanced Transit Corridor from Arlington County to Skyline | | | | | **R** | N/A | N/A | |
| | | | | | | | **U** | N/A | N/A | |
| TRAN | VA | | | | | | **C** | N/A | N/A | |
| Project is in planning phase. Engineering RFD released in February 2014. | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0244** | MA | **Columbia Pike Walkway** | COUNTY | **Construction** | 0.190 | 0.190 | **D** | Aug-09 | May-13 | ☺ |
| | | Install 450 LF concrete sidewalk along the south side of Columbia Pike from Gallows Road to the Annandale Methodist Church | | | | | **R** | Sep-12 | Jan-13 | ☺ |
| | | | 4YP201-PB028 | | 2007 Bonds | | **U** | May-13 | Aug-13 | ☺ |
| PED/ BIKE | SLC | | | | | | **C** | Sep-13 | Apr-14 | 👍 |
| Construction is 45% complete. Permit revision was approved in January 2014. | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0244** | MA | **Columbia Pike Walkway** | COUNTY | **Complete** | 0.200 | 0.200 | **D** | Jan-08 | Mar-13 | ☺ |
| | | Install 750 LF concrete sidewalk along the north side of Columbia Pike from Maple Court to Blair Road | | | | | **R** | Apr-10 | Aug-12 | ☺ |
| | | | 4YP201-PB027 | | 2007 Bonds | | **U** | N/A | N/A | |
| PED/ BIKE | SLC | | | | | | **C** | Apr-13 | Aug-13 | ☺ |
| Project is complete. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Mason District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency | Overall Status | Total Proj Est (Mil $) | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| **0244** | MA | **Columbia Pike/Gallows Road** | COUNTY | **Project Initiation** | 0.200 | 0 | **D** | TBD | TBD | |
| | | Pedestrian intersection improvements | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | VA | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |
| **0244** | MA | **Columbia Pike/John Marr Drive** | COUNTY | **Project Initiation** | 0.150 | 0 | **D** | TBD | TBD | |
| | | Pedestrian intersection improvements | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | VA | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |
| **2248** | MA | **Elmdale Road Walkway** | COUNTY | **ROW** | 0.780 | 0.780 | **D** | Jan-10 | Mar-13 | ☺ |
| | | Construct 2600 LF sidewalk from Braddock Road to Old Columbia Pike along south side of Elmdale Road | | | | | **R** | Oct-12 | Apr-14 | 👎Δ |
| | | | PPTF01-03000 | | C & I | | **U** | Aug-13 | Jan-14 | ☺Δ |
| PED/ BIKE | CL | | | | | | **C** | May-14 | Nov-14 | Δ |
| Project is funded by Commercial and Industrial Revenues and endorsed by the BOS on October 19, 2009. Final design is complete. FCPA will be responsible for golf course replanting and cart trail relocation. 2 of 3 properties have been acquired. Draft construction package underway based on pending land acquisition completion. Land Acquisition completion delayed nine months due to additional time required to obtain remaining land rights. Utility relocation completed four months later than previously scheduled. Construction schedule adjusted 11 months as a result and to update and reinstate the project permits as well as to finalize the construction contract. | | | | | | | | | | |
| **I-395** | MA | **I-395 HOV Ramp at Seminary Road** | VDOT | **Design** | 55.448 | 55.448 | **D** | May-13 | Jun-14 | 👍 |
| | | Direct HOV lanes connection to Seminary Road | | | | | **R** | TBD | TBD | |
| | | | | | Federal | | **U** | TBD | TBD | |
| INT | WPH | | | | | | **C** | Mar-14 | May-16 | |
| Design-Build project currently underway. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Mason District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **I-395** | MA | **I-395 Southbound Off-Ramp to Route 236 Westbound Phase I**<br>Enhanced signage/wayfinding | COUNTY | **Project Initiation** | 0.500 | 0.500 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | RSTP | | **U** | TBD | TBD | |
| INT | WPH | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project fully funded in advance of 2014 Transportation Bonds with RSTP funds approved by the BOS in April. FCDOT coordinating with City of Alexandria on placement and type of signage. | | | | | | | | | | |
| **I-395** | MA | **I-395 Southbound Off-Ramp to Route 236 Westbound Phase II**<br>Widen off-ramp to two lanes | COUNTY | **Project Initiation** | 1.000 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bond | | **U** | TBD | TBD | |
| INT | WPH | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |
| **I-95** | LE, MA, MV | **I-95 Express Lanes (PPTA Project)**<br>Add one Express lane (3 total) from Edsall Road to Prince William Pkwy; Extend two Express lanes to Stafford County | VDOT | **Construction** | 940.000 | 940.000 | **D** | Feb-11 | Dec-11 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | Private, Interstate | | **U** | N/A | N/A | |
| INT | WPH | | 70850, 77616, 70849 | | | | **C** | Aug-12 | Dec-14 | 👍 |
| Scope includes HOV/Transit ramp at Seminary Road and new park-and-ride lots. Design-Build project. The noise wall segment four is under construction which includes the sound wall at the Overlook Community. The noise wall study for segments one through three was approved. Construction is ongoing on all four segments and is 68% complete. | | | | | | | | | | |
| **713** | MA | **North Chambliss Street/Beauregard Street**<br>Eliminate exclusive right turn lane from North Chambliss to Beauregard | COUNTY | **Project Initiation** | 1.000 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| SEC | JYR | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Mason District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0236** | MA | **Route 236/Beauregard Street** | COUNTY | **Project Initiation** | 0.050 | 0.050 | **D** | TBD | TBD | |
| | | Channelize Route 236 WB left turn lane at Beauregard St | | | | | **R** | TBD | TBD | |
| | | | | | RSTP | | **U** | TBD | TBD | |
| PRI | WPH | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project fully funded in advance of 2014 Transportation Bonds with RSTP funds approved by the BOS in April.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0236** | MA | **Route 236/Beauregard Street Bus Pullout** | COUNTY | **Project Initiation** | 0.200 | 0 | **D** | TBD | TBD | |
| | | Close EB service drive and construct bus pullout | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PRI | WPH | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0236** | MA | **Route 236/Cherokee Ave** | COUNTY | **Project Initiation** | 0.500 | 0.500 | **D** | TBD | TBD | |
| | | Construct NB right turn lane from Cherokee Avenue to EB Route 236 | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PRI | JYR | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project fully funded in advance of 2014 Transportation Bonds with RSTP funds. Scope of project is under development. Existing traffic counts have been collected and under analysis. Signal warrant analysis is in progress.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0050** | MA | **Route 50 Walkway from Graham Road to Wayne Road (RT50PI)** | COUNTY | **Design** | 0.765 | 0.100 | **D** | Jun-13 | Jan-17 | 👍 |
| | | Install walkway on south side of Route 50 | | | | | **R** | Oct-15 | Sep-16 | |
| | | | RT50-056 | | RSTP, CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 58601 | | | | **C** | Apr-17 | Dec-17 | |

Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012. Preliminary design is underway. Programmatic categorical exclusion under review by VDOT. Environmental documentation is in progress.

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; **Δ** =Change Since Previous Report; 🚩 =Schedule Concern; **$** =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Mason District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0050** | MA | **Route 50 Walkway from Patrick Henry Drive to Olin Drive (RT50PI)**<br>Install walkway on south side of Route 50 | COUNTY | **Design** | 0.225 | 0.100 | **D** | Jun-13 | Jan-17 | 👍 |
| | | | | | | | **R** | Oct-15 | Sep-16 | |
| | | | RT50-062 | | RSTP, CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 58601 | | | | **C** | Apr-17 | Dec-17 | |
| Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012. Preliminary design is underway. Programmatic categorical exclusion under review by VDOT. Environmental documentation is in progress. | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0050** | MA | **Route 50 Walkway from South Street to Aspen Lane (RT50PI)**<br>Install walkway on south side of Route 50 | COUNTY | **Design** | 0.585 | 0.200 | **D** | Jun-13 | Jan-17 | 👍 |
| | | | | | | | **R** | Oct-15 | Sep-16 | |
| | | | RT50-061 | | RSTP, CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 58601 | | | | **C** | Apr-17 | Dec-17 | |
| Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012. Preliminary design is underway. Programmatic categorical exclusion under review by VDOT. Environmental documentation is in progress. | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0050** | MA | **Route 50 Walkway from Woodlawn Ave to Church (RT50PI)**<br>Install walkway on north side of Route 50 | COUNTY | **Project Initiation** | 0.500 | 0.100 | **D** | Jun-13 | Jan-17 | 👍 |
| | | | | | | | **R** | Oct-15 | Sep-16 | |
| | | | RT50-057 | | RSTP, CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 58601 | | | | **C** | Apr-17 | Dec-17 | |
| Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012. Preliminary design is underway. Programmatic categorical exclusion under review by VDOT. Environmental documentation is in progress. | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0050** | MA, PR | **Route 50/Allen St (RT50PI)**<br>Intersection and bus stop improvements | COUNTY | **Design** | 0.400 | 0.200 | **D** | Jun-13 | Jan-17 | 👍 |
| | | | | | | | **R** | Oct-15 | Sep-16 | |
| | | | RT50-052 | | RSTP, CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 58601 | | | | **C** | Apr-17 | Dec-17 | |
| Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012. Preliminary design is underway. Programmatic categorical exclusion under review by VDOT. Environmental documentation is in progress. Utility designation in progress. | | | | | | | | | | |

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# Mason District

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|---|---|---|---|---|---|---|---|---|---|---|
| **0050** | MA, PR | **Route 50/Annandale Road (RT50PI)** | COUNTY | **Project Initiation** | 0.400 | 0.200 | **D** | Jun-13 | Jan-17 | 👍 |
| | | Pedestrian intersection improvements | | | | | **R** | Oct-15 | Sep-16 | |
| | | | RT50-054 | | RSTP, CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 58601 | | | | **C** | Apr--17 | Dec-17 | |

Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012. Preliminary design is underway. Programmatic categorical exclusion under review by VDOT. Environmental documentation is in progress.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0050** | MA, PR | **Route 50/Wayne Road/Woodlawn Ave (RT50PI)** | COUNTY | **Design** | 0.400 | 0.200 | **D** | Jun-13 | Jan-17 | 👍 |
| | | Signalization and sidewalk improvements | | | | | **R** | Oct-15 | Sep-16 | |
| | | | RT50-053 | | RSTP, CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 58601 | | | | **C** | Apr-17 | Dec-17 | |

Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012. Preliminary design is underway. Programmatic categorical exclusion under review by VDOT. Environmental documentation is in progress.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0007** | MA | **Route 7 Intersection Improvements from Seven Corners to Juniper Lane (RT7PI)** | COUNTY | **Bid Ad** | 0.800 | 0.800 | **D** | Aug-10 | Apr--14 | 👎Δ |
| | | Pedestrian intersection improvements at three locations: Seven Corners, Thorne Road and Seven Corners Center | | | | | **R** | Feb-13 | Feb-14 | ☺Δ |
| | | | 4YP201-PB052 | | 2007 Bonds | | **U** | N/A | N/A | |
| PED/ BIKE | WPH | | | | | | **C** | May-14 | Sep-14 | Δ |

Final design is in progress. 5 of 6 properties have been acquired. Land Acquisition completed five months later than previously reported due to on-going negotiations with outstanding property owner. Design schedule adjusted seven months and Construction schedule adjusted three months as a result.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0007** | MA | **Route 7 Walkway at Columbia Pike Interchange (RT7PI)** | COUNTY | **Design** | 0.800 | 0.800 | **D** | Oct-10 | Mar-14 | 👎Δ |
| | | Install sidewalk along both ramps from Columbia Pike to Leesburg Pike and along service road from Seminary Road to Leesburg Pike | | | | | **R** | Oct-11 | Oct-12 | ☺ |
| | | | 4YP201-PB050 | | 2007 Bonds, Enhancements | | **U** | N/A | N/A | |
| PED/ BIKE | WPH | | | | | | **C** | Apr-14 | Dec-14 | Δ |

Final design in progress. Awaiting VDOT approval of design waiver submitted in November 2013. Gas utility adjustments within the right-of-way will be required. Design completion delayed ten months due to pending waiver and final plan approval by VDOT. Waiver approval is imminent. Construction completion adjusted eight months as a result.

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Tuesday, March 04, 2014

# Mason District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| 0007 | MA | **Route 7 Walkway at Row Street (RT7PI)** | COUNTY | **ROW** | 0.225 | 0.225 | D | Aug-10 | TBD | 👎Δ |
| | | Install 400 LF segment of walkway and curb on the east side of Route 7 to the north of Row Street | | | | | R | Aug-13 | TBD | 👎Δ |
| | | | 4YP201-PB047 | | 2007 Bonds | | U | N/A | N/A | |
| PED/ BIKE | WPH | | | | | | C | TBD | TBD | Δ |
| Final design is in progress. Plans are being revised to add an entrance. Land acquisition is in progress. 0 of 2 properties have been acquired. Supervisor's office requested a slow take process due to one owner's unwillingness to grant easements. Schedule will be determined subsequent to meeting with Supervisor's office. | | | | | | | | | | |
| 0007 | MA | **Route 7 Walkway at Seminary Ramp Streetscape Phase II (RT7PI)** | COUNTY | **ROW** | 0.350 | 0.250 | D | Nov-10 | Jul-14 | 👎Δ |
| | | Install a 5' brick walkway approximately 450 LF on the south side of the ramp from Columbia Pike to Seminary Road | | | | | R | Feb-13 | May-14 | 👎Δ |
| | | | 4YP201-PB054 | | 2007 Bonds | | U | Sep-13 | Nov-13 | ☺ |
| PED/ BIKE | WPH | | | | | | C | Sep-14 | Apr-15 | Δ |
| Final design is in progress. Utility relocation is complete. 1 of 2 properties of been acquired. Memo requested preparation of Bid package submitted to UDCD in November 2013. Land Acquisition completion delayed eight months due to land rights issue with property owner. Design and Construction schedules adjusted accordingly. | | | | | | | | | | |
| 0007 | MA | **Route 7 Walkway from Culmore Shopping Center to Payne St (RT7PI)** | COUNTY | **ROW** | 1.150 | 0.750 | D | Aug-10 | May-14 | 👎Δ |
| | | Install 1600 LF of sidewalk along the frontage of several shopping centers north of Columbia Pike | | | | | R | Aug-11 | Apr-14 | 👎Δ |
| | | | 4YP201-PB049 | | 2007 Bonds | | U | Feb-13 | Jul-13 | ☺Δ |
| PED/ BIKE | WPH | | | | | | C | Jun-14 | Dec-14 | 👎Δ |
| Signal design approved. 8 of 9 properties have been acquired. Land Acquisition completion delayed nine months due to outstanding land rights issues. Design schedule adjusted eight months and Construction schedule adjusted seven months as a result. | | | | | | | | | | |
| 0007 | MA | **Route 7 Walkway from Rio Drive to Glenmore Drive (RT7PI)** | COUNTY | **ROW** | 0.750 | 0.750 | D | Aug-10 | Sep-14 | 👎Δ |
| | | Install two segments of walkway along Route 7 from the south side of Rio Drive to Glenmore Drive | | | | | R | Jun-13 | Jul-14 | 👎Δ |
| | | | 4YP201-PB048 | | 2007 Bonds | | U | Jan-14 | Apr-14 | |
| PED/ BIKE | WPH | | | | | | C | Nov-14 | Jul-15 | Δ |
| Second pre-final design is in progress. 2 of 6 properties have been acquired. Utility relocation will be required within right-of-way. Land Acquisition completion delayed six months due to on-going negotiations with property owners. Design schedule adjusted seven months and Construction schedule adjusted nine months as a result. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# 4-Year Project Summary Report

## Mount Vernon District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency | Overall Status | Total Proj Est (Mil $) | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| **0637** | MV | **Cinder Bed Road/Newington Road** | COUNTY | **Utilities** | 5.000 | 5.000 | **D** | Jun-09 | Jun-14 | 👎Δ |
| | | Intersection Improvements including relocating intersection 450 feet to the north, reconstruction of Cinder Bed Rd, sidewalk, culvert at Long Branch Creek, additional right turn lane along | | | | | **R** | Jul-13 | Aug-13 | ☺Δ |
| | | | 4YP214 | | 2007 Bonds | | **U** | Feb-14 | Dec-14 | 👍 |
| SEC | TB | | | | | | **C** | Aug-14 | Oct-15 | Δ |
| Partial Pre-final design comments have been received. VSMP is in progress. VDOT storm drainage comments received in December 2013 and are being addressed. Design completion delayed nine months to address additional VDOT stormwater drainage comments. Construction completion adjusted accordingly. Initial Land Acquisition schedule shown which was completed on time. | | | | | | | | | | |
| **0640** | MV, SP | **Gambrill Road/Pohick Road** | COUNTY | **Construction** | 1.075 | 0.500 | **D** | Mar-10 | Sep-13 | ☺Δ |
| | | Install right turn lane on SB Gambrill Road | | | | | **R** | Aug-12 | Nov-12 | ☺ |
| | | | RSPI01-00600 | | C & I | | **U** | Jan-14 | May-14 | 👍Δ |
| SEC | SSS | | | | | | **C** | Jan-14 | Nov-14 | 👍Δ |
| Part of the C&I Project Program endorsed by the BOS on October 19, 2009. Construction authorization issued in September 2013. Construction task order is in negotiations. Design completed three months later than scheduled to address outstanding comments and subsequent submission of VDOT permit package. Utility relocation schedule adjusted eight months and Construction schedule adjusted three months as a result. | | | | | | | | | | |
| **0636** | MV, SP | **Hooes Road/Newington Forest Ave** | COUNTY | **Project Initiation** | 0.200 | 0 | **D** | TBD | TBD | |
| | | Intersection improvements and extend sidewalk | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |
| **XXXX** | MV | **Huntington Bus Operations Expansion** | COUNTY | **Design** | 4.800 | 4.800 | **D** | Sep-13 | Jan-15 | 👍 |
| | | Add two maintenance bays, site, and building upgrades to the existing facility | | | | | **R** | N/A | N/A | |
| | | | TF-000014-001 | | C & I, County, State | | **U** | TBD | TBD | |
| TRAN | DPWES | | | | | | **C** | Mar-15 | Aug-16 | |
| Design is underway. | | | | | | | | | | |

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Tuesday, March 04, 2014

# Mount Vernon District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency | Overall Status | Total Proj Est (Mil $) | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| **XXXX** | MV | **Huntington Service Lane** | COUNTY | **Construction** | 3.500 | 3.500 | **D** | Mar-12 | Jul-13 | ☺ |
| | | An approximately 2,522 SF addition and 2,200 SF renovation of the Huntington Bus Maintenance Facility's fare collection, bus maintenance, and bus wash systems. | | | | | **R** | N/A | N/A | |
| | | | TF-000015-001 | | County, State | | **U** | Jul-13 | Mar-14 | 👍 |
| TRAN | DPWES | | | | | | **C** | Jul-13 | Sep-14 | 👍 |
| Construction is 38% complete. | | | | | | | | | | |
| **I-95** | LE, MA, MV | **I-95 Express Lanes (PPTA Project)** | VDOT | **Construction** | 940.000 | 940.000 | **D** | Feb-11 | Dec-11 | ☺ |
| | | Add one Express lane (3 total) from Edsall Road to Prince William Pkwy; Extend two Express lanes to Stafford County | | | | | **R** | N/A | N/A | |
| | | | | | Private, Interstate | | **U** | N/A | N/A | |
| INT | WPH | | 70850, 77616, 70849 | | | | **C** | Aug-12 | Dec-14 | 👍 |
| Scope includes HOV/Transit ramp at Seminary Road and new park-and-ride lots. Design-Build project. The noise wall segment four is under construction which includes the sound wall at the Overlook Community. The noise wall study for segments one through three was approved. Construction is ongoing on all four segments and is 68% complete. | | | | | | | | | | |
| **I-95** | LE, MV | **I-95 Northbound Directional Off-Ramp to Northbound Fairfax County Parkway** | VDOT | **Design** | 81.000 | 4.193 | **D** | Oct-11 | Jun-14 | 👍 |
| | | From I-95 Exit 166 for Route 7100 northbound, to 0.6 miles west of Exit 166 (PE only) | | | | | **R** | N/A | N/A | |
| | | | | | Federal | | **U** | N/A | N/A | |
| INT | TB | | 93033 | | | | **C** | N/A | N/A | |
| Funding for design only. Design in progress. | | | | | | | | | | |
| **0642** | MV | **Lorton Road/Furnace Road from Silverbrook Road to Route 123** | COUNTY | **Construction** | 60.000 | 50.000 | **D** | Feb-08 | Sep-12 | ☺ |
| | | Widen to 4-lane divided section including on-road bike lanes, shared use path, low impact development practices, bridge crossings and wide median in Laurel Hill area | | | | | **R** | Jan-12 | Sep-12 | ☺ |
| | | | 4YP213 | | 2007 Bonds, C & I | | **U** | oct-12 | Sep-14 | 👎Δ |
| SEC | WPH | | | | | | **C** | Jan-14 | Dec-16 | 👎Δ |
| Utility relocations are underway. Mandatory pre-bid meeting occurred in January 2014. Bids opened in February. Construction schedule delayed six months based on a construction duration determination analysis that was recently completed as part of the bid advertisement process. | | | | | | | | | | |

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# Mount Vernon District

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|---|---|---|---|---|---|---|---|---|---|---|
| **0642** | MV | **Lorton Road/Lorton Market Road**<br>Extend WB left turn lane | COUNTY | **Project Initiation** | 0.300 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| SEC | VA | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| **0642** | MV | **Lorton Road/Lorton Station Blvd**<br>Extend WB left turn lane and convert signal to protected only phasing | COUNTY | **Project Initiation** | 1.200 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| SEC | N/A | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| **0242** | MV | **Mason Neck Trail 2B**<br>Install 9900 LF of 8-foot asphalt trail along Gunston Road from Pohick Bay Drive to the Pohick Bay Golf Course entrance | COUNTY | **ROW** | 2.290 | 2.290 | **D** | TBD | Mar-12 | ☺ |
| | | | | | | | **R** | Aug-12 | Feb-14 | ☺ |
| | | | W00600-W6130B | | District Walkway | | **U** | N/A | N/A | |
| PED/ BIKE | CL | | | | | | **C** | Jan-15 | May-16 | Δ |
| Updated survey of construction plans completed. Consultant contacted to review the updated plans, make minor design changes, and re-sign the plans. A letter of permission from NVRPA which references the date of the updated plan set will then be obtained. After that RW certification will be obtained from VDOT. Schedule delayed because of redesign, coordination with NVRPA on land rights, and time required to acquire funding to complete the project. Construction schedule adjusted 13 months as a result. | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| **0235** | MV | **Mount Vernon Highway Walkway**<br>Add sidewalk from Richmond Highway (Route 1) to retail north of Sunny View Drive along west side | COUNTY | **Construction** | 0.500 | 0.500 | **D** | Mar-10 | Nov-13 | ☺Δ |
| | | | | | | | **R** | Dec-11 | Oct-13 | ☺Δ |
| | | | PPTF01-03900 | | C & I | | **U** | N/A | N/A | |
| PED/ BIKE | CL | | | | | | **C** | Jan-14 | Jun-14 | Δ |
| Final construction package submitted to UDCD in December 2013. Land Acquisition completed three months later than previously reported due to issues during negotiations with property owner on existing land rights. Design completed four months later than previously reported and Construction schedule adjusted four months as a result. | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| **0619** | LE, MV | **Mulligan Road from Route 1 to Telegraph Road**<br>Construct/widen Mulligan Road to 4 lanes from Route 1 to Telegraph Road; Widen Telegraph Road to 4 lanes from Beulah Street to Leaf Road | FHWA | **Construction** | 80.000 | 80.000 | **D** | Mar-07 | May-11 | ☺ |
| | | | | | | | **R** | Sep-10 | May-11 | ☺ |
| | | | | | DAR, State, RSTP, C & I | | **U** | Feb-11 | May-13 | 👍 |
| SEC | JYR | | 77404 | | | | **C** | Feb-12 | Jun-14 | 👍 |

Scope includes Woodlawn Road replacement and Old Mill Road Extension. Construction and utility relocation in progress. Estimate open to traffic in May 2014. Project is 85% complete.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0641** | MV | **Pohick Road/Southrun Road**<br>Pedestrian intersection improvements and extend sidewalk | COUNTY | **Project Initiation** | 0.200 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0001** | MV | **Richmond Highway from Old Mill Road/Mulligan Road to Telegraph Road**<br>Widen to 6 lanes, including sidewalk/trail, and wide median for future transit | FHWA | **Construction** | 180.000 | 180.000 | **D** | Mar-11 | Apr-13 | ☺ |
| | | | | | | | **R** | Jan-14 | TBD | 👍 |
| | | | R00101-00100 | | DOD Grant | | **U** | Nov-13 | TBD | 👍 |
| PRI | JYR | | | | | | **C** | Jun-13 | Feb-16 | 👍 |

Design-Build project. Survey and utility location started in May 2013. Intermediate design is underway. Initial construction activities scheduled to begin in spring 2014. Project is divided into five sections - A) Telegraph Road Intersection, B) Telegraph Road to Fairfax County Parkway, C) Accotink Village Area, D) Railroad Bridge to Belvoir Road, E) Woodlawn historic district.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0638** | MV | **Rolling Road from Virginia Drive to DeLong Drive**<br>Widen to 4 lanes (design only) | COUNTY | **Design** | 1.300 | 1.300 | **D** | Feb-11 | Jun-13 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | 40021G-09000 | | OEA Grant | | **U** | N/A | N/A | |
| SEC | SSS | | | | | | **C** | N/A | N/A | |

Funded for design only through Dept. of Defense, Office of Economic Authority Grant. Funding expired in June 2013. Final plans and quantities have been requested from consultant for project completion.

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|---|---|---|---|---|---|---|---|---|---|---|
| 0001 | MV | **Route 1 Northbound at Quander Road Phase II (RHPTI)**<br>450 LF of 5-foot wide concrete sidewalk south of Quander | COUNTY | **Complete** | 0.113 | 0.113 | D | Dec-07 | Mar-13 | ☺ |
| | | | | | | | R | Oct-10 | Jul-11 | ☺ |
| | | | 40031G*AA1400037-11 | | Revenue Sharing, FTA | | U | N/A | N/A | |
| PED/ BIKE | CL | | 71851 | | | | C | Apr-13 | Sep-13 | ☺Δ |
| Substantially complete. Project was completed two months later than previously reported. | | | | | | | | | | |
| 0001 | MV | **Route 1 Northbound from Engleside St to Forest Place (RHPTI)**<br>460 LF of concrete sidewalk from Engleside Street to Forest Place | COUNTY | **Design** | 0.300 | 0.300 | D | Jul-12 | Dec-14 | 👎Δ |
| | | | | | | | R | May-14 | Nov-14 | Δ |
| | | | RHPTI-087 | | Revenue Sharing, FTA | | U | TBD | TBD | |
| PED/ BIKE | CL | | 71851 | | | | C | Feb-15 | Oct-15 | |
| Pre-final plans are being prepared for distribution. Design completion delayed two months. Land Acquisition start date adjusted one month as a result, but project completion date did not change. | | | | | | | | | | |
| 0001 | MV | **Route 1 Northbound from Fairhaven Ave./Quander Rd. to hotels (RHPTI)**<br>5' concrete sidewalk along east side Richmond Hwy from Fair Haven Avenue/Quander Road to Virginia Lodge | COUNTY | **Design** | 0.450 | 0.450 | D | Jul-12 | Feb-15 | 👎Δ |
| | | | | | | | R | Jun-14 | Jan-15 | Δ |
| | | | RHPTI-079 | | Revenue Sharing, FTA | | U | TBD | TBD | |
| PED/ BIKE | CL | | 71851 | | | | C | Mar-15 | Sep-15 | |
| Pre-final design is in progress. Geotechnical report is underway. Design completion adjusted three months due to geotechnical field work delays because of weather. Land Acquisition schedule adjusted accordingly, but project completion date did not change. | | | | | | | | | | |
| 0001 | MV | **Route 1 Northbound from Janna Lee to Napper Road (RHPTI)**<br>Pedestrian crossing and signal at Mt. Vernon Highway and 950 LF of 5-foot wide concrete sidewalk | COUNTY | **Construction** | 0.689 | 0.689 | D | Dec-07 | Sep-13 | ☺Δ |
| | | | | | | | R | Nov-11 | Apr-13 | ☺ |
| | | | 40031G-11223 | | Revenue Sharing, FTA | | U | Sep-12 | Oct-12 | ☺ |
| PED/ BIKE | CL | | 71851 | | | | C | Nov-13 | May-14 | 👎Δ |
| Construction NTP was issued in December 2013. Construction contractor is mobilizing for construction. Design phase completed two months later than previously scheduled to address additional VDOT comments on signal design plans. Construction schedule adjusted three months as a result. | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| **0001** | MV | **Route 1 Northbound from Radford Avenue to Frye Road (RHPTI)**<br>940 LF of concrete sidewalk along the east side of Route 1 | COUNTY | **Design** | 0.500 | 0.500 | **D** | Jul-12 | Dec-14 | 👎Δ |
| | | | | | | | **R** | Apr-14 | Nov-14 | |
| | | | RHPTI-084 | | Revenue Sharing, FTA | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | | | | | **C** | Feb-15 | Sep-15 | |
| Pre-final plans distributed in January 2014. Design completion delayed two months, but project completion date did not change. | | | | | | | | | | |
| **0001** | MV | **Route 1 Northbound from Sacramento Drive to Dogue Creek (RHPTI)**<br>340 LF of walkway and new pedestrian bridge over Dogue Creek | COUNTY | **Project Initiation** | TBD | TBD | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | RHPTI-086 | | Revenue Sharing, FTA | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | 71851 | | | | **C** | TBD | TBD | |
| Awaiting design contract proposal. Schedule will be determined once contract proposal has been approved. | | | | | | | | | | |
| **0001** | MV | **Route 1 Northbound from Virginia Lodge to Huntington Ave (RHPTI)**<br>1375 LF of 5' concrete sidewalk and extension of a box culvert along the east of Richmond Highway | COUNTY | **Design** | 0.450 | 0.450 | **D** | Jul-12 | Feb-15 | 👎Δ |
| | | | | | | | **R** | Jun-14 | Jan-15 | Δ |
| | | | RHPTI-080 | | Revenue Sharing, FTA | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | 71851 | | | | **C** | Mar-15 | Sep-15 | |
| Pre-final design is in progress. Geotechnical report is underway. Design completion adjusted three months due to geotechnical field work delays because of weather. Land Acquisition schedule adjusted two months, but project completion date did not change. | | | | | | | | | | |
| **0001** | MV | **Route 1 Northbound north of Reddick Ave (RHPTI)**<br>500 LF of 5-foot wide concrete sidewalk | COUNTY | **Complete** | 0.125 | 0.125 | **D** | Dec-07 | Mar-13 | ☺ |
| | | | | | | | **R** | Oct-10 | Aug-11 | ☺ |
| | | | 40031G*AA1400033-11 | | Revenue Sharing, FTA | | **U** | N/A | N/A | |
| PED/ BIKE | CL | | 71851 | | | | **C** | Apr-13 | Sep-13 | ☺Δ |
| Substantially complete. Project completed two months later than previously reported. | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| 0001 | MV | **Route 1 Northbound south of Fordson Road to Woodlawn Trail (RHPTI)**<br>1,640 LF of 5-foot wide concrete sidewalk | COUNTY | **Construction** | 0.410 | 0.410 | **D** | Dec-07 | Mar-13 | ☺ |
| | | | | | | | **R** | Oct-10 | Oct-11 | ☺ |
| | | | 40031G*AA1400036-11 | | Revenue Sharing, FTA | | **U** | Jan-13 | Apr-13 | ☺ |
| PED/ BIKE | CL | | 71851 | | | | **C** | Apr-13 | Mar-14 | 👎Δ |
| Construction is 90% complete. Punch list is being completed. Schedule has been adjusted in February due to construction issues and a delay in adjacent development that is affecting the completion of this project. | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 0001 | MV | **Route 1 Northbound south of Kings Village Road (RHPTI)**<br>150 LF of 5-foot wide concrete sidewalk | COUNTY | **Complete** | 0.038 | 0.038 | **D** | Dec-07 | Mar-13 | ☺ |
| | | | | | | | **R** | Oct-10 | Apr-11 | ☺ |
| | | | 40031G*AA1400035-11 | | Revenue Sharing, FTA | | **U** | N/A | N/A | |
| PED/ BIKE | CL | | 71851 | | | | **C** | Apr-13 | Sep-13 | ☺Δ |
| Substantially complete. Project was completed two months later than previously reported. | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 0001 | MV | **Route 1 Southbound at Belle Haven Towers (RHPTI)**<br>550 LF of 5-foot wide concrete sidewalk and service Drive crossing | COUNTY | **Complete** | 0.138 | 0.138 | **D** | Dec-07 | Mar-13 | ☺ |
| | | | | | | | **R** | Oct-10 | Nov-11 | ☺ |
| | | | 40031G-11254 | | Revenue Sharing, FTA | | **U** | N/A | N/A | |
| PED/ BIKE | CL | | 71851 | | | | **C** | Apr-13 | Sep-13 | ☺Δ |
| Substantially complete. Project was completed two months later than previously reported. | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 0001 | MV | **Route 1 Southbound Belle Haven Towers to Mount Eagle Drive (RHPTI)**<br>110 LF of 5' concrete sidewalk along west of Richmond Hwy at the intersection of Mt. Eagle Drive | COUNTY | **Design** | 0.100 | 0.100 | **D** | Jul-12 | Feb-15 | 👎Δ |
| | | | | | | | **R** | Jun-14 | Jan-15 | Δ |
| | | | RHPTI-081 | | Revenue Sharing, FTA | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | 71851 | | | | **C** | Mar-15 | Sep-15 | |
| Pre-final design is in progress. Alternate retaining wall design is under review to mitigate utility impacts. Geotechnical report is underway. Design completion adjusted four months due to geotechnical field work delays because of weather. Land Acquisition schedule adjusted accordingly, but project completion date did not change. | | | | | | | | | | |

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; **Δ** =Change Since Previous Report; 🚩 =Schedule Concern; **$** =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Mount Vernon District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency | Overall Status | Total Proj Est (Mil $) | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| 0001 | MV | **Route 1 Southbound from Dogue Creek to Mobile Home Sales Park (RHPTI)** 2,000 LF of trail and new pedestrian bridge over Dogue Creek | COUNTY | **Project Initiation** | TBD | TBD | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | RHPTI-085 | | Revenue Sharing, FTA | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | 71851 | | | | **C** | TBD | TBD | |
| Awaiting design contract proposal. Schedule will be determined once contract proposal has been approved. | | | | | | | | | | |
| 0001 | LE, MV | **Route 1 Southbound from Russell Road to Gregory Drive (RHPTI)** 270 LF of concrete sidewalk along west side of Route 1, including a signalized crosswalk | COUNTY | **Design** | 0.500 | 0.500 | **D** | Jul-12 | Dec-14 | 👎Δ |
| | | | | | | | **R** | Apr-14 | Nov-14 | |
| | | | RHPTI-083 | | Revenue Sharing, FTA | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | 71851 | | | | **C** | Jan-15 | Sep-15 | |
| Pre-final plans distributed in December 2013. Design completion date delayed two months due to delays in receiving comments after pre-final plans, but project completion date did not change. | | | | | | | | | | |
| 0001 | MV | **Route 1 Southbound from Sacramento Drive to Engleside Plaza (RHPTI)** 1400 LF of 5-foot wide concrete sidewalk | COUNTY | **Complete** | 0.350 | 0.350 | **D** | Dec-07 | Mar-13 | ☺ |
| | | | | | | | **R** | Oct-10 | Sep-11 | ☺ |
| | | | 40031G-11213 | | Revenue Sharing, FTA | | **U** | Jan-13 | Apr-13 | ☺ |
| PED/ BIKE | CL | | 71851 | | | | **C** | Apr-13 | Sep-13 | ☺Δ |
| Sidewalk is complete, two months later than previously reported. Pavement markings remain to be completed and will be finished in April. Pavement marking delays due to weather. | | | | | | | | | | |
| 0001 | MV | **Route 1 Southbound South of Sky View Drive (RHPTI)** 170 LF of 5-foot wide concrete sidewalk and bus stop pad | COUNTY | **Complete** | 0.112 | 0.112 | **D** | Dec-07 | Mar-13 | ☺ |
| | | | | | | | **R** | Oct-10 | May-11 | ☺ |
| | | | 40031G-11214 | | Revenue Sharing, FTA | | **U** | Jan-13 | Apr-13 | ☺ |
| PED/ BIKE | CL | | 71851 | | | | **C** | Apr-13 | Sep-13 | ☺Δ |
| Construction is complete, three months later than previously scheduled. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Mount Vernon District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency | Overall Status | Total Proj Est (Mil $) | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| 0001 | MV, LE | **Route 1 Transit Center** | COUNTY | **Study** | 0.154 | 0.154 | D | Aug-10 | TBD | 👍 |
| | | Select location, conceptual design, and operational study for transit center in the Route 1 corridor (study only) | | | | | R | N/A | N/A | |
| | | | 2G40-059-000 | | FTA | | U | N/A | N/A | |
| TRAN | CL | | | | | | C | N/A | N/A | |

Southeast Fairfax Development Corporation (SFDC), Mount Vernon Council of Citizens' Associations, Lee District Association of Civic Associations, and Lee Land Use Committee suggested 16 new sites which staff evaluated. An on-call consultant has been performing conceptual layout design and feasibility analysis on top three sites. A public hearing was held in September 2013. Revising conceptual designs based on stakeholder comments, and coordinating with FCPA and Department of Housing and Community Development. Partnering with Fairfax County Health Department on Health Impact Assessment of proposed sites.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 0001 | MV | **Route 1/Arlington Blvd. (RHPTI)** | COUNTY | **Design** | 0.500 | 0.500 | D | Mar-12 | Mar-14 | 👎Δ |
| | | Pedestrian intersection improvements | | | | | R | N/A | N/A | |
| | | | RHPTI-016 | | CMAQ | | U | TBD | TBD | |
| PED/ BIKE | CL | | 98753 | | | | C | May-14 | Aug-14 | Δ |

Second final design submitted to VDOT in November 2013. Received additional comments from VDOT in January 2014 and they are being addressed. Design completion delayed two months to address additional comments from VDOT. Construction phase start date adjusted one month, but no change to completion date.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 0001 | LE, MV | **Route 1/Belford Drive (RHPTI)** | COUNTY | **Design** | 0.357 | 0.357 | D | Jul-11 | Nov-14 | 👎Δ |
| | | Pedestrian intersection improvements | | | | | R | Mar-14 | Oct-14 | Δ |
| | | | 26006G-06011 | | CMAQ | | U | TBD | TBD | |
| PED/ BIKE | CL | | 99054 | | | | C | Jan-15 | Jul-15 | Δ |

Final design and right-of-way authorization package submitted to VDOT in November 2013. Design completion delayed six months due to delay in obtaining VDOT right-of-way authorization. Land Acquisition schedule adjusted six months and Construction schedule adjusted nine months as a result. Additional funding required for right-of-way authorization, transfer in progress.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 0001 | MV | **Route 1/Frye Road Phase II (RHPTI)** | COUNTY | **Design** | 0.300 | 0.300 | D | Jul-11 | Nov-14 | 👎Δ |
| | | Pedestrian intersection improvements | | | | | R | Mar-14 | Oct-14 | Δ |
| | | | 26006G-06002 | | CMAQ | | U | TBD | TBD | |
| PED/ BIKE | CL | | 99054 | | | | C | Jan-15 | Jul-15 | Δ |

Final design and right-of-way authorization package submitted to VDOT in November 2013. Design completion delayed six months due to delay in obtaining VDOT right-of-way authorization. Land Acquisition schedule adjusted six months and Construction schedule adjusted nine months as a result. Additional funding required for right-of-way authorization, transfer in progress.

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Mount Vernon District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0001** | LE, MV | **Route 1/Ladson Lane (RHPTI)** | COUNTY | **Design** | 0.400 | 0.400 | **D** | Jul-11 | Nov-14 | 👎Δ |
| | | Pedestrian intersection improvements | | | | | **R** | Mar-14 | Oct-14 | Δ |
| | | | 26006G-06002 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | 99054 | | | | **C** | Jan-15 | Jul-15 | Δ |

Final design and right-of-way authorization package submitted to VDOT in November 2013. Design completion delayed six months due to delay in obtaining VDOT right-of-way authorization. Land Acquisition schedule adjusted six months and Construction schedule adjusted nine months as a result. Additional funding required for right-of-way authorization, transfer in progress.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0001** | LE, MV | **Route 1/Lockheed Blvd/Dart Lane (RHPTI)** | COUNTY | **Design** | 0.500 | 0.500 | **D** | Mar-12 | Mar-14 | 👎Δ |
| | | Pedestrian intersection improvements | | | | | **R** | N/A | N/A | |
| | | | RHPTI-015 | | CMAQ | | **U** | N/A | N/A | |
| PED/ BIKE | CL | | 98753 | | | | **C** | May-14 | Aug-14 | Δ |

Second final design submitted to VDOT in November 2013. Additional comments were received from VDOT on the signal design plans in January 2014. Design completion delayed three months to address additional comments. Construction schedule adjusted one month as a result.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0001** | MV | **Route 1/Lukens Lane Phase II (RHPTI)** | COUNTY | **Design** | 0.300 | 0.300 | **D** | Jul-11 | Nov-14 | 👎Δ |
| | | Pedestrian intersection improvements | | | | | **R** | Mar-14 | Oct-14 | Δ |
| | | | 26006G-06002 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | 99054 | | | | **C** | Jan-15 | Jul-15 | Δ |

Final design and right-of-way authorization package submitted to VDOT in November 2013. Design completion delayed six months due to delay in obtaining VDOT right-of-way authorization. Land Acquisition schedule adjusted six months and Construction schedule adjusted nine months as a result. Additional funding required for right-of-way authorization, transfer in progress.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0001** | LE, MV | **Route 1/Mohawk Lane (RHPTI)** | COUNTY | **Design** | 0.157 | 0.157 | **D** | Jul-11 | Nov-14 | 👎Δ |
| | | Pedestrian intersection improvements | | | | | **R** | Mar-14 | Oct-14 | Δ |
| | | | 26006G-06011 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | 99054 | | | | **C** | Jan-15 | Jul-15 | Δ |

Final design and right-of-way authorization package submitted to VDOT in November 2013. Design completion delayed six months due to delay in obtaining VDOT right-of-way authorization. Land Acquisition schedule adjusted six months and Construction schedule adjusted nine months as a result. Additional funding required for right-of-way authorization, transfer in progress.

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Mount Vernon District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0001** | MV | **Route 1/Sacramento Drive/Cooper Road (RHPTI)**<br>Pedestrian intersection improvements | COUNTY | **Design** | 0.500 | 0.500 | **D** | Mar-12 | Mar-14 | 👎Δ |
| | | | | | | | **R** | N/A | N/A | |
| | | | RHPTI-013 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | 98753 | | | | **C** | May-14 | Aug-14 | Δ |
| Second final design submitted to VDOT in November 2013. Additional comments were received from VDOT in January 2014. Design completion delayed four months to address additional comments received from VDOT on the signal plans. Construction schedule adjusted two months as a result. | | | | | | | | | | |

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0001** | LE, MV | **Route 1/Southgate Drive/Bedoo St (RHPTI)**<br>Pedestrian intersection improvements | COUNTY | **Design** | 0.500 | 0.500 | **D** | Mar-12 | Dec-14 | 👎Δ |
| | | | | | | | **R** | Apr-14 | Nov-14 | |
| | | | RHPTI-014 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | 98753 | | | | **C** | Feb-15 | May-15 | Δ |
| Second final design submitted to VDOT in November 2013. Design completion delayed 13 months due to needed crosswalk design revision to meet ADA standards which will require land rights. Land Acquisition schedule established, and Construction schedule adjusted 11 months as a result. | | | | | | | | | | |

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0600** | MV, SP | **Silverbrook Road Walkway**<br>Install 650 LF asphalt sidewalk along the north side of Silverbrook Road from Silverthorn Road to Bayberry Ridge Road | COUNTY | **Construction** | 0.220 | 0.220 | **D** | May-08 | Mar-12 | ☺ |
| | | | | | | | **R** | Feb-09 | Feb-11 | ☺ |
| | | | 4YP201-PB020 | | 2007 Bonds | | **U** | N/A | N/A | |
| PED/ BIKE | WPH | | | | | | **C** | May-12 | TBD | 👎Δ |
| Construction is 70% complete. Signing and Marking plans are pending approval. This project is being constructed under the countywide permit. Schedule was adjusted in October due to the ongoing issues with the installation of new private entrance. Schedule to be determined once resolved. | | | | | | | | | | |

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0600** | MV | **Silverbrook Road Walkway**<br>Install 820 LF asphalt sidewalk along the north side of Silverbrook Road from Southrun Road to Monacan Road | COUNTY | **Complete** | 0.060 | 0.060 | **D** | May-08 | Apr-13 | ☺ |
| | | | | | | | **R** | May-10 | Nov-12 | ☺ |
| | | | 4YP201-PB018 | | 2007 Bonds | | **U** | N/A | N/A | |
| PED/ BIKE | WPH | | | | | | **C** | Jun-13 | Aug-13 | ☺ |
| Substantially complete. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Mount Vernon District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0600** | MV | **Silverbrook Road Walkway**<br>South side from Hooes Road to South County High School | COUNTY | **Project Initiation** | 2.300 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |
| **0600** | MV | **Silverbrook Road/Southrun Road**<br>Intersection improvements, EB left turn lane | COUNTY | **Project Initiation** | 1.200 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| SEC | WPH | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |
| **0611** | LE, MV | **Telegraph Road from Beulah Street to Leaf Road**<br>Widen Telegraph Road to 4 lanes and provide pedestrian facility; Part of Mulligan Road Project | FHWA | **Construction** | 38.350 | 27.559 | **D** | Oct-08 | May-11 | ☺ |
| | | | | | | | **R** | Sep-10 | May-11 | ☺ |
| | | | | | Secondary | | **U** | Feb-11 | May-13 | 👍 |
| SEC | JYR | | 11012 | | | | **C** | June-11 | Jun-14 | 👍 |
| Part of Mulligan Road Phase II project which is under construction. Estimate open to traffic in late spring 2014. Project is 85% complete. | | | | | | | | | | |

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Tuesday, March 04, 2014

# 4-Year Project Summary Report

## Providence District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **3402** | PR | **Aline Avenue Walkway (TMSAMS)** | COUNTY | **Design** | 0.250 | 0.250 | **D** | TBD | May-16 | 👍 |
| | | South side between Gallows Road and first entrance on Aline Ave | | | | | **R** | Apr-15 | Sep-15 | |
| | | | TMSAMS-110 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | Jul-16 | Feb-17 | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Preliminary design is in progress. | | | | | | | | | | |
| **0786** | PR | **Boone Blvd/Aline Ave (TMSAMS)** | COUNTY | **Complete** | 0.050 | 0.050 | **D** | Dec-12 | Apr-13 | ☺ |
| | | Pedestrian intersection improvements | | | | | **R** | N/A | N/A | |
| | | | | | C & I | | **U** | TBD | TBD | |
| PED/ BIKE | GM | | | | | | **C** | Jul-13 | Feb-14 | ☺Δ |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project completed five months later than previously reported because of utility conflicts. | | | | | | | | | | |
| **0123** | PR | **Chain Bridge Road Walkway (TMSAMS)** | COUNTY | **Design** | 0.750 | 0.750 | **D** | Aug-13 | May-16 | 👍 |
| | | North side from Anderson Road to Colonial Lane | | | | | **R** | May-15 | Nov-15 | |
| | | | TMSAMS-108 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | SSS | | | | | | **C** | Sep-16 | Jun-17 | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Intermediate design plans distributed in February 2014. Utility test pits have been requested. | | | | | | | | | | |
| **0123** | DR, PR | **Dolley Madison Blvd Walkway (DCBPA)** | COUNTY | **Design** | 1.200 | 1.200 | **D** | Jan-12 | Apr-15 | 👍 |
| | | Great Falls St/Lewinsville Road to McLean Metrorail Station | | | | | **R** | N/A | N/A | |
| | | | DCBPA-065 | | CMAQ | | **U** | N/A | N/A | |
| PED/ BIKE | SSS | | 93146 | | | | **C** | Jun-15 | Jan-16 | |
| Pre-final design distributed for review and comment in January 2014. Geotechnical proposal in progress. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Providence District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency | Overall Status | Total Proj Est (Mil $) | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| **XXXX** | DR, PR, HM | **Dulles Rail Phase 1** | MWAA | **Construction** | 2740.000 | 2740.000 | **D** | Apr-05 | Jun-10 | ☺ |
| | | Construct new stations and extend Metrorail from West Falls Church Station to Wiehle Avenue | | | | | **R** | Jan-08 | Nov-08 | ☺ |
| | | | | | Federal, State, Local, Tax District, MWAA | | **U** | Feb-08 | Jan-10 | ☺ |
| TRAN | WPH | | 70554 | | | | **C** | Jan-09 | Mar-14 | 👎Δ |

Dulles Transit Partners (DTP) claimed Scheduled Substantial Completion on February 7, 2014. MWAA announced on February 25, 2014, that DTP was not in conformance with the contract requirements for substantial completion. Once DTP achieves substantial completion, this will allow the next steps to be taken by WMATA in determining the Revenue Operations Date (ROD). Project completion delayed six months due to additional testing required before turning system over to WMATA. For further information, see http://www.dullesmetro.com.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0267** | DR, PR | **Dulles Toll Road Tysons Ramps** | COUNTY | **Complete** | 0.800 | 0.800 | **D** | May-11 | Jul-13 | ☺ |
| | | Study to evaluate alternatives for existing and up to three additional interchanges between the Dulles Toll Road and Tysons | | | | | **R** | N/A | N/A | |
| | | | | | C & I | | **U** | N/A | N/A | |
| PRI | WPH | | | | | | **C** | N/A | N/A | |

Study is complete. Analysis to be presented to the Board in March 2014.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0650** | PR | **Gallows Road Walkway (TMSAMS)** | COUNTY | **Design** | 0.250 | 0.250 | **D** | Aug-13 | Jan-16 | 👍 |
| | | Sidewalk on northwest corner of Gallows Road and Old Courthouse Road intersection | | | | | **R** | Jan-15 | Jul-15 | |
| | | | TMSAMS-109 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | Mar-16 | Dec-16 | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Intermediate design is in progress.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0650** | PR | **Gallows Road/Boone Blvd (TMSAMS)** | COUNTY | **Design** | 0.150 | 0.150 | **D** | TBD | Oct-15 | 👍 |
| | | Pedestrian intersection improvements | | | | | **R** | Mar-15 | Jul-15 | |
| | | | TMSAMS-117 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | | | | | **C** | Feb-16 | Sep-16 | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Intermediate design plans have been distributed.

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; **Δ** =Change Since Previous Report; 🚩 =Schedule Concern; **$** =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Providence District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0939** | PR | **Gosnell Road/Old Courthouse Road (DCBPA)**<br>Pedestrian intersection improvements | COUNTY | **Design** | 0.500 | 0.200 | **D** | Feb-12 | Dec-14 | 👎Δ |
| | | | | | | | **R** | Mar-14 | Oct-14 | Δ |
| | | | DCBPA-071 | | CMAQ | | **U** | N/A | N/A | |
| PED/ BIKE | GM | | 93146 | | | | **C** | Feb-15 | Jul-15 | Δ |

Final design was submitted to VDOT on June 10, 2013. Project plat submitted to VDOT on June 21, 2013. Final plan submitted to VDOT in November 2013. Second final right-of-way package approval submitted to VDOT in December 2013. Schedule adjusted because of CMAQ funding requirement to bid the project for construction instead of using an on-call contractor and delays in Design to address additional comments and delay in obtaining VDOT right-of-way authorization. Design schedule adjusted 14 months, Land Acquisition schedule adjusted five months, and Construction schedule adjusted ten months as a result.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0674** | PR | **Hunter Mill Road/Mystic Meadow Way**<br>Reconfigure intersection with roundabout and new pedestrian/bicycle facilities | COUNTY | **Design** | 1.627 | 1.627 | **D** | Aug-10 | Jan-15 | 👎Δ |
| | | | | | | | **R** | Mar-14 | Nov-14 | Δ |
| | | | RSPI01-00700 | | C & I | | **U** | Apr-14 | Dec-14 | |
| SEC | SSS | | | | | | **C** | Apr-15 | Dec-15 | Δ |

Part of the C&I Project Program endorsed by the BOS on October 19, 2009. Second pre-final plans are in progress. Project plats submitted to Land Acquisition Division in February 2014 for review and comment. Design delayed 13 months due to expanded scope that required additional survey work, time required to resolve design issues with the community, and longer than expected review times. Land Acquisition schedule adjusted 11 months and Construction schedules adjusted 12 months as a result.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **I-495** | PR | **I-495 Express Lanes Ped/Bike at Chain Bridge Road**<br>Both sides from Old Meadow Road to Tysons Blvd | VDOT | **Design** | 1.750 | 1.750 | **D** | Apr-13 | Jun-15 | 👎Δ |
| | | | | | | | **R** | Aug-14 | Apr-15 | Δ |
| | | | | | Enhancement, CMAQ | | **U** | Sep-15 | Jul-16 | Δ |
| PED/ BIKE | WPH | | 94363 | | | | **C** | Sep-15 | Jul-16 | Δ |

Project will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project. Design in progress. Design completion delayed 15 months due to the need for a public hearing which was not accounted for in the original schedule as well as sight distance issues that will need to be addressed. Land Acquisition schedule adjusted six months and Construction schedule adjusted seven months as a result.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **I-495** | PR | **I-495 Express Lanes Ped/Bike at Gallows Road**<br>North side from I-495 to Mobil Oil Entrance | VDOT | **Complete** | 0.330 | 0.330 | **D** | Jan-11 | Mar-13 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | Enhancement, CMAQ | | **U** | N/A | N/A | |
| PED/ BIKE | WPH | | 94363 | | | | **C** | Jul-13 | Dec-13 | ☺ |

Project is complete.

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Tuesday, March 04, 2014

# Providence District

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|---|---|---|---|---|---|---|---|---|---|---|
| **I-495** | PR | **I-495 Express Lanes Ped/Bike at Idylwood Road (North)**<br>North side from I-495 to Shreve Hill Road | VDOT | **Design** | 1.280 | 1.280 | **D** | Apr-13 | Jun-15 | 👎Δ |
| | | | | | | | **R** | Aug-14 | Apr-15 | Δ |
| | | | | | Enhancement, CMAQ | | **U** | Sep-15 | Jul-16 | |
| PED/ BIKE | WPH | | 94363 | | | | **C** | Sep-15 | Jul-16 | Δ |

Project will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project. Design in progress. Design completion delayed 15 months due to the need for a public hearing which was not accounted for in the original schedule as well as sight distance issues that will need to be addressed. Land Acquisition schedule adjusted six months and Construction schedule adjusted seven months as a result. Utility Relocation schedule established.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **I-495** | PR | **I-495 Express Lanes Ped/Bike at Idylwood Road (South)**<br>South side from I-495 to Whitestone Hill Ct | VDOT | **Design** | 1.280 | 1.280 | **D** | Apr-13 | Jun-15 | 👎Δ |
| | | | | | | | **R** | Aug-14 | Apr-15 | Δ |
| | | | | | Enhancement, CMAQ | | **U** | Sep-15 | Jul-16 | Δ |
| PED/ BIKE | WPH | | 94363 | | | | **C** | Sep-15 | Jul-16 | Δ |

Project will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project. Design in progress. Design completion delayed 15 months due to the need for a public hearing which was not accounted for in the original schedule as well as sight distance issues that will need to be addressed. Land Acquisition schedule adjusted six months and Construction schedule adjusted seven months as a result.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **I-66** | PR, SP, SU | **I-66 Active Traffic Management**<br>Improve safety and incident management along I-66 corridor from the D.C. line to Route 29 in Gainesville | VDOT | **Construction** | 33.780 | 33.780 | **D** | Jan-13 | Dec-14 | 👍 |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | Federal | | **U** | N/A | N/A | |
| INT | SSS | | 98017 | | | | **C** | Aug-13 | Feb-15 | 👍Δ |

Design-Build project currently under construction. Construction phase began one month later than previously reported, but project completion date did not change.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **I-66** | PR, SP, SU | **I-66 from I-495 Capital Beltway to Route 15 in Haymarket**<br>I-66 Tier 1 Draft Environmental Impact Statement (study only) | VDOT | **Complete** | 15.404 | 15.404 | **D** | May-11 | Nov-13 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | Interstate | | **U** | N/A | N/A | |
| INT | SSS | | 54911 | | | | **C** | N/A | N/A | |

Final Tier 1 Environmental Statement and the Record of Decision issued by FHWA in November 2013. The office of Transportation Public-Private Partnerships (OTP3) issued a Request for Information (RFI) in June 2013 to solicit input from the private sector regarding this project and information was received in November 2013. One or more improvement concepts to be considered in Tier 2 environmental study and detailed schedule to be determined. Technical working group established including representatives of Fairfax and Prince William Counties.

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Tuesday, March 04, 2014

# Providence District

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|---|---|---|---|---|---|---|---|---|---|---|
| **I-66** | PR | **I-66 Vienna Metro Enhanced Transit Access (I-66 Bus Ramp)** Construct bus ramp to increase accessibility to Vienna Metrorail Station for transit vehicles | VDOT | **Design** | 51.753 | 38.300 | **D** | Nov-05 | Sep-14 | 👎Δ |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | CMAQ, RSTP | | **U** | N/A | N/A | |
| INT | CL | | 81009 | | | | **C** | Sep-14 | Aug-17 | Δ |
| VDOT coordinating with WMATA on access and land rights. VDOT submitted a TIGER V Grant Application to FHWA for additional funding to support this project. Interchange Justification Report (IJR) is under review by FHWA. Advertisement for RFQ expected in July 2014 after all required funding is in place. Design delayed eight months due to additional time needed for FHWA approval of the IJR. Construction schedule adjusted accordingly. | | | | | | | | | | |
| **0695** | PR | **Idylwood Road Bike Lanes (TMSAMS)** Both sides from Helena Drive to Idyl Lane | COUNTY | **On Hold** | 1.050 | 1.050 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | CWS | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Pre-scoping process is underway. | | | | | | | | | | |
| **0684** | PR | **International Drive/Greensboro Road (DCBPA)** Pedestrian intersection improvements | COUNTY | **Design** | 0.175 | 0.175 | **D** | Feb-12 | Dec-14 | 👎Δ |
| | | | | | | | **R** | Mar-14 | Oct-14 | Δ |
| | | | DCBPA-067 | | CMAQ | | **U** | N/A | N/A | |
| PED/ BIKE | GM | | 93146 | | | | **C** | Feb-15 | Jul-15 | Δ |
| Second final design submitted to VDOT in November 2013. Second final right-of-way package submitted to VDOT in December 2013 for approval. Design completion delayed to address additional comments during VDOT Right-of-Way submission and CMAQ funding requirement to bid the project for construction instead of using an on-call contractor. Design schedule adjusted six months, Land Acquisition schedule adjusted five months, and Construction schedule adjusted ten months as a result. | | | | | | | | | | |
| **6034** | PR | **International Drive/Tysons Blvd (TMSAMS)** Pedestrian intersection improvements | COUNTY | **Design** | 0.150 | 0.150 | **D** | Aug-13 | Aug-15 | 👍 |
| | | | | | | | **R** | TBD | TBD | |
| | | | TMSAMS-119 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | TB | | | | | | **C** | Oct-15 | May-16 | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Intermediate design is in progress. VDOT is reviewing existing signal timings to alleviate the existing pedestrian signal problem. | | | | | | | | | | |

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Tuesday, March 04, 2014

# Providence District

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|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| **8102** | PR | **Jones Branch Connector** | COUNTY | **Design** | 0.695 | 0.695 | **D** | Jun-13 | Apr-16 | 👍 |
| | | Final Design for extension of Scotts Crossing Rd from Jones Branch Dr. to Dolley Madison Blvd. over I-495 and the I-495 Express Lanes | | | | | **R** | Oct-15 | Apr-16 | |
| | | | JBC-093 | | C & I | | **U** | TBD | TBD | |
| SEC | SSS | | 103907 | | | | **C** | Aug-16 | Aug-18 | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Preliminary (30%) design plans complete. Interchange Modification Report (IMR) and an update to the NEPA documents are currently underway for approval by VDOT and FHWA. Final design consultant contract has been awarded. Geotechnical analysis completed. Updated field survey is completed. Value engineering is complete.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0893** | PR | **Madrillon Road Walkway (TMSAMS)** | COUNTY | **Design** | 0.127 | 0.127 | **D** | Aug-13 | May-16 | 👍 |
| | | Install 315 LF of walkway between Gallows Road and Boss Street | | | | | **R** | Apr-15 | Sep-15 | |
| | | | TMSAMS-111 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | | | | | **C** | Jul-16 | Feb-17 | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Intermediate design plans distributed in February 2014. Utility test pits have been requested.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0769** | PR | **Oak Street Walkway** | COUNTY | **ROW** | 0.500 | 0.120 | **D** | June-08 | May-14 | 👎Δ |
| | | Install concrete sidewalk along the south side of Oak Street from Sandburg Street to I-495 | | | | | **R** | Jun-13 | Apr-14 | 👎Δ |
| | | | 4YP201-PB038 | | 2007 Bonds | | **U** | Apr-14 | Dec-14 | |
| PED/ BIKE | WPH | | | | | | **C** | Jun-14 | Sep-14 | |

Project removed from hold after Express Lanes completion. Scope now includes walkway from the I-495 Express Lanes Ped/Bike at Oak Street project. Phase I from Sandburg Street to west of Morgan Lane: Second pre-final design is in progress. TMP has been approved. 1 of 4 property rights have been acquired. Design completion delayed three months. Land Acquisition phased adjusted accordingly. Overall project completion date did not change. Phase II from west of Morgan Lane to I-495 will be constructed after phase I is complete.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0677** | PR | **Old Courthouse Road/Woodford Road (TMSAMS)** | COUNTY | **Design** | 0.200 | 0.200 | **D** | Aug-13 | Jan-16 | 👍 |
| | | Pedestrian intersection improvements | | | | | **R** | Feb-15 | Jul-15 | |
| | | | TMSAMS-116 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | | | | | **C** | Apr-16 | Dec-16 | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Intermediate design is in progress.

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|---|---|---|---|---|---|---|---|---|---|---|
| **0650** | PR | **Old Gallows Road/Gallows Branch Road (TMSAMS)** Pedestrian intersection improvements | COUNTY | **Project Initiation** | 0.250 | 0.250 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | TMSAMS-115 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | TB | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Design contract negotiations are underway. | | | | | | | | | | |
| **3543** | PR | **Old Meadow Road/Old Meadow Lane (TMSAMS)** Pedestrian intersection improvements | COUNTY | **Complete** | 0.050 | 0.050 | **D** | Dec-12 | Apr-13 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | C & I | | **U** | N/A | N/A | |
| PED/ BIKE | GM | | | | | | **C** | Jul-13 | Sep-13 | ☺ |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is complete. | | | | | | | | | | |
| **XXXX** | DR, PR | **Pavement Marking Plans (TMSAMS)** Magarity Road, Jones Branch Drive, Westmoreland St, Madrillon Road | | **Project Initiation** | 0.100 | 0.100 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | CWS | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project scoping will begin in spring 2014. | | | | | | | | | | |
| **0123** | PR | **Route 123 Bridge over I-66** Rehabilitation of Route 123 SB and NB bridges over I-66 | VDOT | **On Hold** | 16.095 | 1.090 | **D** | TBD | TBD | |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | State | | **U** | N/A | N/A | |
| PRI | CL | | 92567 | | | | **C** | TBD | TBD | |
| Reviewed Stage 1 Bridge Deck Replacement & Widening Study Report in December 2012. Scoping meeting in January 2013. On hold pending I-66 Access Improvement Study. | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| **0123** | PR | **Route 123/Jermantown Road** | COUNTY | **Design** | 0.950 | 0.950 | **D** | Nov-10 | Apr-15 | 👎Δ |
| | | Construct right turn lane from SB Route 123 onto WB Jermantown Road, right turn lane extension from NB Route 123 onto EB Jermantown Road, and pedestrian intersection improvements | | | | | **R** | Jul-14 | Mar-15 | Δ |
| | | | RSPI01-01400 | | C & I | | **U** | Aug-14 | TBD | |
| PRI | JYR | | | | | | **C** | May-15 | Apr-16 | Δ |

C & I funding approved by BOS in March 2010. Pre-final design is in progress. Signal modification is in progress. Utility test holes ordered in January. Project scope revised to add north bound turn lane, which extended project schedule. Design completion delayed 15 months because land rights are now required and delays in receipt of utility comments and geotechnical report. Land Acquisition schedule established. Construction completion adjusted 20 months as a result.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0029** | PR | **Route 29 at Nutley Street** | VDOT | **Complete** | 1.520 | 1.520 | **D** | Nov-11 | Oct-12 | ☺ |
| | | Construct raised concrete median along the east leg of Route 29, provide dual eastbound left turn lane, and upgrade traffic signal | | | | | **R** | Oct-12 | Oct-13 | ☺ |
| | | | | | HSIP | | **U** | TBD | TBD | |
| PRI | TB | | 100648 | | | | **C** | Apr-13 | Jan-14 | ☺Δ |

HSIP project managed by VDOT. Construction is substantially complete, nine months earlier than previously reported.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0029** | PR | **Route 29 Bridge Repairs** | VDOT | **Construction** | 0.550 | 0.550 | **D** | Feb-13 | Sep-13 | ☺ |
| | | Structural Repairs of Bridge at Route 29 over Tributary of Accotink Creek | | | | | **R** | N/A | N/A | |
| | | | | | | | **U** | N/A | N/A | |
| PRI | WPH | | 103788 | | | | **C** | Nov-13 | Sep-14 | 👍 |

Pre-construction meeting will be held on March 3, 2014.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0050** | PR | **Route 50 Walkway from Annandale Road to Cherry Street (RT50PI)** | COUNTY | **Design** | 0.495 | 0.150 | **D** | Jun-13 | Jan-17 | 👍 |
| | | Install walkway on north side of Route 50 | | | | | **R** | Oct-15 | Sep-16 | |
| | | | RT50-059 | | RSTP, CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 58601 | | | | **C** | Apr-17 | Dec-17 | |

Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012. Preliminary design is underway. Programmatic categorical exclusion under review by VDOT. Environmental documentation is in progress.

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|---|---|---|---|---|---|---|---|---|---|---|
| **0050** | PR | **Route 50 Walkway from Cedar Hill Road to Allen Street (RT50PI)**<br>Install walkway on north side of Route 50 | COUNTY | **Design** | 0.630 | 0.225 | **D** | Jun-13 | Jan-17 | 👍 |
| | | | | | | | **R** | Oct-15 | Sep-16 | |
| | | | RT50-055 | | RSTP, CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 58601 | | | | **C** | Apr-17 | Dec-17 | |
| Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012. Preliminary design is underway. Programmatic categorical exclusion under review by VDOT. Environmental documentation is in progress. | | | | | | | | | | |
| **0050** | PR | **Route 50 Walkway from Meadow Lane to Linden Lane (RT50PI)**<br>Install walkway on north side of Route 50 | COUNTY | **Design** | 0.270 | 0.100 | **D** | Jun-13 | Jan-17 | 👍 |
| | | | | | | | **R** | Oct-15 | Sep-16 | |
| | | | RT50-060 | | RSTP, CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 58601 | | | | **C** | Apr-17 | Dec-17 | |
| Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012. Preliminary design is underway. Programmatic categorical exclusion under review by VDOT. Environmental documentation is in progress. | | | | | | | | | | |
| **0050** | PR | **Route 50 Walkway from Westcott Street to Annandale Road (RT50PI)**<br>Install walkway on north side of Route 50 | COUNTY | **Design** | 1.260 | 0.300 | **D** | Jun-13 | Jan-17 | 👍 |
| | | | | | | | **R** | Oct-15 | Sep-16 | |
| | | | RT50-058 | | RSTP, CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 58601 | | | | **C** | Apr-17 | Dec-17 | |
| Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012. Preliminary design is underway. Programmatic categorical exclusion under review by VDOT. Environmental documentation is in progress. | | | | | | | | | | |
| **0050** | MA, PR | **Route 50/Allen St (RT50PI)**<br>Intersection and bus stop improvements | COUNTY | **Design** | 0.400 | 0.200 | **D** | Jun-13 | Jan-17 | 👍 |
| | | | | | | | **R** | Oct-15 | Sep-16 | |
| | | | RT50-052 | | RSTP, CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 58601 | | | | **C** | Apr-17 | Dec-17 | |
| Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012. Preliminary design is underway. Programmatic categorical exclusion under review by VDOT. Environmental documentation is in progress. Utility designation in progress. | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| **0050** | MA, PR | **Route 50/Annandale Road (RT50PI)** | COUNTY | **Project Initiation** | 0.400 | 0.200 | **D** | Jun-13 | Jan-17 | 👍 |
| | | Pedestrian intersection improvements | | | | | **R** | Oct-15 | Sep-16 | |
| | | | RT50-054 | | RSTP, CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 58601 | | | | **C** | Apr--17 | Dec-17 | |

Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012. Preliminary design is underway. Programmatic categorical exclusion under review by VDOT. Environmental documentation is in progress.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0050** | MA, PR | **Route 50/Wayne Road/Woodlawn Ave (RT50PI)** | COUNTY | **Design** | 0.400 | 0.200 | **D** | Jun-13 | Jan-17 | 👍 |
| | | Signalization and sidewalk improvements | | | | | **R** | Oct-15 | Sep-16 | |
| | | | RT50-053 | | RSTP, CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 58601 | | | | **C** | Apr-17 | Dec-17 | |

Project is part of the Route 50 Pedestrian Initiative approved by the Board of Supervisors on June 19, 2012. Preliminary design is underway. Programmatic categorical exclusion under review by VDOT. Environmental documentation is in progress.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0007** | DR, PR | **Route 7 Bridge Rehabilitation** | VDOT | **Design** | 20.546 | 1.316 | **D** | Sep-12 | Sep-14 | 👍 |
| | | Bridge over Dulles Toll Road | | | | | **R** | Aug-15 | Mar-16 | 👎Δ |
| | | | | | Bridge | | **U** | Mar-16 | Dec-16 | |
| PRI | SLC | | 82135 | | | | **C** | Nov-15 | Sep-17 | Δ |

Public hearing held February 20, 2014. Environmental document is complete. Currently funded for design and land acquisition only. Design-Build procurement method may be used depending on the funding of the project. Funding is currently available for design and land acquisition. Land Acquisition delayed 18 months due to lack of funding. Initial utility relocation and construction completion schedule shown.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0007** | DR, HM, PR | **Route 7 from Reston Avenue to Jarrett Valley Drive** | VDOT | **Design** | 30.000 | 5.000 | **D** | Jun-11 | TBD | 👍 |
| | | Widen to 6 lanes (PE Only) | | | | | **R** | N/A | N/A | |
| | | | | | NVTD Bonds, Federal | | **U** | N/A | N/A | |
| PRI | SLC | | 52328 | | | | **C** | N/A | N/A | |

Funded through the Board's Tysons Transportation Plan. VDOT FY14-FY19 SYP includes $5.0 million for design only. Survey complete. Preliminary design, including alternative intersection analysis, in progress. Group of community, BOS staff, and state/local government agency stakeholders met to discuss design challenges and provide input on project scope. Second PIM held on November 6, 2013. VDOT completed market research study. Traffic engineering study of HOV/Transit lanes along corridor completed in October 2013. Value engineering for the project will be held at VDOT in April 2014.

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Providence District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0007** | DR, PR | **Route 7 Walkway (TMSAMS)**<br>Complete missing links on south side from Jarrett Valley Drive to Beulah Road | COUNTY | **Design** | 4.500 | 4.500 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | TMSAMS-128 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Design NTP issued in August 2013. Survey is in progress. Schedule to be developed when survey is complete. | | | | | | | | | | |
| **0007** | PR | **Route 7 Walkway North Side under Route 123 (DCBPA)**<br>Install walkway across interchange | COUNTY | **Design** | 1.200 | 1.200 | **D** | Feb-12 | Jul-14 | 👎Δ |
| | | | | | | | **R** | N/A | N/A | |
| | | | DCBPA-069 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | TB | | 93146 | | | | **C** | Nov-14 | Jun-15 | |
| Pre-final design is in progress. NTP issued for Geotechnical investigation in November 2013. NTP issued for analyzing the existing bridge structure and design retaining walls in November 2013. Design completion delayed two months. Project completion date did not change. | | | | | | | | | | |
| **0007** | PR | **Route 7 Walkway South Side under Route 123 (DCBPA)**<br>Install walkway across interchange | COUNTY | **Design** | 1.200 | 1.200 | **D** | Feb-12 | Jul-14 | 👎Δ |
| | | | | | | | **R** | N/A | N/A | |
| | | | DCBPA-070 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | TB | | 93146 | | | | **C** | Nov-14 | Jun-15 | |
| Pre-final design is in progress. NTP issued for Geotechnical investigation in November 2013. NTP issued for analyzing the existing bridge structure and design retaining walls in November 2013. Design completion delayed two months. Project completion date did not change. | | | | | | | | | | |
| **0007** | PR | **Route 7 Widening from Route 123 to I-495 (Study Only)**<br>Conceptual design and traffic operations study to determine future cross section | COUNTY | **Study** | 0.650 | 0.650 | **D** | Sep-12 | TBD | 👎Δ |
| | | | | | | | **R** | N/A | N/A | |
| | | | 2G40-035-001 | | C & I | | **U** | N/A | N/A | |
| PRI | TB | | | | | | **C** | N/A | N/A | |
| Project combined with Route7/Route 123 Interchange Study. Preliminary roadway layout has been developed per Tysons Design standards. Schedule delayed, because data from additional Tysons Consolidated Traffic Impact Analysis (CTIA) are needed. Schedule to be developed once CTIA work is complete. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Providence District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0007** | PR | **Route 7/Gosnell/Westpark (TMSAMS)** | COUNTY | **Design** | 0.250 | 0.250 | **D** | TBD | TBD | |
| | | Pedestrian intersection improvements | | | | | **R** | TBD | TBD | |
| | | | TMSAMS-112 | | RSTP, C & I | | **U** | TBD | TBD | |
| PED/ BIKE | TB | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. C & I funds allocated to advance design. Design NTP issued in August 2013. Survey is in progress. Schedule to be developed once survey is complete. | | | | | | | | | | |
| **0007** | HM, PR | **Route 7/Route 123 Interchange (Study Only)** | COUNTY | **Study** | 0.350 | 0.350 | **D** | Sep-12 | TBD | 👎Δ |
| | | Conceptual design and traffic operations study to determine future interchange configuration or at-grade intersection configuration | | | | | **R** | N/A | N/A | |
| | | | 2G40-035-002 | | C & I | | **U** | N/A | N/A | |
| PRI | TB | | | | | | **C** | N/A | N/A | |
| Project combined with Route 7 widening from Route 123 to I-495 Study. Ground survey is complete. Traffic counts are completed. Conceptual interchange/intersection alternatives developed which will be studied further after additional Tyson Consolidated Traffic Impact Analysis (CTIA) simulations are completed. New schedule will be developed once CTIA work is complete. | | | | | | | | | | |
| **0007** | PR | **Route 7/Spring Hill Road (TMSAMS)** | COUNTY | **Design** | 0.250 | 0.250 | **D** | TBD | TBD | |
| | | Pedestrian intersection improvements | | | | | **R** | TBD | TBD | |
| | | | TMSAMS-113 | | RSTP, C & I | | **U** | TBD | TBD | |
| PED/ BIKE | TB | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. C & I funds allocated to advance design. Design NTP issued in August 2013. Schedule is under review. | | | | | | | | | | |
| **0007** | PR | **Route 7/Tyco/Westwood Center (TMSAMS)** | COUNTY | **Design** | 0.250 | 0.250 | **D** | TBD | TBD | |
| | | Pedestrian intersection improvements | | | | | **R** | TBD | TBD | |
| | | | TMSAMS-114 | | RSTP, C & I | | **U** | TBD | TBD | |
| PED/ BIKE | TB | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. C & I funds allocated to advance design. Design NTP issued in August 2013. Schedule is under review. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Providence District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **XXXX** | PR | **Scotts Run Walkway (TMSAMS)** | FCPA | **Design** | 2.500 | 2.500 | **D** | TBD | TBD | |
| | | Connection through Scotts Run Community Park | | | | | **R** | TBD | TBD | |
| | | | TMSAMS-107 | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | VA | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Conceptual alignment study completed in January 2014. FCDOT staff is reviewing alternatives in cooperation with FCPA. | | | | | | | | | | |
| **6054** | PR | **Solutions Drive/Greensboro Blvd (TMSAMS)** | COUNTY | **Complete** | 0.050 | 0.050 | **D** | Dec-12 | Apr-13 | ☺ |
| | | Pedestrian intersection improvements | | | | | **R** | N/A | N/A | |
| | | | | | C & I | | **U** | N/A | N/A | |
| PED/ BIKE | GM | | | | | | **C** | Jul-13 | Feb-14 | ☺Δ |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project completed five months later than previously reported because of utility conflicts. | | | | | | | | | | |
| **7648** | PR | **Tysons Boulevard/Galleria Drive (DCBPA)** | COUNTY | **Design** | 0.500 | 0.300 | **D** | Sep-12 | Mar-14 | 👎Δ |
| | | Pedestrian intersection improvements | | | | | **R** | TBD | TBD | |
| | | | DCBPA-068 | | CMAQ | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | 93146 | | | | **C** | Apr-14 | Jun-14 | Δ |
| VDOT approved preliminary study for traffic signal and timings. Project will be completed in two phases. Final plans submitted to VDOT in November 2013. Comments were received in January 2014. Design completion delayed four months to address additional comments. Construction schedule adjusted one month as a result. | | | | | | | | | | |
| **XXXX** | PR | **Tysons Pavement Markings (TMSAMS)** | COUNTY | **Project Initiation** | 0.015 | 0.015 | **D** | TBD | TBD | |
| | | Bicycle Master Plan routes in Tysons | | | | | **R** | TBD | TBD | |
| | | | | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | CWS | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Funding provided to add bike lanes and markings along existing roadways in the Tysons area and surrounding neighborhoods. Funding is for multiple projects. Scoping to begin in spring 2014. | | | | | | | | | | |

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Tuesday, March 04, 2014

# Providence District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **XXXX** | DR, PR | **Tysons Wayfinding Signage (TMSAMS)** | COUNTY | **Project Initiation** | 0.100 | 0.100 | **D** | TBD | TBD | |
| | | Throughout Tysons Area | | | | | **R** | TBD | TBD | |
| | | | | | RSTP | | **U** | TBD | TBD | |
| PED/ BIKE | CWS | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Funding provided to install wayfinding signage for bicycles in the Tysons area and surrounding neighborhoods. Funding is for multiple projects. Scoping to begin in spring 2014. | | | | | | | | | | |
| **XXXX** | PR | **West Ox Bus Operations Center - Phase II (PE Only)** | COUNTY | **Design** | 19.550 | 3.000 | **D** | Dec-13 | May-15 | 👍 |
| | | Expansion to provide approximately nine maintenance bays, administration offices, locker rooms, storage, and lunch area. Site work will include additional employee parking. | | | | | **R** | Nov-14 | Jan-15 | |
| | | | TF-000003-001 | | C & I | | **U** | Sep-14 | Aug-15 | |
| TRAN | DPWES | | | | | | **C** | Aug-15 | Feb-17 | |
| Phase I work for the feasibility study was completed. The contract amendment for the full design and construction administration services was executed, and a kickoff meeting was held on December 9, 2013. The program and selected concept from the feasibility study is being confirmed, and Schematic Design is scheduled to proceed in late January. | | | | | | | | | | |
| **5457** | PR | **Westbranch Drive/Westpark Drive (TMSAMS)** | COUNTY | **Complete** | 0.100 | 0.100 | **D** | Dec-12 | Apr-13 | ☺ |
| | | Pedestrian intersection improvements | | | | | **R** | N/A | N/A | |
| | | | | | C & I | | **U** | N/A | N/A | |
| PED/ BIKE | GM | | | | | | **C** | Jul-13 | Sep-13 | ☺Δ |
| Project is complete. | | | | | | | | | | |
| **5061** | PR | **Westpark Drive/Jones Branch Drive (TMSAMS)** | | **Construction** | | | **D** | N/A | N/A | |
| | | Pedestrian intersection improvements | | | | | **R** | N/A | N/A | |
| | | | | | Developer | | **U** | N/A | N/A | |
| PED/ BIKE | N/A | | | | | | **C** | Jan-14 | Aug-14 | 👍 |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Developer is constructing the project. | | | | | | | | | | |

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Tuesday, March 04, 2014

# 4-Year Project Summary Report

## Springfield District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0620** | BR, SP | **Braddock Road/Route 123**<br>Interim improvements: Add dual left turn lanes on Route 123, add through lane and left turn lane on Roanoke River Road, extend turn lanes at Braddock Road and Route 123 | COUNTY | **ROW** | 3.350 | 1.808 | **D** | May-10 | Dec-14 | 👎Δ |
| | | | | | | | **R** | Jan-14 | Aug-14 | 👎Δ |
| | | | R12301A | | C & I | | **U** | TBD | TBD | |
| SEC | WPH | | | | | | **C** | Jan-15 | Jul-15 | Δ |
| Pre-final design in progress. 1 of 2 properties have been acquired. Land Acquisition completion delayed three months due to additional coordination with property owners. Design schedule adjusted three months due to ongoing Kelley Drive agreement negotiations and possible utility relocations. Construction schedule advanced five months since previous report. | | | | | | | | | | |
| **0645** | BR, SP | **Burke Lake Road/Coffer Woods Road**<br>Pedestrian intersection improvements and extend sidewalk 600' | COUNTY | **Design** | 0.904 | 0.370 | **D** | Apr-13 | April-16 | 👍 |
| | | | | | | | **R** | Jun-14 | Jan-15 | |
| | | | 4YP301-PI02 | | 2014 Bonds, C & I | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. C & I funds allocated to expedite design. Draft pre-final design is under review. | | | | | | | | | | |
| **0652** | SP | **Burke Road Bike Lanes**<br>On-road bike lanes/road diet from Mill Cove Ct. to VRE Station | | **Project Initiation** | 0.040 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | CWS | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |
| **0286** | SP | **Fairfax County Parkway from Route 29 to Braddock Road**<br>Add SB auxiliary lane | COUNTY | **ROW** | 2.100 | 1.000 | **D** | Feb-11 | Aug-14 | 👎Δ |
| | | | | | | | **R** | Jan-14 | Jul-14 | 👍Δ |
| | | | 4YP209 | | 2007 Bonds | | **U** | N/A | N/A | |
| PRI | SSS | | | | | | **C** | Sep-14 | May-15 | Δ |
| Pre-final plans distributed in November 2013. Final plats completed and Land Acquisition NTP issued in January 2013. Design completion delayed four months to prepare and review plats. Land Acquisition schedule adjusted four months, and Construction schedule adjusted five months as a result. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Springfield District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0286** | SP, SU | **Fairfax County Parkway/Fair Lakes Parkway/Monument Drive Interchange**<br>Construct interchange and intersection improvements from I-66 to Route 50 | VDOT | **Complete** | 69.660 | 89.726 | **D** | Oct-01 | Jun-10 | ☺ |
| | | | | | | | **R** | Sep-05 | Dec-10 | ☺ |
| | | | | | RSTP, ARRA | | **U** | Mar-07 | Dec-10 | ☺ |
| PRI | JYR | | 52404 | | | | **C** | May-10 | Oct-13 | ☺ |
| Project is complete. | | | | | | | | | | |

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0286** | DR, HM, LE, SP | **Fairfax County Parkway/Franconia-Springfield Parkway**<br>Median Safety Improvements | VDOT | **Construction** | 0.923 | 1.429 | **D** | 2012 | Jun-13 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | HSIP | | **U** | N/A | N/A | |
| PRI | KLM | | 101017, 104002 | | | | **C** | Jul-13 | Dec-14 | 👍 |
| Approximately two miles of median guardrail and curb modifications along the southern section completed in May 2013. The median of the northern segment of the Parkway will have approximately 1.25 miles of High-Tension Cable barrier system. Construction on the northern section will begin in spring 2014 and be completed by summer 2014. Progress has been slow due to weather. | | | | | | | | | | |

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0640** | MV, SP | **Gambrill Road/Pohick Road**<br>Install right turn lane on SB Gambrill Road | COUNTY | **Construction** | 1.075 | 0.500 | **D** | Mar-10 | Sep-13 | ☺Δ |
| | | | | | | | **R** | Aug-12 | Nov-12 | ☺ |
| | | | RSPI01-00600 | | C & I | | **U** | Jan-14 | May-14 | 👍Δ |
| SEC | SSS | | | | | | **C** | Jan-14 | Nov-14 | 👍Δ |
| Part of the C&I Project Program endorsed by the BOS on October 19, 2009. Construction authorization issued in September 2013. Construction task order is in negotiations. Design completed three months later than scheduled to address outstanding comments and subsequent submission of VDOT permit package. Utility relocation schedule adjusted eight months and Construction schedule adjusted three months as a result. | | | | | | | | | | |

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **XXXX** | BR, SP | **George Mason University Transit Center**<br>Construct transit center with up to 10 bus bays and amenities such as shelters and lighted kiosks | COUNTY | **Project Initiation** | 1.000 | 1.000 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2007 Bonds | | **U** | TBD | TBD | |
| TRAN | WPH | | | | | | **C** | TBD | TBD | |
| GMU will administer the project. Additional coordination internally and with GMU is ongoing. GMU administration has the agreement and FCDOT is waiting for approval or comments. Schedule will be set when agreement is executed. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Springfield District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency | Overall Status | Total Proj Est (Mil $) | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| **XXXX** | BR, SP | **GMU West Campus Bypass** | GMU | **Construction** | 15.000 | 15.000 | **D** | Mar-12 | Aug-12 | ☺ |
| | | Roadway crossing Route 123 west to Braddock Road | | | | | **R** | TBD | TBD | |
| | | | | | State | | **U** | Mar-13 | May-14 | 👎Δ |
| SEC | WPH | | | | | | **C** | Mar-13 | May-14 | 👎Δ |

Design-Build project. Initial design phase of project completed August 2012. Design-Build contract started in September 2012. Final design is in progress for work within VDOT right-of-way. Intermediate design is in progress for GMU work. Initial construction work started on GMU property. Kelley Drive drainage improvement is being coordinated with VDOT and Fairfax County DOT. Utility relocation and construction completion delayed five months due to weather conditions and utility relocation taking longer than expected.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0636** | MV, SP | **Hooes Road/Newington Forest Ave** | COUNTY | **Project Initiation** | 0.200 | 0 | **D** | TBD | TBD | |
| | | Intersection improvements and extend sidewalk | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | CL | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **6945** | SP | **Hunter Village Drive Shoulder Widening** | COUNTY | **ROW** | 0.800 | 0.800 | **D** | Mar-10 | Aug-14 | 👎Δ |
| | | Add bicycle/pedestrian improvements from Old Keene Mill Road to Painted Daisy Drive | | | | | **R** | Sep-12 | Jul-14 | 👎Δ |
| | | | PPTF01-03200 | | C & I | | **U** | Apr-14 | Dec-14 | Δ |
| PED/ BIKE | VA | | | | | | **C** | Sep-14 | Apr-15 | Δ |

Part of the C&I Project Program endorsed by the BOS on October 19, 2009. Pre-final design is in progress. Land Acquisition NTP issued in November 2013. 4 of 9 properties have been acquired. Coordination with VDOT on traffic signal analysis is ongoing. Land Acquisition delayed five months for additional coordination to acquire land rights. Design schedule adjusted six months and Construction schedule adjusted five months as a result. Utility schedule established.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **I-66** | PR, SP, SU | **I-66 Active Traffic Management** | VDOT | **Construction** | 33.780 | 33.780 | **D** | Jan-13 | Dec-14 | 👍 |
| | | Improve safety and incident management along I-66 corridor from the D.C. line to Route 29 in Gainesville | | | | | **R** | N/A | N/A | |
| | | | | | Federal | | **U** | N/A | N/A | |
| INT | SSS | | 98017 | | | | **C** | Aug-13 | Feb-15 | 👍Δ |

Design-Build project currently under construction. Construction phase began one month later than previously reported, but project completion date did not change.

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; **Δ** =Change Since Previous Report; 🚩 =Schedule Concern; **$** =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Springfield District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **I-66** | PR, SP, SU | **I-66 from I-495 Capital Beltway to Route 15 in Haymarket**<br>I-66 Tier 1 Draft Environmental Impact Statement (study only) | VDOT | **Complete** | 15.404 | 15.404 | **D** | May-11 | Nov-13 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | Interstate | | **U** | N/A | N/A | |
| INT | SSS | | 54911 | | | | **C** | N/A | N/A | |

Final Tier 1 Environmental Statement and the Record of Decision issued by FHWA in November 2013. The office of Transportation Public-Private Partnerships (OTP3) issued a Request for Information (RFI) in June 2013 to solicit input from the private sector regarding this project and information was received in November 2013. One or more improvement concepts to be considered in Tier 2 environmental study and detailed schedule to be determined. Technical working group established including representatives of Fairfax and Prince William Counties.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0638** | SP | **Rolling Road Loop Ramp**<br>Additional lane on ramp from Rolling Road to NB Fairfax County Parkway | VDOT | **Utilities** | 14.000 | 14.000 | **D** | Feb-12 | Feb-14 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | RSTP | | **U** | Jun-13 | Jun-14 | 👍 |
| SEC | TB | | 100391 | | | | **C** | May-14 | May-16 | Δ |

Design-Build project managed by VDOT. Contract awarded in January 2014. Construction start date adjusted three months, but no change to completion date.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0638** | BR, SP | **Rolling Road VRE Parking Expansion Study**<br>Study additional parking spaces at Rolling Road VRE Station | COUNTY | **Study** | 1.000 | 1.000 | **D** | Jul-13 | Aug-14 | 👎Δ |
| | | | | | | | **R** | N/A | N/A | |
| | | | 2G40-055-000 | | CMAQ | | **U** | N/A | N/A | |
| SEC | JYR | | | | | | **C** | N/A | N/A | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Preliminary conceptual layouts were submitted to the county for review of the concepts on February 8, 2014, and FCDOT are developing comments. Study completion date changed two months due to delays in transferring data to the consultant.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0638** | SP | **Rolling Road/Hunter Village Drive**<br>New traffic signals including pedestrian signals and crosswalks | VDOT | **ROW** | 0.400 | 0.400 | **D** | Jan-13 | Jun-13 | ☺ |
| | | | | | | | **R** | Jun-13 | Mar-14 | 👍 |
| | | | 0 | | | | **U** | TBD | TBD | |
| SEC | TB | | 103436 | | | | **C** | May-14 | Jul-14 | |

Discussions underway with HOA to acquire right-of-way.

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Springfield District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0638** | SP | **Rolling Road/Old Keene Mill Road**<br>Improve sight distance at southeast corner | VDOT | **Complete** | 0.230 | 0.230 | **D** | Jun-11 | Jun-12 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | TB | | | | | | **U** | Jun-12 | Dec-12 | ☺ |
| | | | 100644 | | | | **C** | Nov-12 | Jun-13 | ☺ |
| Project is complete. | | | | | | | | | | |
| **0029** | SP | **Route 29 Bridge Replacement over Little Rocky Run**<br>Replace bridge including approaches from Pickwick Road to Union Mill Road | VDOT | **Construction** | 17.600 | 14.515 | **D** | Jul-08 | Jun-13 | ☺ |
| | | | | | | | **R** | Sep-12 | May-14 | 👍 |
| PRI | JYR | | 028 | | Federal, State | | **U** | TBD | TBD | |
| | | | 77322 | | | | **C** | Jun-13 | Oct-15 | 👍 |
| Design-Build project. Project is 20% complete. | | | | | | | | | | |
| **0029** | BR, SP | **Route 29 from Federalist Way to Stevenson Street**<br>Construct segments of a new shared-use path and provide connection to existing trail on the west side of Route 29 | COUNTY | **Construction** | 4.400 | 4.400 | **D** | Nov-06 | Dec-12 | ☺ |
| | | | | | | | **R** | May-12 | Dec-12 | ☺ |
| PRI | JYR | | 2G40-033-000 | | Revenue Sharing | | **U** | Apr-12 | Dec-12 | ☺ |
| | | | 59094 | | | | **C** | May-13 | Mar-14 | 👎Δ |
| Construction is 75% complete. Construction completion adjusted two months due to weather delays. | | | | | | | | | | |
| **0029** | BR, SP, SU | **Route 29 from Legato Road to Shirley Gate Road**<br>Widen to 3 lanes on NB Route 29 from Legato Road; Intersection improvements at Shirley Gate Road; SB right turn lane from Stevenson Drive to Waples Mill Road | COUNTY | **ROW** | 14.140 | 4.707 | **D** | Dec-08 | Nov-14 | 👍 |
| | | | | | | | **R** | Jul-13 | Feb-14 | 👍 |
| PRI | JYR | | 4YP212-5G25-052-000 | | 2007 Bonds | | **U** | Jan-14 | Mar-15 | 👍 |
| | | | | | | | **C** | Jan-15 | Mar-16 | |
| Second pre-final design is in progress. 29 of 31 properties have been acquired. A meeting with VDOT's Location and Design and Drainage was held in December to review final comments. A meeting was held in January 2014 with VDOT's Traffic Engineering to resolve comments. A public hearing to acquire remaining land rights was held on February 25, 2014. | | | | | | | | | | |

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; **Δ** =Change Since Previous Report; 🚩 =Schedule Concern; **$** =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Springfield District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0029** | BR, SP, SU | **Route 29 Widening**<br>From Shirley Gate Road to Prince William County Line (segments) | COUNTY | **Project Initiation** | 2.830 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| PRI | WPH | | | | 2014 Bonds | | **U** | TBD | TBD | |
| | | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |
| **0600** | MV, SP | **Silverbrook Road Walkway**<br>Install 650 LF asphalt sidewalk along the north side of Silverbrook Road from Silverthorn Road to Bayberry Ridge Road | COUNTY | **Construction** | 0.220 | 0.220 | **D** | May-08 | Mar-12 | ☺ |
| | | | | | | | **R** | Feb-09 | Feb-11 | ☺ |
| PED/ BIKE | WPH | | 4YP201-PB020 | | 2007 Bonds | | **U** | N/A | N/A | |
| | | | | | | | **C** | May-12 | TBD | 👎Δ |
| Construction is 70% complete. Signing and Marking plans are pending approval. This project is being constructed under the countywide permit. Schedule was adjusted in October due to the ongoing issues with the installation of new private entrance. Schedule to be determined once resolved. | | | | | | | | | | |
| **0645** | SU, SP | **Stringfellow Road from Route 50 to Fair Lakes Boulevard**<br>Widen to 4 lanes | VDOT | **Construction** | 54.115 | 56.400 | **D** | Jul-04 | Dec-10 | ☺ |
| | | | | | | | **R** | Apr-10 | Jan-12 | ☺ |
| SEC | JYR | | 4YP017 | | 2004 & 2007 Bonds, Revenue Sharing, C & I | | **U** | Jul-09 | Jul-15 | 👍 |
| | | | 60864 | | | | **C** | Jul-12 | Jul-15 | 👍 |
| NTP issued March 11, 2013. Partnering meeting held on June 21, 2013. Major detour was in place by mid-December 2013. Work is in progress on Greenbriar Park and Conspan bridge. Construction is 30% complete and on schedule. | | | | | | | | | | |
| **0640** | SP | **Sydenstricker Road Walkway**<br>Install 1350 LF asphalt sidewalk along the north side of Sydenstricker Road from Briarcliff Drive to Galgate Drive | COUNTY | **ROW** | 0.180 | 0.180 | **D** | May-08 | May-14 | 👎Δ |
| | | | | | | | **R** | Mar-13 | Apr-14 | 👎Δ |
| PED/ BIKE | WPH | | 4YP201-PB021 | | 2007 Bonds | | **U** | N/A | N/A | |
| | | | | | | | **C** | Jul-14 | Apr-15 | |
| Final design is in progress. 1 of 4 properties have been acquired. The county has revised the project plans to minimize the impacts to property owners. Land Acquisition is meeting with Supervisor's office to move land rights forward. Land Acquisition delayed six months for additional coordination with property owners. Design schedule adjusted six months and Construction schedule adjusted nine months as a result. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# 4-Year Project Summary Report

## Sully District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency | Overall Status | Total Proj Est (Mil $) | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| **0749** | SU | **Ashburton Avenue Walkway** | COUNTY | **Construction** | 0.476 | 0.476 | **D** | May-08 | Jun-13 | ☺ |
| | | Install 250 lf concrete sidewalk and stream crossing along the west side of Ashburton Avenue at Cedar Run | | | | | **R** | Apr-10 | Aug-10 | ☺ |
| | | | 4YP201-PB022 | | 2007 Bonds | | **U** | Sep-11 | Dec-12 | ☺ |
| PED/ BIKE | WPH | | | | | | **C** | Aug-13 | Jun-14 | 👎Δ |

Construction NTP issued in December 2013. Construction schedule was adjusted four months due to weather delays postponing the start of construction.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **XXXX** | SU | **Bobann Drive Bikeway** | COUNTY | **Construction** | 1.400 | 1.400 | **D** | Jul-11 | Dec-13 | ☺Δ |
| | | Construct 5000 LF of 10 ft wide asphalt trail from Wharton Lane to Stringfellow Road | | | | | **R** | N/A | N/A | |
| | | | PBFP01-00300 | | C & I | | **U** | N/A | N/A | |
| PED/ BIKE | TB | | | | | | **C** | Jan-14 | Sep-14 | 👍Δ |

VDOT permit received in early January 2014. Final construction package sent to UDCD in January 2014. Design completed five months later than previously reported to address final drainage comments. Construction schedule adjusted six months as a result.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0620** | SU | **Braddock Road/Pleasant Valley Road Roundabout** | VDOT | **Design** | 4.000 | 4.07 | **D** | Apr-13 | Jun-14 | 👍 |
| | | Reconfigure intersection with a roundabout to reduce congestion and improve traffic flow | | | | | **R** | TBD | TBD | |
| | | | | | Loudoun County | | **U** | TBD | TBD | |
| | JYR | | 103318 | | | | **C** | Jun-14 | May-16 | Δ |

A public hearing is occurred on October 9, 2013. Design-Build contract advertisement was delayed by completion of the environmental documents. Construction completion adjusted five months as a result. Fairfax County BOS approved "No Opposition" to the project in January 2014.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0028** | SU | **Centreville Road/Machen Road** | COUNTY | **Project Initiation** | 0.150 | 0 | **D** | TBD | TBD | |
| | | Pedestrian intersection improvements | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed.

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Sully District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency | Overall Status | Total Proj Est (Mil $) | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | FC Project No. / VDOT UPC No. | | Fund Type | | | | | |
| **0286** | SP, SU | **Fairfax County Parkway/Fair Lakes Parkway/Monument Drive Interchange** Construct interchange and intersection improvements from I-66 to Route 50 | VDOT | **Complete** | 69.660 | 89.726 | **D** | Oct-01 | Jun-10 | ☺ |
| | | | | | | | **R** | Sep-05 | Dec-10 | ☺ |
| | | | | | RSTP, ARRA | | **U** | Mar-07 | Dec-10 | ☺ |
| PRI | JYR | | 52404 | | | | **C** | May-10 | Oct-13 | ☺ |
| Project is complete. | | | | | | | | | | |
| **I-66** | SU | **I-66 @ Route 28 Interchange Improvements Phase 1** Modify interchange at I-66 and Route 28 to enhance safety and improve capacity | VDOT | **Design** | 50.000 | 50.000 | **D** | Jul-13 | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | | | **U** | TBD | TBD | |
| PRI | TB | | 103317 | | | | **C** | TBD | TBD | |
| Project managed by VDOT. CIM meeting is being rescheduled. Phase 1 of the project has money allocated for Preliminary Engineering, Land Acquisition, and Construction. | | | | | | | | | | |
| **I-66** | PR, SP, SU | **I-66 Active Traffic Management** Improve safety and incident management along I-66 corridor from the D.C. line to Route 29 in Gainesville | VDOT | **Construction** | 33.780 | 33.780 | **D** | Jan-13 | Dec-14 | 👍 |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | Federal | | **U** | N/A | N/A | |
| INT | SSS | | 98017 | | | | **C** | Aug-13 | Feb-15 | 👍Δ |
| Design-Build project currently under construction. Construction phase began one month later than previously reported, but project completion date did not change. | | | | | | | | | | |
| **I-66** | PR, SP, SU | **I-66 from I-495 Capital Beltway to Route 15 in Haymarket** I-66 Tier 1 Draft Environmental Impact Statement (study only) | VDOT | **Complete** | 15.404 | 15.404 | **D** | May-11 | Nov-13 | ☺ |
| | | | | | | | **R** | N/A | N/A | |
| | | | | | Interstate | | **U** | N/A | N/A | |
| INT | SSS | | 54911 | | | | **C** | N/A | N/A | |
| Final Tier 1 Environmental Statement and the Record of Decision issued by FHWA in November 2013. The office of Transportation Public-Private Partnerships (OTP3) issued a Request for Information (RFI) in June 2013 to solicit input from the private sector regarding this project and information was received in November 2013. One or more improvement concepts to be considered in Tier 2 environmental study and detailed schedule to be determined. Technical working group established including representatives of Fairfax and Prince William Counties. | | | | | | | | | | |

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Sully District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **I-66** | SU | **I-66/Route 28 Safety Improvements** | VDOT | **Construction** | 1.383 | 1.383 | **D** | Aug-10 | Apr-13 | ☺ |
| | | Extend SB Route 28 left turn lanes onto EB I-66, access improvements | | | | | **R** | N/A | N/A | |
| | | | | | HSIP | | **U** | N/A | N/A | |
| INT | TB | | 86333 | | | | **C** | Apr-13 | Jul-14 | 👎Δ |
| HSIP project managed by VDOT. Construction is underway. Project completion delayed seven months due to increase in construction cost and approval by VDOT for additional funds. | | | | | | | | | | |
| **0661** | SU | **Lee Road Culvert** | VDOT | **Construction** | 3.341 | 4.156 | **D** | Jun-10 | Mar-13 | ☺ |
| | | Extend existing drainage structure and widen pavement from 500 feet south of culvert to Penrose Place | | | | | **R** | Mar-13 | Dec-13 | ☺ |
| | | | | | C & I, Proffers, RSTP | | **U** | Mar-13 | Dec-13 | ☺ |
| SEC | WPH | | 92143 | | | | **C** | Feb-14 | May-15 | 👍Δ |
| Pre-Advertisement Conference (PAC) meeting was held on June 12, 2013. Project estimate updated based on information provided at PAC meeting. Additional money from RSTP funds were allocated in spring 2013. Construction completion date updated to reflect finalized schedule. Thumbs up shown for construction because delays were due to earlier funding issues that have since been resolved. | | | | | | | | | | |
| **0645** | SU | **Lees Corner Road Trail** | COUNTY | **Design** | 1.415 | 0.415 | **D** | Apr-10 | Mar-14 | 👎Δ |
| | | Add 900 LF trail from Lee Jackson Highway to Bokel Drive along west side | | | | | **R** | May-12 | Aug-12 | ☺ |
| | | | PPTF01-03300 | | C & I | | **U** | May-12 | Jun-13 | |
| PED/ BIKE | MJG | | | | | | **C** | Apr-14 | Dec-14 | Δ |
| Part of the C&I Project Program endorsed by the BOS on October 19, 2009. Second final design plan distribution for review and comment was made in January 2014. Geotechnical investigation is in progress. Utility relocation complete. Design completion was delayed five months due to additional plan comments received after final submission. Construction schedule adjusted six months as a result. | | | | | | | | | | |
| **0028** | SU | **Route 28 Spot Improvements** | VDOT | **Design** | 55.177 | 10.782 | **D** | Nov-09 | TBD | 👍 |
| | | Widen from 3 to 4 lanes southbound from Dulles Toll Road to Route 50 and northbound from Mclearen Road to Dulles Toll Road | | | | | **R** | TBD | TBD | |
| | | | | | Route 28 Tax District | | **U** | TBD | TBD | |
| PRI | SLC | | 95637 | | | | **C** | TBD | TBD | |
| Funding provided from Route 28 Tax District Project Completion Fund to advance design which is 98% complete. Tax District Commission (TDC) voted in October 2012 to fund final design and construction of the Route 28 NB and SB bridge over the DTR. VDOT approved $5 million Transportation Partnership Opportunity Funds grant for NB bridge. NVTA has approved the projects for FY14. Prior to moving forward with Design/Build, a funding and project administration agreement must be signed. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Sully District

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|---|---|---|---|---|---|---|---|---|---|---|
| **0029** | BR, SP, SU | **Route 29 from Legato Road to Shirley Gate Road** | COUNTY | **ROW** | 14.140 | 4.707 | **D** | Dec-08 | Nov-14 | 👍 |
| | | Widen to 3 lanes on NB Route 29 from Legato Road; Intersection improvements at Shirley Gate Road; SB right turn lane from Stevenson Drive to Waples Mill Road | | | | | **R** | Jul-13 | Feb-14 | 👍 |
| | | | 4YP212-5G25-052-000 | | 2007 Bonds | | **U** | Jan-14 | Mar-15 | 👍 |
| PRI | JYR | | | | | | **C** | Jan-15 | Mar-16 | |
| Second pre-final design is in progress. 29 of 31 properties have been acquired. A meeting with VDOT's Location and Design and Drainage was held in December to review final comments. A meeting was held in January 2014 with VDOT's Traffic Engineering to resolve comments. A public hearing to acquire remaining land rights was held on February 25, 2014. | | | | | | | | | | |
| **0029** | SU | **Route 29 Trail (proffer)** | COUNTY | **Project Initiation** | 0.334 | 0.334 | **D** | TBD | TBD | |
| | | Missing segments from Stringfellow Road to Prince William County Line | | | | | **R** | TBD | TBD | |
| | | | | | Proffer | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. FCDOT investigating proffer to determine if project is feasible and if not, how much additional funding will be required. Proffer review completion anticipated in spring 2014. | | | | | | | | | | |
| **0029** | BR, SP, SU | **Route 29 Widening** | COUNTY | **Project Initiation** | 2.830 | 0 | **D** | TBD | TBD | |
| | | From Shirley Gate Road to Prince William County Line (segments) | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PRI | WPH | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |
| **0050** | SU | **Route 50 from Route 28 to Poland Road (Loudoun Co.)** | VDOT | **Construction** | 94.912 | 94.912 | **D** | 2006 | Jan-12 | ☺ |
| | | Widen to 6 lanes and provide pedestrian facilities | | | | | **R** | Nov-11 | TBD | 👍 |
| | | | | | Primary, RSTP, Proffers | | **U** | Jun-12 | Nov-13 | 👍 |
| PRI | WPH | | 68757 | | | | **C** | Mar-11 | Dec-15 | 👎Δ |
| Design-Build project. Construction completion delayed six months. | | | | | | | | | | |

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**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Sully District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **0050** | SU | **Route 50 Trail from West Ox Road to East of Lee Road**<br>Complete missing segments | COUNTY | **Project Initiation** | 1.400 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |
| **0050** | SU | **Route 50/Sullyfield Circle/Centerview Drive**<br>Pedestrian intersection improvements | COUNTY | **Project Initiation** | 0.200 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | WPH | | | | | | **C** | TBD | TBD | |
| Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed. | | | | | | | | | | |
| **8460** | SU | **Stonecroft Boulevard Widening**<br>Developer project to widen Stonecroft Boulevard to 6 lanes from Conference Center Drive to Westfields Boulevard (County responsible for 800-ft section in front of the Sully District Govt. Center) | COUNTY | **Construction** | 0.650 | 0.500 | **D** | Aug-05 | TBD | |
| | | | | | | | **R** | Apr-07 | Jan-08 | ☺ |
| | | | 009217 | | | | **U** | TBD | TBD | |
| SEC | DPWES | | | | | | **C** | TBD | Aug-14 | |
| Construction agreement approved at October 19, 2010, BOS meeting. Developer's county bond approved. Developer submitted bond package to VDOT for approval. Developer anticipating starting construction in spring 2014. Developer changed construction contractors, which delayed the start of construction. | | | | | | | | | | |
| **0645** | SU, SP | **Stringfellow Road from Route 50 to Fair Lakes Boulevard**<br>Widen to 4 lanes | VDOT | **Construction** | 54.115 | 56.400 | **D** | Jul-04 | Dec-10 | ☺ |
| | | | | | | | **R** | Apr-10 | Jan-12 | ☺ |
| | | | 4YP017 | | 2004 & 2007 Bonds, Revenue Sharing, C & I | | **U** | Jul-09 | Jul-15 | 👍 |
| SEC | JYR | | 60864 | | | | **C** | Jul-12 | Jul-15 | 👍 |
| NTP issued March 11, 2013. Partnering meeting held on June 21, 2013. Major detour was in place by mid-December 2013. Work is in progress on Greenbriar Park and Conspan bridge. Construction is 30% complete and on schedule. | | | | | | | | | | |

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; **Δ** =Change Since Previous Report; ⚑ =Schedule Concern; **$** =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

# Sully District

| Route No. / Proj Type | District / FC DOT Staff | Project Name and Description | Lead Agency / FC Project No. / VDOT UPC No. | Overall Status | Total Proj Est (Mil $) / Fund Type | Avail Funds (Mil $) | Phase | Start Date | End Date | Status |
|---|---|---|---|---|---|---|---|---|---|---|
| **XXXX** | SU | **Stringfellow Road Park & Ride Lot Expansion and Bus Transfer Facility**<br>Construct an additional 300 spaces, 3 additional bus bays (total of 6), and a transit center facility with bicycle facilities | COUNTY | **Design** | 6.100 | 6.100 | **D** | Jun-10 | Mar-14 | 👎Δ |
| | | | | | | | **R** | Nov-12 | Oct-13 | ☺ |
| | | | 4YP217 | | 2007 Bonds, C & I | | **U** | TBD | TBD | |
| TRAN | SLC | | 90385 | | | | **C** | Jul-14 | Jun-15 | Δ |

Park-and-ride expansion and bus transfer facility projects combined. Coordinating with VDOT on comments on traffic impact analysis. Land use agreement with VDOT anticipated by April 2014. Final design plans anticipated in March 2014. Design completion delayed five months due to design issues concerning the future "bus-only" exit at the park-and-ride lot. Construction schedule adjusted seven months due to the design issues and additional time required for attorney review of easement and land use agreement.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **3546** | SU | **Twin Lakes Drive Bridge Rehabilitation over Johnny Moore Creek**<br>Replace existing bridge with two-lane bridge | VDOT | **Construction** | 1.446 | 1.446 | **D** | Nov-09 | Oct-13 | ☺Δ |
| | | | | | | | **R** | Sep-12 | Dec-13 | ☺ |
| | | | | | BRIDGE | | **U** | N/A | N/A | |
| SEC | MJG | | 87728 | | | | **C** | Dec-13 | Sep-14 | 👍 |

Design revised to create a pedestrian and bicycle refuge area on the bridge. Design completion was delayed three months as a result, but the overall completion date did not change. Bid advertisement was December 10, 2013. Road closure will be required during construction, starting in mid June after school gets out and ending in September before school starts.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0657** | SU | **Walney Road Widening and Bridge Replacement**<br>Reconstruct bridge over Flatlick Branch, including approaches; Widen 0.4 miles south to Willard Road | VDOT | **Construction** | 16.208 | 16.208 | **D** | Jan-08 | Dec-13 | ☺ |
| | | | | | | | **R** | Jan-13 | Jul-13 | ☺ |
| | | | | | Secondary, RSTP | | **U** | N/A | N/A | |
| SEC | WPH | | 82214 | | | | **C** | Feb-14 | Dec-15 | 👍 |

RFQ was advertised on April 30, 2013, and RFP will be advertised on August 30, 2013. NTP issued to Design-Build contractor in February 2014. Board of Supervisors approved $1 million in RSTP funding to be transferred to this project.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **0608** | SU | **West Ox Road Trail**<br>Missing segments from Penderbrook Road to Route 50 | COUNTY | **Project Initiation** | 1.000 | 0 | **D** | TBD | TBD | |
| | | | | | | | **R** | TBD | TBD | |
| | | | | | 2014 Bonds | | **U** | TBD | TBD | |
| PED/ BIKE | VA | | | | | | **C** | TBD | TBD | |

Project is part of the Third Four-Year Transportation Program approved by the BOS on July 10, 2012. Project is slated for the 2014 Transportation Bond Referendum which must be approved by voters before the project can proceed.

**Status Key:** ☺ =Complete; 👍 =OnSchedule; 👎 =Behind Schedule; Δ =Change Since Previous Report; 🚩 =Schedule Concern; $ =Funding Concer

**Phase Key:** D=Design; R=Right-of-Way Acquisition; U=Utility Relocation; C=Construction(includes pre-ad, bid ad, and contract award)

Tuesday, March 04, 2014

Board Agenda Item
March 25, 2014

11:00 a.m.

Matters Presented by Board Members

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11:50 a.m.

CLOSED SESSION:

(a) Discussion or consideration of personnel matters pursuant to Virginia Code § 2.2-3711(A) (1).

(b) Discussion or consideration of the acquisition of real property for a public purpose, or of the disposition of publicly held real property, where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the public body, pursuant to Virginia Code § 2.2-3711(A) (3).

(c) Consultation with legal counsel and briefings by staff members or consultants pertaining to actual or probable litigation, and consultation with legal counsel regarding specific legal matters requiring the provision of legal advice by such counsel pursuant to Virginia Code § 2.2-3711(A) (7).

1. *Vienna Metro Joint Venture, LLC v. Board of Supervisors of Fairfax County, Virginia*, Case No. 2012-0019576 (Fx. Co. Cir. Ct.) (Providence District)

2. *Sheila E. Frace, Trustee v. John F. Ribble, III*, Case No. CL-2013-0017108); *Leslie B. Johnson v. Sheila E. Frace, Trustee*, Case No. CL-2014-0000128 (Fx. Co. Cir. Ct.) (Dranesville District)

3. *Steve T. Tran, Sheila M. Tran, Tricia L. Cooper, and Trustees of the Falls Church Church of Christ v. Fairfax County Board of Supervisors and CG Peace Valley, LLC*, Case No. CL-2013-0010098 (Fx. Co. Cir. Ct.) (Mason District)

4. *Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Donald M. Douglas and Louise L. Douglas*, Case No. CL-2013-0003838 (Fx. Co. Cir. Ct.) (Springfield District)

5. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Christine A. Bucierka*, Case No. CL-2007-0004195 (Fx. Co. Cir. Ct.) (Sully District)

6. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Kam Saykhamphone and Thong B. Saykhamphone*, Case No. CL-2013-0007059 (Fx. Co. Cir. Ct.) (Braddock District)

7. *James W. Patteson, Director, Fairfax County Department of Public Works and Environmental Services v. R. Joun Enterprises, LLC, Roland G. Joun, Trustee and Maria Joun, Trustee, Roland G. Joun Revocable Living Trust, and Maria Joun Revocable Living Trust*, Case No. CL-2012-0011286; *Leslie B. Johnson, Fairfax County Zoning Administrator v. R. Joun Enterprises, LLC, Roland G. Joun, Trustee, and Maria Joun, Trustee, Roland G. Joun Revocable Living Trust, and Maria Joun Revocable Living Trust*, Case No. CL-2012-0015804 (Fx. Co. Cir. Ct.) (Lee District)

8. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Esther Schwartz, Morris Goldberg, Rose Goldberg, Alvin Peck, Stella Peck, Melvin Zweig, Kathryn Zweig, M. A. M. Enterprises, and the Heirs of Alvin Peck*, Case No. CL-2012-0004129 (Fx. Co. Cir. Ct.) (Providence District)

9. *Eileen M. McLane, Fairfax County Zoning Administrator v. Sun Ja Yoon*, Case No. CL-2012-0004128 (Fx. Co. Cir. Ct.) (Sully District)

10. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Bhupinder Kaur Saini and Jaswinder Singh Saini*, Case No. CL-2012-0008993 (Fx. Co. Cir. Ct.) (Sully District)

11. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Roy Melvin Perry*, Case No. CL-2012-0011472 (Fx. Co. Cir. Ct.) (Mason District)

12. *Jeffrey L. Blackford, Property Maintenance Code Official for Fairfax County, Virginia v. Fernando A. Ovalle*, Case No. CL-2013-0005407 (Fx. Co. Cir. Ct.) (Lee District)

13. *Mohamed Rashid v. Jeffrey L. Blackford, Property Maintenance Code Official, Fairfax County Department of Code Compliance, and Fairfax County, Virginia*, Case No. CL-2013-0014569 (Fx. Co. Cir. Ct.) (Dranesville District)

14. *Leslie B. Johnson, Fairfax County Zoning Administrator v. John Hicks, Betty Pearson-Pavone, Dallas Hicks, Harold E. Pearson, Alice Hicks, and Edward Hicks*, Case No. CL-2012-0013536 (Fx. Co. Cir. Ct.) (Providence District)

15. *Eileen M. McLane, Fairfax County Zoning Administrator v. Akmal Ghani and Hamida Ghani***,** Case No. CL-2012-0008004 (Fx. Co. Cir. Ct.) (Braddock District)

16. *Leslie B. Johnson, Fairfax County Zoning Administrator, and Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. George W. Spicer, Agnes G. Spicer, and Abiy Bisrat*, Case No. CL-2013-0008289 (Fx. Co. Cir. Ct.) (Mason District)

17. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Casiano Linares*, Case No. CL-2014-0000535 (Fx. Co. Cir. Ct.) (Lee District)

18. *Jeffrey L. Blackford, Property Maintenance Code Official for Fairfax County, Virginia v. Robert N. Jacobi*, Case No. CL-2013-0016587 (Fx. Co. Cir. Ct.) (Dranesville District)

19. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Steve M. Landivar, Trustee of the 7603 Magarity Road Land Trust*, Case No. CL-2013-0018080 (Fx. Co. Cir. Ct.) (Dranesville District)

20. *Jeffrey L. Blackford, Property Maintenance Code Official for Fairfax County, Virginia v. Helen M. Parker-Smith*, Case No. CL-2014-001775 (Fx. Co. Cir. Ct.) (Providence District)

21. *James W. Patteson, Director, Fairfax County Department of Public Works and Environmental Services v. Tony A. Hicks and Christina V. Hicks*, Case No. CL-2014-0002383 (Fx. Co. Cir. Ct.) (Springfield District)

22. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Tony A. Hicks and Christina V. Hicks*, Case No. CL-2014-0002384 (Fx. Co. Cir. Ct.) (Springfield District)

23. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Paul Nunnenkamp and Debby Evans***,** Case No. GV13-028576 (Fx. Co. Gen. Dist. Ct.) (Dranesville District)

24. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Sidney J. Silver, Trustee of the Special GST Tax Exemption Trust for the Benefit of Amanda Moorman*, Case No. GV14-001014 (Fx. Co. Gen. Dist. Ct.) (Providence District/Town of Vienna)

25. *Leslie B. Johnson, Fairfax County Zoning Administrator v. David A. Almendarez and Milagro A. Lemus*, Case No. GV14-001327 (Fx. Co. Gen. Dist. Ct.) (Mason District)

26. *Jeffrey L. Blackford, Property Maintenance Code Official for Fairfax County, Virginia v. Charles R. Gentry*, Case No. GV14-001329 (Fx. Co. Gen. Dist. Ct.) (Mount Vernon District)

27. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Keun Hoon Lee and Yong Ja Lee*, Case No. GV13-024383 (Fx. Co. Gen. Dist. Ct.) (Lee District)

28. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Adriana Bances*, Case No. GV14-001328 (Fx. Co. Gen. Dist. Ct.) (Mount Vernon District)

29. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Sam K. Yoon*, Case No. GV14-001677 (Fx. Co. Gen. Dist. Ct.) (Mason District)

30. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Milagro Rodriguez*, Case No. GV14-003730 (Fx. Co. Gen. Dist. Ct.) (Mason District)

31. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Douglas A. Salter*, Case No. GV14-003872 (Fx. Co. Gen. Dist. Ct.) (Springfield District)

32. *Jeffrey L. Blackford, Property Maintenance Code Official for Fairfax County, Virginia v. Douglas A. Salter*, Case No. GV14-003871 (Fx. Co. Gen. Dist. Ct.) (Springfield District)

33. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Judi D. Raphael*, Case No. GV14-003870 (Fx. Co. Gen. Dist. Ct.) (Braddock District)

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Board Agenda Item
March 25, 2014

3:30 p.m.

Public Hearing on RZ 2013-SP-011 (Van Metre Communities, L.L.C.) to Rezone from R-1 to R-3 (Cluster) to Permit Residential Development with a Total Density of 2.33 du/ac, Located on Approximately 7.72 Acres of Land and Board Consideration of Water Quality Impact Assessment Request #5072-WQ-001-1 and a Resource Protection Area Encroachment Exception Request #5072-WRPA-001-1 under Section 118-6-9 (Chesapeake Bay Preservation Ordinance) of Chapter 118 of the Code of the County of Fairfax to Permit the Encroachment within a Resource Protection Area (RPA) for the purpose of Storm Water Management and Related Improvements (Springfield District)

This property is located on the East side of Gambrill Road, approximately 600 feet South of its intersection with Hooes Road. Tax Map 89-3 ((1)) 39 and 42.

PLANNING COMMISSION RECOMMENDATION:
On Thursday, March 13, 2014, the Planning Commission voted unanimously to recommend the following actions to the Board of Supervisors:

- Approval of RZ 2013-SP-011 and the associated Generalized Development Plan, subject to the execution of proffers consistent with those dated February 12, 2014; and

- Approval of RPA exception 5072-WRPA-001-1 and WQIA 5072-WQ-001-1, subject to the proposed development conditions dated February 5, 2014.

ENCLOSED DOCUMENTS:
Attachment 1: Planning Commission Verbatim
Staff Report previously furnished and available online at:
http://ldsnet.fairfaxcounty.gov/ldsnet/ldsdwf/4442281.PDF

STAFF:
Barbara Berlin, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Joe Gorney, Planner, DPZ

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RZ 2013-SP-011 – VAN METRE COMMUNITIES, LLC

After Close of the Public Hearing

Vice Chairman de la Fe: The public hearing is closed. This is in the Springfield District; Mr. Murphy.

Commissioner Murphy: Mr. Chairman, I would MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THAT IT APPROVE RZ 2013-SP-011 AND THE ASSOCIATED GENERALIZED DEVELOPMENT PLAN, SUBJECT TO THE EXECUTION OF THE PROFFERS CONSISTENT WITH THOSE DATED FEBRUARY 12TH, 2014.

Commissioner Hall: Second.

Vice Chairman de la Fe: Seconded by Ms. Hall. Any discussion? Hearing and seeing none, all those in favor, please signify by saying aye.

Commissioners: Aye.

Vice Chairman de la Fe: Opposed? The motion carries. Mr. Murphy.

Commissioner Murphy: Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND APPROVAL OF RPA EXCEPTION 5072-WRPA-001-1 AND WQIA 5072-WQ-001-1, SUBJECT TO THE PROPOSED DEVELOPMENT CONDITIONS DATED FEBRUARY 5TH, 2014.

Commissioner Hall: Second.

Vice Chairman de la Fe: Seconded by Ms. Hall. Any discussion? Hearing and seeing none, all those in favor, please signify by saying aye.

Commissioners: Aye.

Vice Chairman de la Fe: Opposed? The motion carries.

//

(Each motion carried by a vote of 12-0.)

JN

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Board Agenda Item
March 25, 2014

3:30 p.m.

Public Hearing on PCA 86-D-108 (William Weiss) to Amend the Proffers for RZ 86-D-108 Previously Approved for Residential Development to Permit Modification of Approved Proffers at a Density of 1.54 Dwelling Units per Acre with Associated Modifications to Proffers and Site Design, Located on Approximately 36,000 Square Feet of Land Zoned R-2 (Dranesville District)

This property is located at 9416 Atwood Road, Vienna, 22182. Tax Map 19-3 ((17)) 23.

The Board of Supervisors deferred this public hearing from January 14, 2014 to February 11, 2014 at 3:30 p.m.; at which time it was deferred to March 25, 2014 at 3:30 p.m.

PLANNING COMMISSION RECOMMENDATION:
On Thursday, November 21, 2013, the Planning Commission voted 11-0 (Commissioner Hall was absent from the meeting) to recommend that the Board of Supervisors approve PCA 86-D-108, subject to the execution of proffers consistent with those dated November 6, 2013, and adding one proffer as follows: “install a 10-foot wide landscape berm along the entire rear of the property, planted with evergreen and deciduous trees.”

ENCLOSED DOCUMENTS:
Attachment 1 – Planning Commission Verbatim
Staff Report previously furnished and available online at:
http://ldsnet.fairfaxcounty.gov/ldsnet/ldsdwf/4429182.PDF

STAFF:
Barbara Berlin, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Megan Duca, Planner, DPZ

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Planning Commission Meeting
November 21, 2013
Verbatim Excerpt

PCA 86-D-108 – WILLIAM WEISS

Decision Only During Commission Matters
(Public Hearing held on October 3, 2013)

Commissioner Donahue: Thank you, Mr. Chairman. A number of weeks ago, we held a public hearing on PCA 86-D-108, the Weiss application on Akron Road. And there were a number of issues we wanted to consider further so we put it off for decision only until this evening. I'm going to move on it, but I would like to call the applicant or the applicant's representative down for a word or two before I do.

Chairman Murphy: Please.

Commissioner Flanagan: Is this on verbatim?

Commissioner de la Fe: Yes.

Chairman Murphy: Are we on verbatim now? Okay, we are on verbatim.

Commissioner Hart: Apparently.

Chairman Murphy: Come on up and identify – come on up and identify yourself for the record.

Gregory Budnik, Civil Engineer, GJB Engineering, Inc.: Greg Budnik, engineer for the application.

Commissioner Donahue: Thank you. Thank you, Mr. Budnik. The report we have and the proffers we have – I want to speak with you about adding one proffer, if we could. And it's something that you initially, I think, posed to some of the neighbors. It was – it's really considered a voluntary situation at heart with the wording of the proffer. And it has to do with the landscape berm at the rear of the property in question. And the wording we would like to have you to consider or add will be the follow: "Install a 10-foot wide landscape berm along the entire rear of the property, planted with evergreen and deciduous trees." Would have you have an objection to that type of wording of a proffer or something very close to that?

Mr. Budnik: The applicant would agree to that language.

Commissioner Donahue: Thank you. And that can be worked out and added as it – well, I'll make a motion to add here this evening, but also in the time you have when you go to the board – if it would be worked out with staff, as far as the wording is concerned.

Mr. Budnik: Yes sir.

Planning Commission Meeting
November 21, 2013
PCA 86-D-108

Commissioner Donahue: Thank you very much, Mr. Chairman. If that's it, I'm prepared to make a motion.

Chairman Murphy: Okay, go ahead. Thank you, sir.

Mr. Budnik: Thank you.

Commissioner Donahue: Thank you, Mr. Chairman. Mr. Chairman, I WOULD LIKE TO MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS APPROVAL OF PCA 86-D-108, SUBJECT TO THE EXECUTION OF PROFFERS CONSISTENT WITH THOSE DATED NOVEMBER 6TH, 2013, AND ADDING ONE PROFFER AS FOLLOWS: "INSTALL A 10-FOOT WIDE LANDSCAPE BERM ALONG THE ENTIRE REAR OF THE PROPERTY, PLANTED WITH EVERGREEN AND DECIDUOUS TREES."

Commissioner Flanagan: Second.

Chairman Murphy: Seconded by Mr. Flanagan. Is there a discussion of the motion? All those in favor of the motion to recommend to the Board of Supervisors that it approve PCA 86-D-108, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Donahue: Thank you, Mr. Chairman. That's it.

//

(The motion carried by a vote of 11-0. Commissioner Hall was absent from the meeting.)

JLC

Board Agenda Item
March 25, 2014

3:30 p.m.

Public Hearing on SE 2013-MV-011 (Kimberly B. & Kelly P. Campbell) to Permit Uses in a Flood Plain, Located on Approximately 1.56 Acres of Land Zoned R-E and Board Consideration of Water Quality Exception Request #5203-WRPA-010-1 and Water Quality Impact Assessment #5203-WQ-019-1 under Section 118-6-7 (Chesapeake Bay Preservation Ordinance) of Chapter 118 of the Code of the County of Fairfax to Permit Encroachment within a Resource Protection Area (RPA) (Mount Vernon District)

The Board of Supervisors deferred this public hearing from March 4, 2014 at 3:30 p.m.

This property is located at 11727 River Drive, Mason Neck, 22079. Tax Map 122-2 ((2)) 7.

PLANNING COMMISSION RECOMMENDATION:
On Thursday, January 9, 2014, the Planning Commission voted 8-0-4 (Commissioners Hall, Hedetniemi, Murphy, and Sargeant abstained from the vote) to recommend that the Board of Supervisors deny application SE 2013-MV-011.

ENCLOSED DOCUMENTS:
Attachment 1: Planning Commission Verbatim
Staff Report previously furnished and available online at:
http://ldsnet.fairfaxcounty.gov/ldsnet/ldsdwf/4437293.PDF

STAFF:
Barbara Berlin, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Megan Duca, Planner, DPZ

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Attachment 1

Planning Commission Meeting
January 9, 2014
Verbatim Excerpt

SE 2013-MV-011 – KIMBERLY B. AND KELLY P. CAMPBELL

After Close of the Public Hearing

Chairman Murphy: Public hearing is closed; Mr. Flanagan.

Commissioner Flanagan: Well I am – have been greatly pleased with the participation of the Commissioners this evening.

Chairman Murphy: That makes one of you.

Commissioner Flanagan: And I would point that once again we have here the dilemma of whether – whose engineer do we trust? Or whose attorney do we trust in other applications? So I'm inclined to go along with the staff decision on this – recommendation on this – primarily because this is going to the Board of Supervisors for a decision anyway. And this puts the staff into a negative position if we don't support the staff in this – their recommendation. It means that they have to then – if we approve this, it means that the – they have to prove that they were right and the Planning Commission was wrong so I am reluctant to do that. So Mr. Chairman, I have a motion. I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS DENIAL OF SE 2013-MV-011.

Commissioner Lawrence: Second.

Chairman Murphy: Seconded by Mr. Lawrence. Is there a discussion? Mr. Sargeant.

Commissioner Sargeant: Yes, Mr. Chairman. If we approve this in its current form, it includes the development condition that they oppose.

Commissioner Flanagan: And it will if we deny.

Commissioner Hall: No.

Commissioner Flanagan: No, it still goes to the Board.

Commissioner de la Fe: It still goes to the Board.

Commissioner Flanagan: It still goes to the Board.

Commissioner de la Fe: If the Board decides –

Commissioner Flanagan: And if the Commission is still there for the Board – if the Board wants to approve with that stipulation that you're just stating, they can do that.

Chairman Murphy: Mr. Hickman, do you want us to approve this with the Development Condition Number 6?

Jason Hickman, Esquire, Compton & Duling, LC: No, I don't.

Chairman Murphy: Okay, that answers that. Okay.

Mr. Hickman: I would ask that you approve it with the exception of that.

Chairman Murphy: That's what I thought. Okay. I wish you had said that right from the start. We would have been – okay. Further discussion of the motion?

Commissioner Sargeant: Mr. Chairman, I think I'm going to abstain because I think a deferral might have been helpful here, even just for further discussion.

Chairman Murphy: Okay. Further discussion of the motion? All those in favor of the motion to recommend to the Board of Supervisors that it deny SE 2013-MV-011, say aye.

Commissioners: Aye.

Commissioner Hall: Abstain.

Chairman Murphy: Opposed? Motion carries. Mr. Sargeant, Ms. Hall, and the Chair abstain.

Commissioner Hedetniemi: I am too.

Chairman Murphy: And Ms. Hedetniemi.

Chairman Murphy: Is there any other stuff? Okay, just a – yes, there's more stuff. Mr. Flanagan.

Commissioner Flanagan: No, I just wanted to comment upon the action.

Chairman Murphy: Go ahead.

Commissioner Flanagan: I would like to compliment staff, you know, for the good work that they did on this application and I would like to recommend that since the Supervisors have no date at the present time that the applicant and the staff, you know, take advantage of that time between this hearing and theirs to further study how they might resolve the dilemma that has been disclosed by the Commission this evening. Thank you.

//

(The motion carried by a vote of 8-0-4. Commissioners Hall, Hedetniemi, Murphy, and Sargeant abstained.)

JLC

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Board Agenda Item
March 25, 2014

4:00 p.m.

Public Hearing on Proposed Plan Amendment S13-II-M1, Located South of Fleetwood Road and North of Elm Street (Dranesville District)

ISSUE:
Plan Amendment (PA) S13-II-M1 proposes to amend Comprehensive Plan guidance for an approximately 4.7-acre area located east of the intersection of Elm Street and Fleetwood Road in the McLean Community Business Center (CBC). The amendment would replan the subject area as a Redevelopment Area and replace the current option with a recommendation for up to 400,000 square feet (SF) [up to 1.94 floor area ratio (FAR)] of mixed-use development.

PLANNING COMMISSION RECOMMENDATION:
On Thursday, March 6, 2014, the Planning Commission voted 11-0 (Commissioner Hurley was absent from the meeting) to recommend that the Board of Supervisors approve S13-II-M1 with modifications related to the provision of a traffic impact analysis; accommodations of public transit facilities; the use of non-invasive plantings; and minor editorial changes, as shown on Pages 2 through 4 of the handout, dated March 6, 2014.

RECOMMENDATION:
The County Executive recommends that the BOS adopt the Planning Commission recommendation. The recommendation supports replanning the subject area as a Redevelopment Area within the McLean CBC to include a mixed-use redevelopment option for up to 400,000 (SF) (1.94 FAR) for office, multifamily residential, and ground floor retail uses. Conditions related to consolidation, design, parking, circulation, stormwater management, and landscaping are recommended.

TIMING:
Planning Commission public hearing – March 6, 2014
Board of Supervisors public hearing – March 25, 2014

BACKGROUND:
On January 29, 2013, the BOS authorized PA S13-II-M1 for Tax Map Parcels 30-2 ((1)) 61 and 30-2 ((10))(6)1 concurrent with rezoning application RZ/FDP 2012-DR-019 that requests the approval of a Planned Residential Mixed-Use (PRM) District on the majority of the subject area to implement residential, office, and retail mixed-use

development, on Tax Map Parcel 30-2 ((1)) 61. The BOS directed staff to consider mixed-use development on Tax Map Parcel 30-2 ((1)) 61 to include multifamily residential use with ground floor retail and office uses and the effect on the future plan for Tax Map Parcel 30-2((10))(6)1. The amendment also assesses pedestrian and vehicular connections from the subject area to surrounding properties and consistency with the McLean CBC Open Space Design Standards among other considerations. The area is currently planned for office use up to 0.5 FAR with an option on a portion of the site for mixed-use development up to 1.0 FAR, as part of an Area of Minimum Change within the CBC. The amendment would facilitate redevelopment on the subject area that would generate new residents to support the existing and future commercial development within the CBC, create additional public open space and recreation areas, improve stormwater management, and enhance pedestrian connectivity within and around the subject area.

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:
Attachment I: Planning Commission Verbatim
Attachment II: Planning Commission Recommended Plan Text handout dated 3/6/14
Staff Report for PA S13-II-M1, dated 12/24/13 and previously furnished, is available at:
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/planamendments.htm

STAFF:
Fred R. Selden, Director, Department of Planning and Zoning (DPZ)
Marianne Gardner, Director, Planning Division (PD), DPZ
Meghan Van Dam, Chief, Policy & Plan Development Branch, PD, DPZ
Aaron Klibaner, Planner II, PD, DPZ

S13-II-M1 – COMPREHENSIVE PLAN AMENDMENT (6862 ELM STREET)

After Close of the Public Hearing

Chairman Murphy: The public hearing is closed; recognize Mr. Ulfelder.

Commissioner Ulfelder: Thank you, Mr. Chairman. This - the subject area of this proposed plan amendment represents the first redevelopment opportunity in the McLean CBC in many years. A number of the recommendations in the proposed plan amendment are based on suggestions from members of the McLean Planning Committee and the McLean Citizens Association who, as you heard this evening, worked closely with staff. Therefore, I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS ADOPT THE STAFF RECOMMENDATION FOR PLAN AMENDMENT S13-II-M1 WITH MODIFICATIONS RELATED TO THE PROVISION OF A TRAFFIC IMPACT ANALYSIS, ACCOMMODATIONS OF PUBLIC TRANSIT FACILITIES, THE USE OF NON-INVASIVE PLANTINGS, AND MINOR EDITORIAL CHANGES, AS SHOWN ON PAGES 2 THROUGH 4 OF THIS EVENING'S HANDOUT, DATED MARCH 6TH, 2014.

Commissioner Litzenberger and Hedetniemi: Second.

Chairman Murphy: Seconded by Mr. Litzenberger and Ms. Hedetniemi. Is there a discussion of the motion? All those in favor of the motion to recommend to the Board of Supervisors that it adopt Plan Amendment S13-II-M1, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

//

(The motion carried by a vote of 11-0. Commissioner Hurley was absent from the meeting.)

JN

**MOTION**

**March 6, 2014**

**Commissioner John Ulfelder, Dranesville District**

**Planning Commission Public Hearing**

**Plan Amendment S13-II-M1**

**Motion:**

Mr. Chairman, the subject area for **Plan Amendment S13-II-M1** includes approximately 4.7 acres located within Subarea 29 of the McLean Community Business Center. The amendment proposes to replan the subject area as a Redevelopment Area, and for mixed-use development to include office, multifamily residential and ground floor retail uses.

The subject area of the proposed Plan amendment represents the first redevelopment opportunity in the McLean CBC in many years. Most of the recommendations in the proposed Plan amendment were suggested by members of the McLean Planning Committee and the McLean Citizens Association who worked closely with Staff.

Therefore, I move that the Planning Commission recommend that the Board of Supervisors adopt the Staff recommendation for Plan Amendment S13-II-M1 with modifications related to the provision of a traffic impact analysis, accommodation of public transit facilities, the use of non-invasive plantings and minor editorial changes, as shown on pages 2-4 of my handout dated February 13, 2014.

Thank you, Mr. Chairman.

End of Motion

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**PLANNING COMMISSION RECOMMENDED PLAN TEXT**
**MARCH 6, 2014**

PLAN AMENDMENT S13-II-M1 – ELM STREET

Text to be added is shown as underlined and text to be deleted is shown as ~~strikethrough~~. Planning Commission proposed modifications are shown in *italics*.

**MODIFY:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 11-19-2013, McLean Community Business Center, Concept for Future Development: Vision for McLean CBC, page 23:

"The **Redevelopment Areas** are those which are most likely to change and for the most part are concentrated around two major cores of the CBC…"

**MODIFY:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 11-19-2013, McLean Community Business Center, page 26:

**"A. Redevelopment Areas**

**. . .**

To maintain the current scale of the McLean CBC and to preserve and encourage future development of primarily neighborhood-serving retail, with supplemental office uses, a baseline intensity of .35 FAR is recommended. A general maximum of .70 FAR for the core areas with options for higher intensity in some subareas (i.e., 11, 20a, 20c, ~~and~~ 22a and Tax Map Parcels 30-2((1))61 and 30-2((10))(6)1 of Subarea 29) is also recommended. The higher intensity level can be considered only if several criteria are fulfilled: 1) predominantly three story structures are provided which define the public space of the street, except in specific redevelopment areas (i.e., subareas 11, 19a, 20a, 20c, ~~and~~ 22a and 29 (pt.)), where higher buildings are appropriate to encourage the establishment of focal points; 2) mixed land uses are provided; 3) there is a reduction in the amount of surface parking; 4) substantial pedestrian improvements are provided; 5) substantial landscape and streetscape amenities, including the placement of utilities underground or a contribution in lieu are provided; and 6) a major effort toward achieving the revitalization objectives of this Plan is demonstrated."

**ADD:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 11-19-2013, McLean Community Business Center, Recommendations, page 28:

"6. The *northwestern* portion of Subarea 29 is planned for mixed-use redevelopment to include multifamily residential, office, and ground-floor retail uses. The redevelopment should support the existing and planned commercial uses in the core of the CBC, improve internal and external pedestrian and bicycle connections, and create a more active streetscape along Elm Street and Fleetwood Road. Publicly accessible open space areas should distinguish the redevelopment. The open space areas should provide passive and active recreation facilities, as well as pedestrian walkways consistent with the Urban Park Framework."

**MODIFY:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 11-19-2013, McLean Community Business Center, page 31:

"**D. Areas of Minimum Change**

Areas of Minimum Change comprise the existing built up sectors of the CBC. Primarily recent construction, these areas are centered along the office corridor of upper Old Dominion Drive, Elm Street, and Beverly Road, and the large residential concentrations at the southeast and southwest CBC boundaries. These areas (i.e., Subareas 1, 2, 10, 15, 16, 20, 22, 25, 26, and 29 (part)) represent the concentration of new development which has occurred within McLean and which can be anticipated to remain for the foreseeable future. Although some new infill development may occur within these areas, essentially no change is expected. Any future development should follow the McLean CBC Design Standards."

**MODIFY:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 11-19-2013, McLean Community Business Center, Urban Design, page 32:

"1. Establishing magnets for community gathering such as the "North and South Villages" as described in the Concept for Future Development and Land Use Recommendations 1-~~5~~6 under the Redevelopment Areas subheading;"

**MODIFY:** Fairfax County Comprehensive Plan, 2013 Edition, Area II, McLean Planning District, Amended through 11-19-2013, McLean Community Business Center, page 73:

"**McLEAN CBC SUBAREA GUIDELINES**

**Subarea #29:** Elm Street, Beverly Road, and Fleetwood Road.

| Guidelines | |
|---|---|
| **Planning Objective** | Establish as the core area of CBC office and residential development. |
| **Land Use Objective** | Office and ground-floor retail uses with a maximum intensity of .50 FAR. Eastern portion of subunit planned for housing development. As an option, on Tax Map Parcels 30-2((1))61 and 30-2((10))(6)1, mixed-use development to include office, retail and multifamily residential uses up to 400,000 square feet of development at an overall intensity up to 1.94 FAR may be appropriate, subject to the following conditions: ~~up to 1.0 FAR may be appropriate if a significant residential component (i.e. at least one-third of the gross floor area), which could include independent or assisted living for the elderly. Future housing development should provide a compatible transition to the abutting residential uses, provide onsite recreational facilities, and limit building height on the northern portion to approximately 75 feet (with the top story incorporated into the roof's design). A landscaped buffer should be provided between new construction on the southern end and existing commercial uses. If elderly housing is not developed, residential use should be limited to 50 dwelling units.~~<br><br>• Consolidation of Tax Map Parcels 30-2((1))61 and 30-2((10))(6)1. If consolidation is not achievable, inter-parcel access should be established and a coordinated and continuous streetscape design created;<br>• Ground-floor retail uses and/or community amenity spaces are provided;<br>• Building façades are articulated with the upper floors stepped back to promote compatibility with adjacent nearby buildings and the surrounding area, *when appropriate*;<br>• A maximum building height of 75 feet is not exceeded;<br>• Surface parking is minimized, *and above ground parking structures are discouraged, in favor of underground parking*. Underground parking is preferred in order to minimize visible impacts and create a pedestrian-oriented environment. Creative approaches, such as shared parking should be considered;<br>• Urban design elements that incorporate the recommendations of the McLean Open Space Design Standards and features such as urban parks and plazas, landscaped open space, active recreational amenities and public art are provided;<br>• *A thorough traffic impact analysis of the proposed development is conducted with appropriate mitigation measures identified;*<br>• A coordinated pedestrian and bicycle circulation system is provided that improves internal circulation and connects to neighboring properties and the existing and planned pedestrian and bicycle routes; |

| | |
|---|---|
| | • *Accommodate planned public transit facilities through the provision of such features as bus shelters at transit stops;*<br>• The stormwater management system is designed to control total volume of runoff and peak hour volume of runoff during the 2-year 24-hour storm and stormwater runoff is controlled such that the total phosphorus load for the subject property is no greater than for new development as specified by the county's Stormwater Management Ordinance. As an alternative, the stormwater management system can be designed to attain the Rainwater Management credits of the most current version of LEED for New Construction or LEED for Core and Shell. As an additional alternative, the stormwater management system can be designed to optimize site-specific and/or downstream improvements that are consistent with adopted watershed management plans.<br>• *Use non-invasive plantings and landscaping materials to reduce the spread of invasive species.* |
| **Implementation Strategy** | Existing zoning, except for the residential option on parcels 30-2((1))61 and 30-2((10))(6)1 which may be implemented ~~with PRM or PDC~~through a rezoning application." |
| **Parking Requirement** | As required by zoning ordinance. |
| **Design Objective** | |
| **Public Space Guidelines** | North (Fleetwood Road): Public Walkway type G or Commercial Office Walkway type H<br>East and South (Beverly Road): Public Walkway type E or G, or Commercial Office Walkway type H<br>West (Elm Street): Public Walkway type E or G, or Commercial Office Walkway type H |
| **Building Envelope Guidelines** | Freestanding Retail type I or Mixed-Use Shopping Center type J. |
| **Building Relationships** | Building mass should frame space of all surrounding streets. Parking is ~~to be~~ set behind building at center of block or underground. |
| **Special Considerations** | Provide extensive landscaping along Elm Street, with street tree plantings to provide continuity to the public space. On-street bikeway along Fleetwood Road. Through-block landscaped pedestrian facility connecting Post Office with existing pedestrian walkway along McLean House area. Provide public amenities and tree planting. |

Board Agenda Item
March 25, 2014

4:00 p.m.

Public Hearing to Consider Removing Parking Restrictions on Terry Drive and Utica Street (Lee District)

ISSUE:
Public hearing to consider a proposed amendment to Appendix R of *The Code of the County of Fairfax, Virginia* (Fairfax County Code), to remove parking restrictions on Terry Drive and Utica Street in the Lee District.

RECOMMENDATION:
The County Executive recommends that the Board adopt an amendment to Appendix R of the Fairfax County Code to remove parking restrictions that prohibit parking Monday through Friday on Terry Drive and Utica Street.

TIMING:
The public hearing was authorized on March 4, 2014, for March 25, 2014, at 4:00 p.m.

BACKGROUND:
In 1983 and 1984 the Office of Transportation received requests to restrict parking on Terry Drive and Utica Street. The requests were the result of vehicle “spillover” from the Springfield United Methodist Church commuter lot. On December 3, 1984, the Board adopted a resolution to restrict parking Monday through Friday and signs were installed the following year.

On July 31, 2012, the Board amended Fairfax County Code Section 82-5-37 (Designation of Restricted Parking) and adopted Appendix R. The Terry Drive and Utica Street parking restrictions were included in Appendix R.

On December 5, 2013, the Lee District office forwarded a letter from the Springvale Civic Association that requests removal of the parking restrictions on Terry Drive and Utica Street, because the commuter parking situation no longer exists. The correspondence also contained a signed petition from residents that live on Terry Drive and Utica Street.

FISCAL IMPACT:
The cost of sign removal is estimated at $1,000 to be paid out of Fairfax County Department of Transportation funds.

ENCLOSED DOCUMENTS:
Attachment I: Proposed amendment to Fairfax County Code, Appendix R (General Parking Restrictions)
Attachment II: Area Map of Existing Parking Restriction

STAFF:
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Eric Teitelman, Chief, Capital Projects and Operations Division, FCDOT
Neil Freschman, Chief, Traffic Operations Section, FCDOT
Maria Turner, Sr. Transportation Planner, FCDOT

Attachment I

PROPOSED CODE AMENDMENT

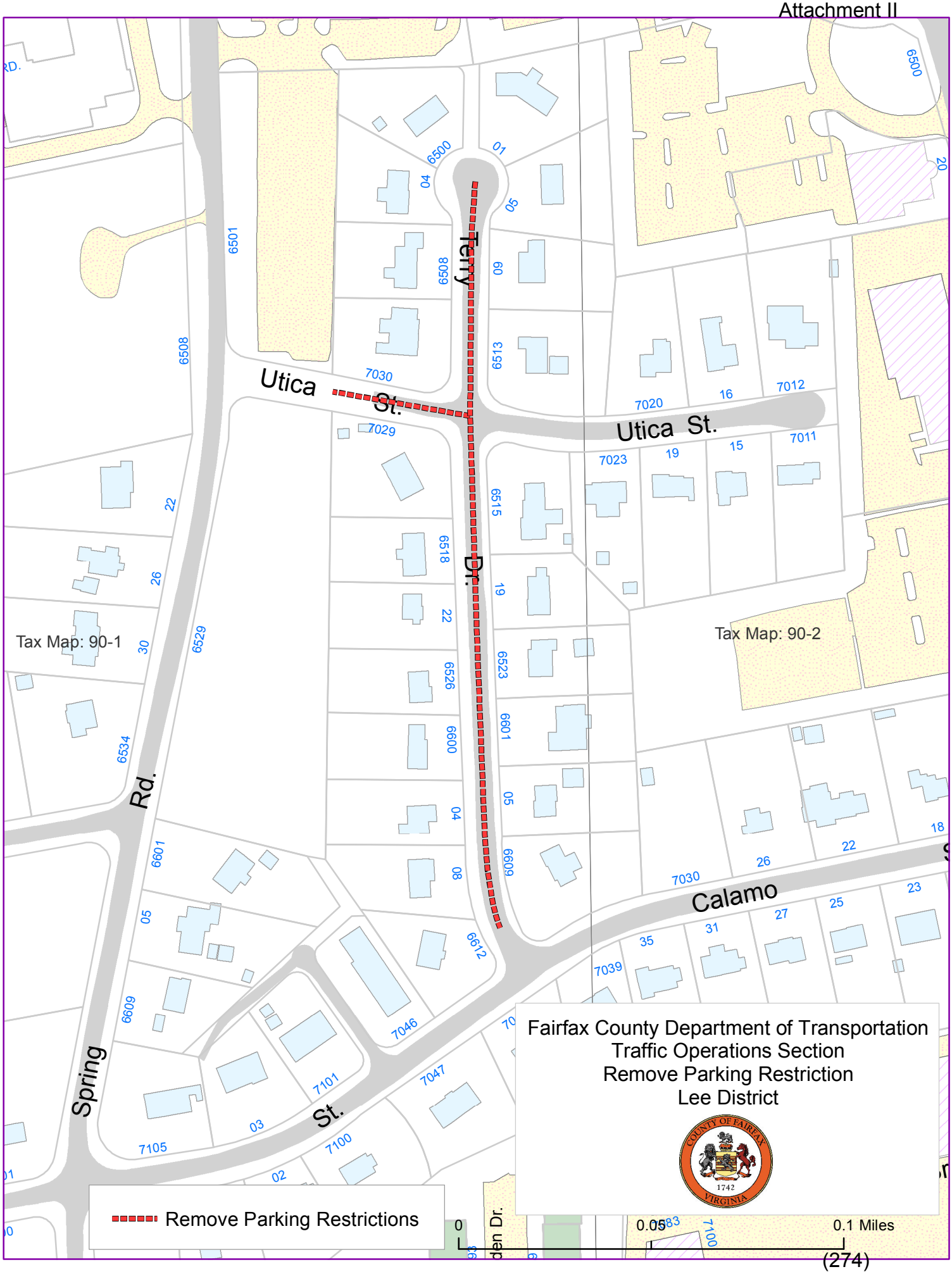
THE CODE OF THE COUNTY OF FAIRFAX, VIRGINIA
APPENDIX R

Amend *The Code of the County of Fairfax*, *Virginia,* by removing the following from Appendix R, in accordance with Section 82-5-37:

~~Terry Drive (Route 1294) from Calamo Street to cul-de-sac end.~~
~~No parking along Terry Drive (Route 1294) from Calamo Street to the cul-de-sac end, Monday through Friday.~~

~~Utica Street (Route 1295) from Terry Drive to the west end.~~
~~No parking along Utica Street (Route 1295) from Terry Drive to the west end, Monday through Friday.~~

Attachment II



Board Agenda Item
March 25, 2014

4:00 p.m.

Public Hearing to Consider Adopting an Ordinance Expanding the Northern Virginia Community College Residential Permit Parking District, District 39 (Braddock District)

ISSUE:
Public Hearing on proposed amendment to Appendix G, of *The Code of the County of Fairfax*, *Virginia*, to expand the Northern Virginia Community College (NVCC) Residential Permit Parking District (RPPD), District 39.

RECOMMENDATION:
The County Executive recommends that the Board adopt an amendment to Appendix G, of *The Code of the County of Fairfax*, *Virginia*, to expand the NVCC RPPD, District 39.

TIMING:
On March 4, 2014, the Board authorized a Public Hearing to consider the proposed amendment to Appendix G, of *The Code of the County of Fairfax, Virginia*, to take place on March 25, 2014, at 4:00 p.m.

BACKGROUND:
Section 82-5A-4(a) of *The Code of the County of Fairfax, Virginia*, authorizes the Board to establish RPPD restrictions encompassing an area within 2,000 feet walking distance from the pedestrian entrances and/or within 1,000 feet from the property boundaries of an existing or proposed high school, existing or proposed rail station, or existing Virginia college or university campus if: (1) the Board receives a petition requesting the establishment or expansion of such a District, (2) such petition contains signatures representing at least 60 percent of the eligible addresses of the proposed District and representing more than 50 percent of the eligible addresses on each block face of the proposed District, and (3) the Board determines that 75 percent of the land abutting each block within the proposed District is developed residential. In addition, an application fee of $10 per address is required for the establishment or expansion of an RPPD. In the case of an amendment expanding an existing District, the foregoing provisions apply only to the area to be added to the existing District.

Staff has verified that the requested portion of Chapel Drive is within 2,000 feet walking distance to the NVCC pedestrian entrance, and all other requirements to expand the RPPD have been met.

FISCAL IMPACT:
The cost of sign installation is estimated at $1,200 to be paid out of Fairfax County Department of Transportation (FCDOT) funds.

ENCLOSED DOCUMENTS:
Attachment I: Proposed Amendment to *The Code of the County of Fairfax, Virginia*
Attachment II: Map Depicting Proposed Limits of RPPD Expansion

STAFF:
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Eric Teitelman, Chief, Capital Projects and Operations Division, FCDOT
Neil Freschman, Chief, Traffic Operations Section, FCDOT
Maria Turner, Sr. Transportation Planner, FCDOT

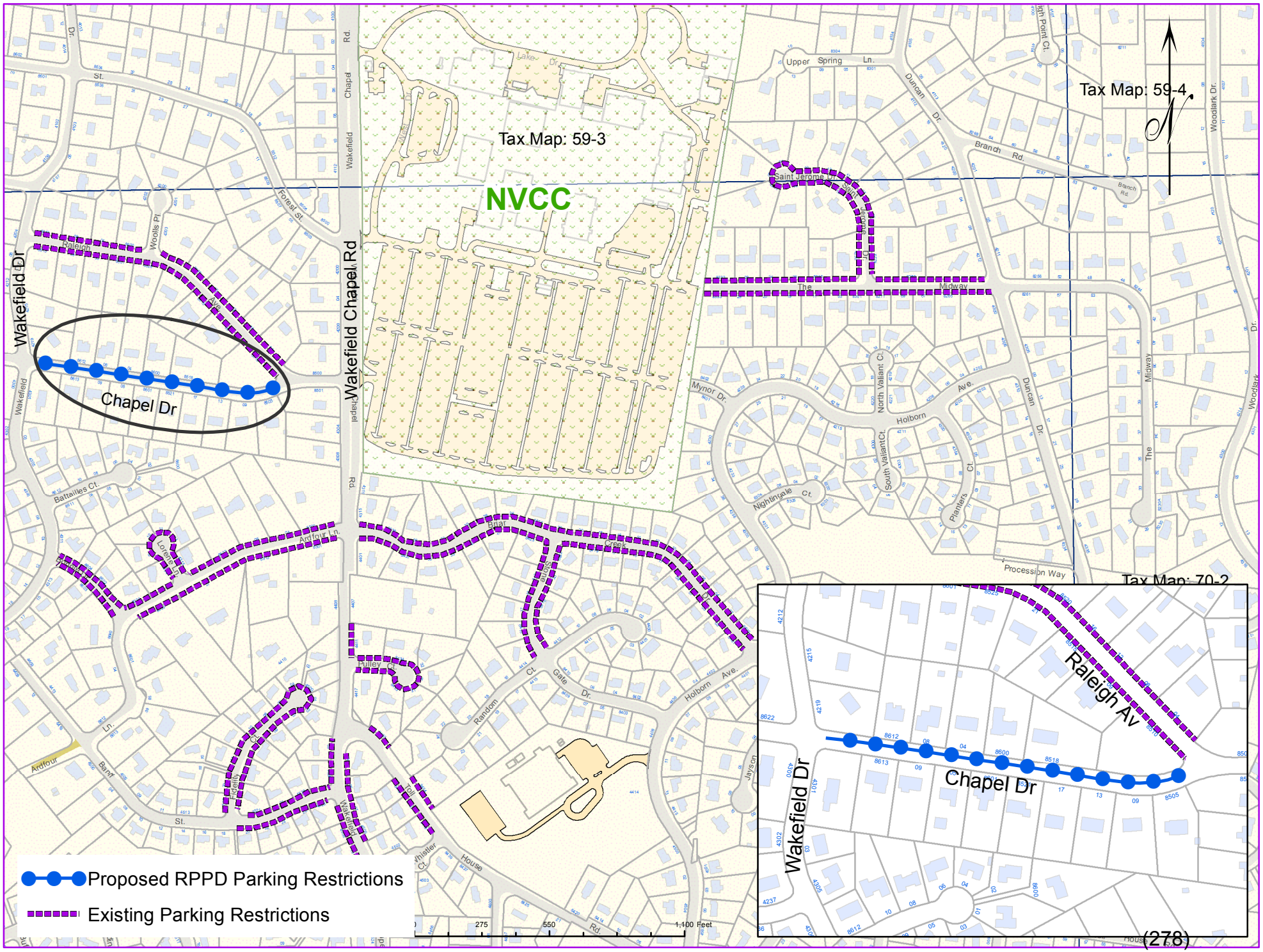
Attachment I

Proposed Amendment

Amend *The Code of the County of Fairfax*, *Virginia*, by adding the following street to Appendix G-39, Section (b), (2), Northern Virginia Community College Residential Permit Parking District, in accordance with Article 5A of Chapter 82:

*Chapel Drive (Route 2473):*
From Wakefield Drive to Raleigh Avenue

Attachment II



Board Agenda Item
March 25, 2014

4:00 p.m.

Public Hearing to Consider Adopting an Ordinance Expanding the Culmore Residential Permit Parking District, District 9 (Mason District)

ISSUE:
Public Hearing on proposed amendment to Appendix G, of *The Code of the County of Fairfax*, *Virginia*, to expand the Culmore Residential Permit Parking District (RPPD), District 9.

RECOMMENDATION:
The County Executive recommends that the Board adopt an amendment to Appendix G, of *The Code of the County of Fairfax*, *Virginia*, to expand the Culmore RPPD, District 9.

TIMING:
On March 4, 2014, the Board authorized a Public Hearing to consider the proposed amendment to Appendix G, of *The Code of the County of Fairfax, Virginia*, to take place on March 25, 2014, at 4:00 p.m.

BACKGROUND:
Section 82-5A-4(b) of *The Code of the County of Fairfax*, *Virginia*, authorizes the Board to establish or expand an RPPD in any residential area of the County if: (1) the Board receives a petition requesting establishment or expansion of an RPPD that contains signatures representing at least 60 percent of the eligible addresses of the proposed District and representing more than 50 percent of the eligible addresses on each block of the proposed District, (2) the proposed District contains a minimum of 100 contiguous or nearly contiguous on-street parking spaces 20 linear feet in length per space, unless the subject area is to be added to an existing district, (3) 75 percent of the land abutting each block within the proposed District is developed residential, and (4) 75 percent of the total number of on-street parking spaces of the petitioning blocks are occupied, and at least 50 percent of those occupied spaces are occupied by nonresidents of the petitioning blocks, as authenticated by a peak-demand survey. In addition, an application fee of $10 per petitioning address is required for the establishment or expansion of an RPPD. In the case of an amendment expanding an existing District, the foregoing provisions apply only to the area to be added to the existing District.
A peak parking demand survey was conducted for Aura Court and Wilkins Drive from

Nevius Street to Vista Drive. This survey verified that more than 75 percent of the total number of on-street parking spaces of the petitioning blocks were occupied by parked vehicles, and more than 50 percent of those occupied spaces were occupied by nonresidents of the petitioning blocks. All other requirements to expand the RPPD have been met.

FISCAL IMPACT:
The cost of sign installation is estimated at $900 to be paid out of Fairfax County Department of Transportation (FCDOT) funds.

ENCLOSED DOCUMENTS:
Attachment I: Proposed Amendment to *The Code of the County of Fairfax, Virginia*
Attachment II: Map Depicting Proposed Limits of RPPD Expansion

STAFF:
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Eric Teitelman, Chief, Capital Projects and Operations Division, FCDOT
Neil Freschman, Chief, Traffic Operations Section, FCDOT
Maria Turner, Sr. Transportation Planner, FCDOT

Attachment I

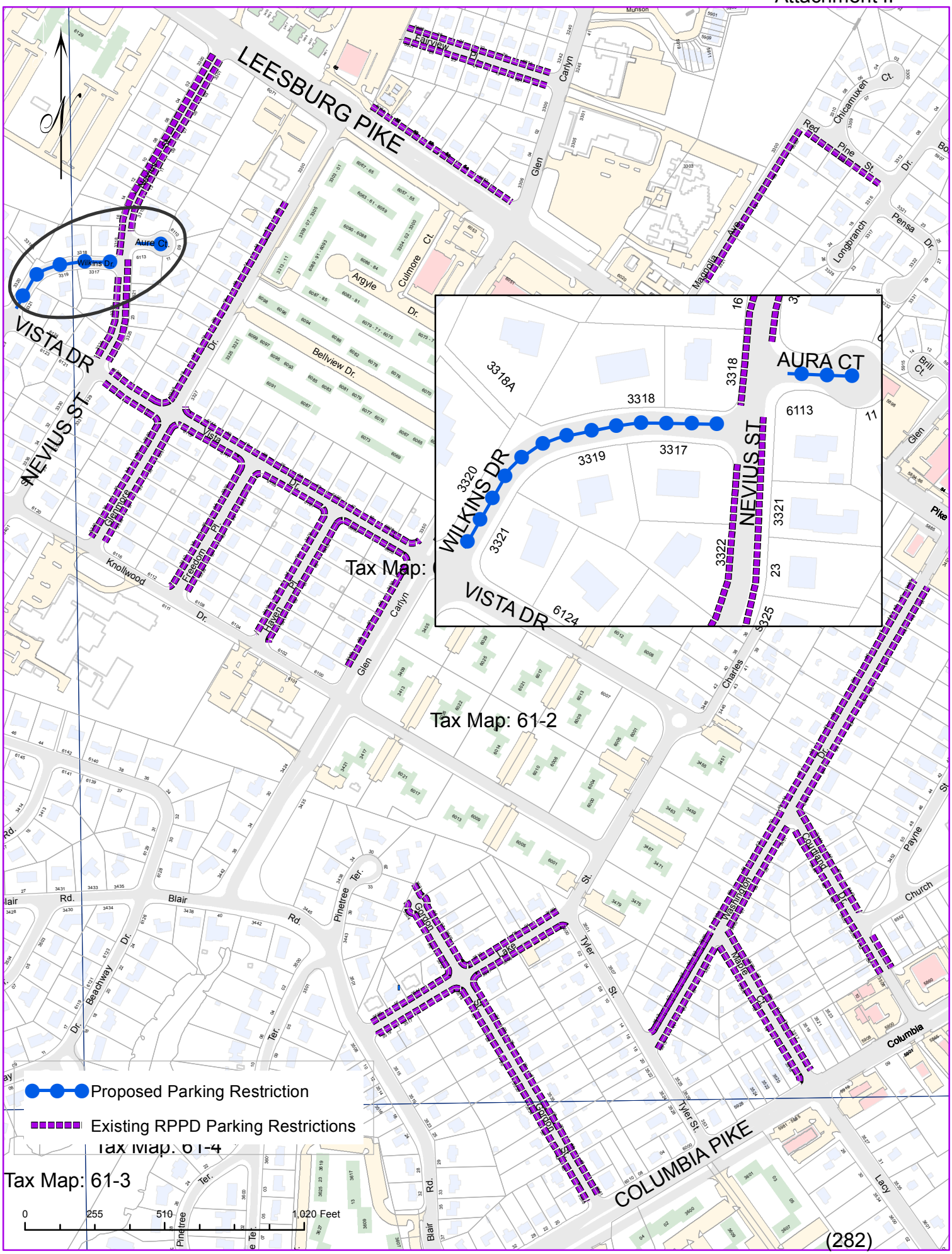
Proposed Amendment

Amend *The Code of the County of Fairfax*, *Virginia*, by adding the following streets to Appendix G-9, Section (b), (2), Culmore Residential Permit Parking District, in accordance with Article 5A of Chapter 82:

*Aura Court (Route 1922):*
From Nevius Street to cul-de-sac inclusive

*Wilkins Drive (Route 1922):*
From Nevius Street to Vista Drive

Attachment II



Board Agenda Item
March 25, 2014

4:30 p.m.

Public Hearing to Consider Adopting an Ordinance Expanding the Springdale Residential Permit Parking District, District 33 (Mason District)

ISSUE:
Public Hearing on proposed amendment to Appendix G, of *The Code of the County of Fairfax*, *Virginia*, to expand the Springdale Residential Permit Parking District (RPPD), District 33.

RECOMMENDATION:
The County Executive recommends that the Board adopt an amendment to Appendix G, of *The Code of the County of Fairfax*, *Virginia*, to expand the Springdale RPPD, District 33.

TIMING:
On March 4, 2014, the Board authorized a Public Hearing to consider the proposed amendment to Appendix G, of *The Code of the County of Fairfax, Virginia*, to take place on March 25, 2014, at 4:30 p.m.

BACKGROUND:
Section 82-5A-4(b) of *The Code of the County of Fairfax*, *Virginia*, authorizes the Board to establish or expand an RPPD in any residential area of the County if: (1) the Board receives a petition requesting establishment or expansion of an RPPD that contains signatures representing at least 60 percent of the eligible addresses of the proposed District and representing more than 50 percent of the eligible addresses on each block of the proposed District, (2) the proposed District contains a minimum of 100 contiguous or nearly contiguous on-street parking spaces 20 linear feet in length per space, unless the subject area is to be added to an existing district, (3) 75 percent of the land abutting each block within the proposed District is developed residential, and (4) 75 percent of the total number of on-street parking spaces of the petitioning blocks are occupied, and at least 50 percent of those occupied spaces are occupied by nonresidents of the petitioning blocks, as authenticated by a peak-demand survey. In addition, an application fee of $10 per petitioning address is required for the establishment or expansion of an RPPD. In the case of an amendment expanding an existing District, the foregoing provisions apply only to the area to be added to the existing District.
A peak parking demand survey was conducted for the south side of Summers Lane

from Munson Road to the end, excluding areas designated as “No Parking” by the Virginia Department of Transportation (VDOT). This survey verified that more than 75 percent of the total number of on-street parking spaces of the petitioning blocks were occupied by parked vehicles, and more than 50 percent of those occupied spaces were occupied by nonresidents of the petitioning blocks. All other requirements to expand the RPPD have been met.

FISCAL IMPACT:
The cost of sign installation is estimated at $500 to be paid out of Fairfax County Department of Transportation funds.

ENCLOSED DOCUMENTS:
Attachment I: Proposed Amendment to *The Code of the County of Fairfax, Virginia*
Attachment II: Map Depicting Proposed Limits of RPPD Expansion

STAFF:
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Eric Teitelman, Chief, Capital Projects and Operations Division, FCDOT
Neil Freschman, Chief, Traffic Operations Section, FCDOT
Maria Turner, Sr. Transportation Planner, FCDOT

Attachment I

Proposed Amendment

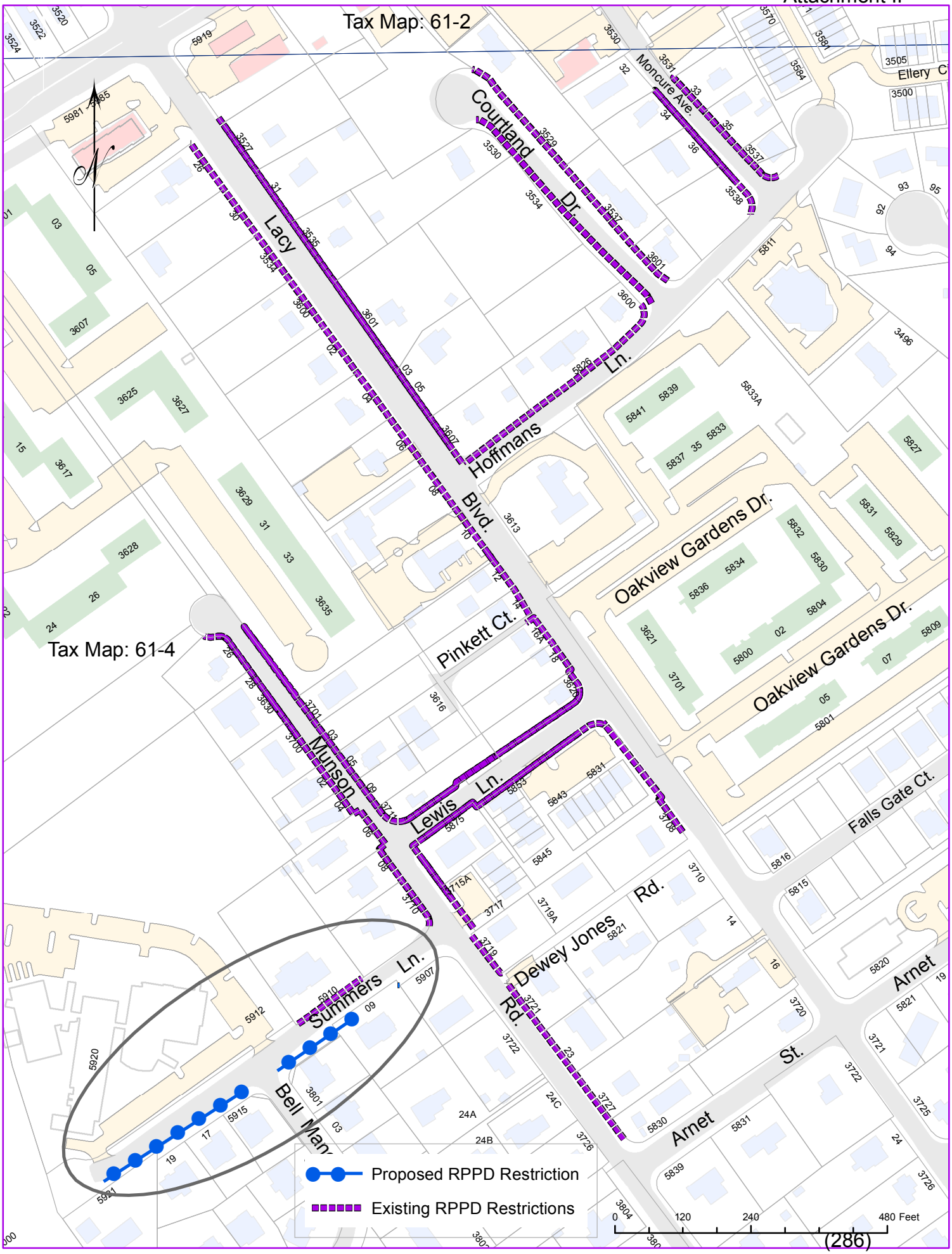
Amend *The Code of the County of Fairfax*, *Virginia*, by adding the following streets to Appendix G-33, Section (b), (2), Springdale Residential Permit Parking District, in accordance with Article 5A of Chapter 82:

~~*Summers Lane (Route 3399) north side:*~~
*Summers Lane (Route 3399):*

From eastern boundary of 61-4((1)) parcel 0042 to the western boundary of 61-4((1)) parcel 0041A, north side only

From Munson Road to the end, south side only, excluding areas designated as “No Parking” by the Virginia Department of Transportation (VDOT)

Attachment II



Board Agenda Item
March 25, 2014

4:30 pm

Public Hearing on Proposed Plan Amendment S13-IV-LP1 (Vulcan Quarry) Located South of Peniwill Drive, West of Ox Road (Route 123) and North of the Occoquan River (Mount Vernon District)

**On March 13, 2014, the Planning Commission deferred this hearing until April 23, 2014. Therefore, this public hearing is to be deferred.**

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Board Agenda Item
March 25, 2014

4:30 p.m.

Public Hearing on Stormwater Agreements with Towns of Vienna and Herndon to Share Stormwater Service District Fees and Responsibility for Related Services

ISSUE:
Board of Supervisors' adoption of an Ordinance authorizing the County to enter into agreements with the Towns of Vienna and Herndon to address stormwater on a regional basis and to share revenues collected through the Stormwater Service District from properties within the Towns.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors of Fairfax County authorize execution of the attached agreements between the Town of Vienna and the Board of Supervisors of Fairfax County, and between the Town of Herndon and the Board of Supervisors of Fairfax County to share revenues collected through the Stormwater Service District and to implement a regional approach to meeting state and federal Stormwater requirements.

TIMING:
Board action is requested on March 25, 1014 at 4:30.p.m. On February 25, 2014, the Board authorized advertisement of a public hearing before the Board. On March 25, 2014 at 4:30 p.m. the Councils of both of the Towns of Vienna and Herndon have discussed and formally approved the recommended agreements.

BACKGROUND:
The County's Stormwater Service District currently includes the Towns of Vienna and Herndon, and property owners within the Towns are billed at the same rate as other property owners within the unincorporated parts of the County. Both of these Towns hold Municipal Separate Stormwater System (MS4) permits from the State of Virginia, and are required by their permits to implement stormwater quality management projects in accordance with state and federal regulations. In July 2012, the Virginia General Assembly passed Virginia Code § 15.2-2303.3 that would require the County to provide the Towns all the funds collected from properties within the Towns pursuant to the Stormwater Service District fee if the Towns requested these funds. Town and County staffs have developed cooperative agreements between the County and each of the Towns for a coordinated regional approach. The regional approach is being recommended by the staffs from Fairfax County and the Towns of Vienna and Herndon because the regional approach appears to provide more cost effective and environmentally sound approaches to management of stormwater in compliance with state and federal Permits.

Under the proposed agreements, the County will continue to bill and collect the Stormwater Service District fees from both property owners within the unincorporated parts of the County as well as within the Towns. The County will provide 25% of the revenues collected from within each Town back to the respective Town for the Towns to provide stormwater services similar to the services that the County provides in the County outside of the Towns. The County will use the remaining 75% of the revenues collected from within each Town to implement and maintain projects on a countywide basis to meet all three localities' requirements under the Chesapeake Bay Total Maximum Daily Load (TMDL), as well as other TMDLs assigned to local waters.

Attached are the agreements as adopted unanimously by each Town Council of both of the Towns of Vienna and Herndon.

FISCAL IMPACT:
These agreements require that the County provide the Towns of Vienna and Herndon 25% of the Stormwater Service Districts fees collected from properties within each of the respective Towns, amounting to just under $400,000 for tax year 2013. Pursuant to these agreements, the County is responsible for implementing projects to meet both the County's and Towns' responsibilities under the Chesapeake Bay TMDL.

As an option, the Towns can request that 100% of Stormwater Service District fees collected from properties within the Town be returned to the Town. If the Towns chose this option, it is anticipated that they would be removed from the Service District and, thus, be required to find their own revenues to meet the federal and state Stormwater mandates. All three staffs believe this option will be less environmentally effective as well as more expensive than a regional approach that can leverage the resources and opportunities of all three communities.

ENCLOSED DOCUMENTS:
Attachment A: Agreement with the Town of Vienna
Attachment B: Agreement with the Town of Herndon
Attachment C: Ordinance authorizing execution of Cooperative Agreements with the Towns of Vienna and Herndon

STAFF:
Robert A. Stalzer, Deputy County Executive
James W. Patteson, Director, Department of Public Works and Environmental Services
Randolph Bartlett, Deputy Director, Department of Public Works and Environmental Services

# COOPERATIVE AGREEMENT BETWEEN THE FAIRFAX COUNTY BOARD OF SUPERVISORS AND THE TOWN OF VIENNA TO SHARE CERTAIN STORMWATER SERVICE DISTRICT FEES AND RESPONSIBILITY FOR RELATED SERVICES

This Agreement ("Agreement") is entered into on this ____ day of _____, 2014, by and between the BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA ("FAIRFAX" or "County"), the TOWN COUNCIL OF VIENNA, VIRGINIA ("VIENNA" or "Town") (collectively as the "Parties" or "the Governing Bodies").

## WITNESSETH:

WHEREAS the Town of Vienna (also referenced herein as "the Town") is located within Fairfax County (also referenced herein as "the County"); and

WHEREAS Fairfax County and the Town of Vienna each maintain, operate, and improve stormwater systems that affect one another; and

WHEREAS FAIRFAX and VIENNA have cooperated with each other to maintain, operate, and improve their collective stormwater systems and wish to continue such cooperation in the future in the best interests of their residents; and

WHEREAS pursuant to Va. Code Ann. § 15.2-2400 (2012), FAIRFAX has established a Stormwater Service District ("Service District), and is authorized, pursuant to Va. Code Ann. § 15.2403(6) (2012) to levy and collect an annual fee upon any property located within such Service District ("the Service District Fee"); and

WHEREAS the Town of Vienna is located within Fairfax County's Service District; and

WHEREAS, pursuant to this Va. Code Ann. § 15.2-2403(6), Fairfax County collects revenues from properties located within the Town of Vienna; and

WHEREAS, pursuant to Virginia Code Ann. § 15.2-2403.3 (2012), by virtue of the Town's maintenance of an MS4 permit and its location within the Service District, the Town is

entitled to any of the Service District Fee revenues collected by Fairfax County within the town; and WHEREAS, the actual amount of revenues collected from the Service District Fee will vary from year to year; and

WHEREAS, each MS4 permit assigns jurisdiction-specific, pollutant-load-reduction requirements for nitrogen, phosphorus, and sediment to address the Chesapeake Bay Total Maximum Daily Load (referred to herein as "TMDL") and requires each MS4-permit jurisdiction to develop a Chesapeake Bay TMDL Action Plan to demonstrate how reductions will be achieved and tracked in the respective MS4-permit jurisdiction; and

WHEREAS, while each MS4-permit jurisdiction is ultimately responsible for compliance with its MS4 permit, MS4 permits allow and encourage cooperation and coordination among permit holders, and such cooperation and coordination can mutually benefit MS4-permit jurisdictions through more effective and cost-efficient protection of water resources in each jurisdiction; and

WHEREAS, VIENNA or FAIRFAX may terminate this Agreement as set forth by the terms herein if, pursuant to applicable law, either locality chooses not to participate under this Agreement or chooses not to share the Stormwater Service District Fees; and

WHEREAS FAIRFAX and VIENNA have determined and agreed that the best interests of each locality's residents are fulfilled if FAIRFAX and VIENNA share the Service District Fees collected by FAIRFAX from properties within VIENNA to assist VIENNA in maintaining, operating, and improving VIENNA's stormwater system to achieve the goals of effective regional water quality improvement and local initiatives in these localities;

**NOW, THEREFORE,** in consideration of the mutual obligations set forth herein and other good and valuable consideration, so long as FAIRFAX continues to administer the Service

District in FAIRFAX that encompasses VIENNA and so long as VIENNA qualifies to receive the Service District Fees collected by FAIRFAX from properties within VIENNA, FAIRFAX and VIENNA agree as follows:

1. FAIRFAX and VIENNA will continue to engage in a coordinated approach to maintaining and operating their respective stormwater systems throughout the incorporated and unincorporated parts of FAIRFAX. Moreover, FAIRFAX and VIENNA will engage in a coordinated approach for future improvements to their respective stormwater systems.

2. This Agreement's duration shall be for one fiscal year and shall renew at the beginning of each fiscal year thereafter unless terminated pursuant to the terms set forth herein below. For the purposes of this Agreement, "fiscal year" shall mean Fairfax County's fiscal year, which, at the time of the execution of this agreement, ends on June 30.

3. This Agreement's purpose is to set forth how the Parties shall share revenues to be collected pursuant to the Service District Fee, including revenues collected from properties within VIENNA, and the respective obligations of the Parties with respect to the stormwater management services described herein.

**STORMWATER FEE REVENUE SHARING**

4. FAIRFAX shall collect all revenues to be collected pursuant to the Service District Fee, including revenues collected from properties within the Town of Vienna

5. Revenues actually collected throughout the Service District are referred to herein as "STORMWATER FEE REVENUES."

6. At the end of each fiscal year, FAIRFAX shall calculate the total amount of stormwater fee revenues that were actually collected from properties within VIENNA separately

from the amount of stormwater fee revenues collected elsewhere in FAIRFAX (the "VIENNA STORMWATER FEE)."

7. On or before October 30th of each fiscal year, FAIRFAX shall estimate the anticipated VIENNA STORMWATER FEE for that year, and shall pay to VIENNA an amount equal to twenty-five percent (25%) of the estimated VIENNA STORMWATER FEE for that fiscal year, rounded to the nearest penny (the "PAID VIENNA REVENUES)."

8. The Parties acknowledge and agree that PAID VIENNA REVENUES may be more or less than the amount that is actually due and owing to VIENNA, and which amount is calculated at the end of each fiscal year.

9. If the PAID VIENNA REVENUES for a particular fiscal year are determined to have been less than 25% of the actual VIENNA STORMWATER FEE actually collected for that fiscal year, then FAIRFAX shall pay VIENNA the difference between the PAID VIENNA REVENUES and 25% of the VIENNA STORMWATER FEE actually collected for that fiscal year. FAIRFAX shall pay this difference at the same time as it pays the next fiscal year's PAID VIENNA REVENUES.

10. If the PAID VIENNA REVENUES for a particular fiscal year are determined to have been more than 25% of the actual VIENNA STORMWATER FEE actually collected for that fiscal year, then FAIRFAX shall deduct the difference between the PAID VIENNA REVENUES and 25% of the VIENNA STORMWATER FEE actually collected for that fiscal year from the amount that FAIRFAX pays for the next fiscal year's PAID VIENNA REVENUES.

11. Once FAIRFAX has determined the amount of the actual VIENNA STORMWATER FEE, which shall occur within 90 days of the fiscal year end, FAIRFAX shall

forward this amount to the Town's Mayor in writing ("FINAL ACCOUNTING"). If VIENNA disputes the amount of the FINAL ACCOUNTING, then within 30 days of the Mayor's receipt of this FINAL ACCOUNTING, VIENNA, or its designee, shall state the complete factual basis for any such dispute in writing to the Fairfax County Executive, and the PARTIES shall endeavor in good faith to resolve any such dispute. Upon the resolution of any such dispute, or if VIENNA fails to dispute the amount of the FINAL ACCOUNTING within 30 days of the Mayor's receipt thereof, then VIENNA shall be deemed to have accepted payment of the respective fiscal year's PAID VIENNA REVENUES, and VIENNA waives any right to and shall not request from FAIRFAX the 75% balance of VIENNA STORMWATER FEE for that fiscal year. VIENNA's waiver of any such balance, however, is conditioned upon FAIRFAX's obligations to VIENNA pursuant to this Agreement.

12. Pursuant to Va. Code Ann. § 15.2-2403.3 VIENNA shall expend the PAID VIENNA REVENUES only for costs directly related to VIENNA's stormwater systems and not for non-stormwater-system costs, such as public safety, schools, or road maintenance.

13. Under this Agreement, VIENNA is not required to expend any of the PAID VIENNA REVENUES within any specific amount of time. This Agreement does not affect any other authority that VIENNA might have to carry over revenues from year-to-year or to expend revenues in one fiscal year when the revenues were collected in a previous fiscal year.

14. If, at any time in the future, VIENNA becomes unincorporated or ceases to qualify to receive PAID VIENNA REVENUES for any reason or terminates its stormwater program or ceases to maintain its stormwater systems, none of the previously PAID VIENNA REVENUES shall be expended for anything other than the maintenance, operation, and improvement of VIENNA's stormwater systems. If any such amounts are returned to FAIRFAX

they may be used for other qualified uses in the Service District as FAIRFAX, or its designee, in its or his sole discretion, deems appropriate.

**JOINT CHESAPEAKE BAY TMDL ACTION PLAN AND ADVISORY COMMITTEE**

15. In accordance with their respective MS4 permits, FAIRFAX and VIENNA will develop a Joint Chesapeake Bay TMDL Action Plan (referred to herein as the "Joint Action Plan") in lieu of each locality establishing its own Chesapeake Bay TMDL Action Plan. The Parties agree that the Town of Herndon, Virginia, or any other Virginia locality may participate in the Joint Action Plan.

16. Fairfax County will implement and maintain the Joint Action Plan in a manner that is sufficient to ensure that both FAIRFAX and VIENNA comply with their respective MS4 permit obligations.

17. Consistent with the Parties' respective MS4 permits, the Joint Action Plan shall be developed and implemented as follows:

a. Each governing body, or its designee, shall select representatives to establish a Joint Action Plan Advisory Committee (hereinafter referred to as the "Advisory Committee").

b. Representatives from the Town of Herndon, Virginia, or any other Virginia locality may also participate in the Advisory Committee. Any such representatives shall also be selected by his or her respective governing body, or its designee.

c. Regardless of the number of representatives appointed by each governing body, each locality will have one vote on the Advisory Committee.

d. The Advisory Committee shall develop an initial Joint Action Plan, which is defined and described below, and review any subsequent amendments or updates thereto.

e. Decisions, conclusions, and recommendations set forth in the Joint Action Plan shall be made via a simple majority vote of the Advisory Committee's members.

f. The Parties acknowledge and agree that the Joint Action Plan is intended only as a guidance document, and FAIRFAX is not bound or obligated to implement any of its provisions. Accordingly, the Advisory Committee shall send the Joint Action Plan, once finalized, to the Director of the Fairfax County Department of Public Works and Environmental Services ("DPWES"), or his designee(s) ("the Director"), who shall be authorized, in his sole discretion, to receive the Joint Action Plan as submitted or make any modifications, changes, or amendments thereto.

g. The Director shall then forward the final version of the Joint Action Plan to the respective governing bodies for formal adoption.

h. FAIRFAX and VIENNA must formally adopt the Joint Action Plan in accordance with the approval procedures established by each locality in accordance with its MS4 permit. Any subsequent amendments or changes to the Joint Action Plan shall be approved in the same manner.

i. Once the Parties adopt a final Joint Action Plan, FAIRFAX shall cause the Joint Action Plan to be sent to the Virginia Department of Environmental Quality and/or any other appropriate state or federal government agency that regulates the localities' MS4 permits (referred to herein as "DEQ").

j. In the event that each locality does not adopt the Joint Action Plan, then this Agreement shall automatically cease, and each Party shall be solely responsible for all of its stormwater and MS4 permit obligations. Upon such termination, FAIRFAX will pay to VIENNA the entirety of the VIENNA STORMWATER FEE for that fiscal year, but the balance of any fees for prior fiscal years will be deemed waived by VIENNA.

18. The Joint Action Plan shall include the following:

a. Establish the total nitrogen, phosphorus, and sediment load reductions required for all participating localities.

b. Establish the percentage of the total load reductions for which each locality will be responsible.

c. Set forth an annual date upon which VIENNA will provide FAIRFAX with a list of projects to be considered for implementation. Before submitting any such project, VIENNA will thoroughly investigate and analyze each project to ensure that any such project is feasible.

19. Pursuant to the Joint Action Plan, the Director will send a proposed list of projects to the Mayor of VIENNA or her designee.

20. Within 30 days of the Mayor's receipt of this list, VIENNA shall provide comments and suggestions regarding each project, its timing, and its costs for implementation, lifetime maintenance, and replacement. If VIENNA provides any comments or suggestions, the Director, in his sole discretion, shall fully consider any such comments, and may, but shall not be obligated to implement or adhere to them. In the event that a dispute exists regarding implementation of any project on the Joint Action Plan, the Parties shall endeavor in good faith to resolve any such dispute, but final authority for the implementation of any such projects rests solely with Fairfax County and the Director.

21. FAIRFAX shall be solely responsible for implementing projects in accordance with the Joint Action Plan. Where FAIRFAX deems appropriate, FAIRFAX shall request that VIENNA agree to a project's design that might set forth the maintenance and replacement obligations for each locality for a particular project. The Parties may also have agreements that are separate from this Agreement that address the Parties' responsibilities over specific projects, facilities, and other funding.

22. Whether the project or facility is located within the Town of VIENNA or elsewhere within Fairfax County, each locality will receive a credit that is in proportion to the percentage of the total load reductions that is established for each locality in the initial Joint Action Plan. This percentage will remain constant regardless of whether the actual total load reductions change over time. For completed projects and facilities, a locality's receipt of this percentage share of credit shall survive any termination of this Agreement unless otherwise agreed to by the Parties.

23. By mutual Agreement, FAIRFAX may purchase VIENNA's percentage share of credit related to any such project or facility.

24. FAIRFAX will prepare an annual report that details the activities associated with the Joint Action Plan. The report will provide sufficient detail so that each locality may use it to meet their respective MS4 permit reporting obligations to DEQ. Fairfax will provide the report annually no later than one month prior to the date it is due to DEQ.

**OTHER NON-CHESAPEAKE-BAY TMDL ACTION PLANS**

25. FAIRFAX will be responsible for developing any of VIENNA's non-Chesapeake-Bay TMDL action plans that are required by VIENNA's MS4 permit. FAIRFAX will develop any such Action Plans on a schedule that is in accordance with VIENNA's MS4 permit.

26. The Advisory Committee or other joint planning committee agreed to by FAIRFAX and VIENNA may guide the development of an Action Plan for any other TMDLs.

27. FAIRFAX and VIENNA must formally adopt any such Action Plan for any other TMDLs. Formal adoption of an Action Plan for any other TMDLs or subsequent amendments or updates shall be subject to the approval procedures established by each locality in accordance with its MS4 permit.

28. FAIRFAX will be responsible for implementing individual elements of any such Action Plan for any other TMDLs unless the Action Plan states otherwise. The Parties may also have agreements that are separate from this Agreement that address the Parties' responsibilities over specific projects, facilities, and other funding.

**STAFF TRAINING**

29. Without any additional invitation or payment, VIENNA's staff may attend MS4 or Virginia Stormwater Management Plan industrial stormwater permit-related training programs that are conducted or hosted by FAIRFAX. FAIRFAX will provide VIENNA with at least one-month's advance notice of such training opportunities.

**TERMINATION**

30. In addition to a termination by a refusal to adopt the Joint Action Plan, either Party may terminate this Agreement by resolution of that Party's governing body. Any such resolution shall be at a public meeting noticed in writing to the VIENNA Mayor or, as applicable, the Fairfax County Executive at least three weeks in advance of any such meeting. After any such resolution, the terminating Party shall promptly inform the Mayor or the County Executive, as applicable. The termination shall be effective no earlier than the end of the fiscal year in which the governing body's vote for the resolution for the termination occurs.

31. If this Agreement is terminated by either party, VIENNA shall have responsibility to maintain and replace any facility that is located within VIENNA and shall assume all liability for such facility. Unless otherwise agreed to by the Parties, VIENNA shall not have any liability or responsibility for any facility that is located outside of VIENNA and that was developed and implemented under this Agreement.

**ADDITIONAL PROVISIONS**

32. This Agreement is integrated and contains all provisions of the agreement between the parties.

33. In the event of a conflict between any term(s) of this Agreement and either of the Parties' MS4 permits or other permit requirements, either Party's respective permit provision(s), shall control.

34. Any provision or term of this Agreement may be modified only by a writing that is approved by resolution at a public meeting of each of the localities' respective governing bodies.

35. This Agreement shall be binding on the Parties' respective agencies, employees, agents, and successors-in-interests.

36. This Agreement shall not be assigned by either of the Parties unless both of the Parties agree to such an assignment in writing.

37. Nothing in this Agreement otherwise limits the respective regulatory and police powers of the Parties.

38. The Parties agree that nothing in this Agreement creates a third-party beneficiary. The Parties also agree that this Agreement does not confer any standing or right to sue or to enforce any provision of this Agreement or any other right or benefit to any person who is not a

party to this Agreement, including but not limited to a citizen, resident, private entity, or local, state, or federal governmental or public body.

39. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one in the same Agreement.

40. This Agreement shall be governed by Virginia law, and any litigation relating to this Agreement shall be brought and/or maintained only in the Circuit Court of Fairfax County, Virginia.

IN WITNESS WHEREOF, the Parties have executed this Agreement, as verified by their signatures below.

**[Signatures appear on the following pages.]**

TOWN OF VIENNA

By: M Jane Seeman
Mayor M. Jane Seeman

STATE OF VIRGINIA :
: to-wit
COUNTY OF FAIRFAX :

The foregoing Agreement was acknowledged before me by M. Jane Seeman of the Town of VIENNA, this 24th day of January 2014 on behalf of the Town of VIENNA.

Melanie J Clark
Notary Public

My commission expires: June 30, 2017
Notary Registration Number: 7290978

MELANIE J. CLARK
NOTARY PUBLIC
REGISTRATION # 7290978
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES
JUNE 30, 2017

BOARD OF SUPERVISORS OF
FAIRFAX COUNTY, VIRGINIA

By:_____
Edward L. Long Jr.
County Executive
Fairfax County, Virginia

STATE OF VIRGINIA :
: to-wit
COUNTY OF FAIRFAX :

The foregoing Agreement was acknowledged before me by _____ of the County Executive, on behalf of the Board of Supervisors of Fairfax County, Virginia this _____ day of _____ 2014.

_____
Notary Public

My commission expires: _____

Notary Registration Number: _____

Approved as to form: _____
Office of the County Attorney
Fairfax, Virginia

# TOWN OF HERNDON, VIRGINIA

## RESOLUTION

## DECEMBER 10, 2013

**Resolution-** **To Authorize an Agreement with Fairfax County to share stormwater service district fees.**

**WHEREAS,** the Stormwater Program is a federal and state mandated program activity; and

**WHEREAS,** the program is administered in Virginia by the Department of Environmental Quality (DEQ) in cooperation with the localities; and

**WHEREAS,** the stormwater regulations are enforced through the Town's MS4 Permit that was recently renewed by DEQ on July 1, 2013; and

**WHEREAS,** Fairfax County currently collects a stormwater fee from all county property owners, including Herndon properties, to fund stormwater programs and projects; and

**WHEREAS,** in July 2012 the Virginia Assembly passed legislation that permits towns to request stormwater fees collected by counties be returned to them for properties located in the towns; and

**WHEREAS,** a cooperative agreement has been drafted between Fairfax County and the Town of Herndon to utilize stormwater program fees to meet both County and Town permit requirements in a mutually beneficial and coordinated regional effort; and

**WHEREAS,** under the proposed agreement, the County would keep 75% of the fee revenue generated by town properties for implementation of projects and the towns would receive the remaining 25% for stormwater maintenance activities; and

**WHEREAS,** 75 percent of the fee revenue kept by the County will pay for new stormwater facilities and retrofits, benefiting the town's MS4 program; and

**WHEREAS,** the town will receive approximately $187,000 annually, which will gradually increase as the stormwater service district fee increases in the future.

**NOW, THEREFORE, BE IT RESOLVED** that the Town Council of the Town of Herndon, Virginia, hereby authorizes the Mayor to execute the agreement on behalf of the Town.

**This is certified to be a true and accurate copy of Resolution 13-G-90 adopted at a legally convened meeting of the Town Council of the Town of Herndon on December 10, 2013.**

**Margie C. Tacci, Deputy Town Clerk II**

Attached for reference is the "Cooperative Agreement b/n the Fairfax County Board of Supervisors & the Town of Herndon to share certain Stormwater Service District fees & responsibility for related services."

**COOPERATIVE AGREEMENT BETWEEN THE FAIRFAX COUNTY BOARD OF SUPERVISORS AND THE TOWN OF HERNDON TO SHARE CERTAIN STORMWATER SERVICE DISTRICT FEES AND RESPONSIBILITY FOR RELATED SERVICES**

This Agreement ("Agreement") is entered into on this _____ day of _____, 2013, by and between the BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA ("FAIRFAX" or the "County"), the TOWN OF HERNDON, VIRGINIA ("HERNDON" or the "Town") (collectively as the "Parties" or "the Governing Bodies").

**WITNESSETH:**

WHEREAS the Town of Herndon is located within Fairfax County; and

WHEREAS Fairfax County and the Town of Herndon each maintain, operate, and improve stormwater systems that affect one another; and

WHEREAS FAIRFAX and HERNDON have cooperated with each other to maintain, operate, and improve their collective stormwater systems and wish to continue such cooperation in the future in the best interests of their residents; and

WHEREAS pursuant to Va. Code Ann. § 15.2-2400, FAIRFAX has established a Stormwater Service District ("Service District), and is authorized, pursuant to Va. Code Ann. § 15.2403(6) to levy and collect an annual fee upon any property located within such Service District ("the Service District Fee"); and

WHEREAS the Town of Herndon is located within Fairfax County's Service District; and

WHEREAS, pursuant to this Va. Code Ann. § 15.2-2403(6), Fairfax County collects revenues from properties located within the Town of Herndon; and

WHEREAS, pursuant to Virginia Code Ann. § 15.2-2403.3 (2012), by virtue of the Town's maintenance of an MS4 permit and its location within the Service District, the Town is entitled to any of the Service District Fee revenues collected by Fairfax County within the town; and

WHEREAS, the actual amount of revenues collected from the Service District Fee will vary from year to year; and

WHEREAS, each MS4 permit assigns jurisdiction-specific, pollutant-load-reduction requirements for nitrogen, phosphorus, and sediment to address the Chesapeake Bay Total Maximum Daily Load (referred to herein as "TMDL") and requires each MS4-permit jurisdiction to develop a Chesapeake Bay TMDL Action Plan to demonstrate how reductions will be achieved and tracked in the respective MS4-permit jurisdiction; and

WHEREAS, while each MS4-permit jurisdiction is ultimately responsible for compliance with its MS4 permit, MS4 permits allow and encourage cooperation and coordination among permit holders, and such cooperation and coordination can mutually benefit MS4-permit jurisdictions through more effective and cost-efficient protection of water resources in each jurisdiction; and

WHEREAS, HERNDON and FAIRFAX wishes to be able to terminate this Agreement as set forth by the terms herein if, pursuant to applicable law, either locality chooses not to participate in this Agreement or chooses not to share the Stormwater Service District Fees, pursuant to Virginia Code Ann 15.2-2403.3 or any other existing or future applicable law; and

WHEREAS FAIRFAX and HERNDON have determined and agreed that the best interests of each locality's residents are fulfilled if FAIRFAX and HERNDON share the Service District Fees collected by FAIRFAX from properties within HERNDON to assist HERNDON in maintaining, operating, and improving HERNDON's stormwater system to achieve the goals of effective regional water quality improvement and local initiatives in these localities;

**NOW, THEREFORE,** in consideration of the mutual obligations set forth herein and other good and valuable consideration, so long as FAIRFAX continues to administer the Service District in FAIRFAX that encompasses HERNDON and so long as HERNDON qualifies to receive the Service District Fees collected by FAIRFAX from properties within HERNDON, FAIRFAX and HERNDON agree as follows:

1. FAIRFAX and HERNDON will continue to engage in a coordinated approach to maintain and operate their respective stormwater systems throughout the incorporated and unincorporated parts of FAIRFAX. Moreover, FAIRFAX and HERNDON will engage in a coordinated approach for future improvements to their respective stormwater systems.

2. This Agreement's duration shall be for one fiscal year and shall renew at the beginning of each fiscal year thereafter unless terminated pursuant to the terms set forth herein below. For the purposes of this Agreement, "fiscal year" shall mean Fairfax County's fiscal year, which at the time of the execution of this agreement, ends on June 30.

3. This Agreement's purpose is to set forth how the Parties shall share revenues to be collected pursuant to the Service District Fee, including revenues collected from properties within HERNDON, and the respective obligations of the Parties with respect to the stormwater management services described herein.

**STORMWATER FEE REVENUE SHARING**

4. FAIRFAX shall collect all revenues to be collected pursuant to the Service District Fee, including revenues collected from properties within the Town of Herndon

5. Revenues actually collected throughout the Service District are referred to herein as "STORMWATER FEE REVENUES."

6. At the end of each fiscal year, FAIRFAX shall calculate the total amount of stormwater fee revenues that were actually collected from properties within HERNDON separately from the amount of stormwater fee revenues collected elsewhere in FAIRFAX (the "HERNDON STORMWATER FEE)."

7. On or before October 30th of each fiscal year, FAIRFAX shall estimate the anticipated HERNDON STORMWATER FEE for that year, and shall pay to HERNDON an amount equal to twenty-five percent (25%) of the estimated HERNDON STORMWATER FEE for that fiscal year, rounded to the nearest penny (the "PAID HERNDON REVENUES)."

8. The Parties acknowledge and agree that PAID HERNDON REVENUES may be more or less than the amount that is actually due and owing to HERNDON, and which amount is calculated at the end of each fiscal year.

9. If the PAID HERNDON REVENUES for a particular fiscal year are determined to have been less than 25% of the HERNDON STORMWATER FEE actually collected for that fiscal year, then FAIRFAX shall pay HERNDON the difference between the PAID HERNDON REVENUES and 25% of the HERNDON STORMWATER FEE actually collected for that fiscal year. FAIRFAX shall pay this difference at the same time as it pays the next fiscal year's PAID HERNDON REVENUES.

10. If the PAID HERNDON REVENUES for a particular fiscal year are determined to have been more than 25% of the actual HERNDON STORMWATER FEE actually collected for that fiscal year, then FAIRFAX shall deduct the difference between the PAID HERNDON REVENUES and 25% of the HERNDON STORMWATER FEE actually collected for that fiscal year from the amount that FAIRFAX pays for the next fiscal year's PAID HERNDON REVENUES.

11. Once FAIRFAX has determined the amount of the actual HERNDON STORMWATER FEE, which shall occur within 90 days of the fiscal year end, FAIRFAX shall forward this amount to the Town's Town Manager in writing ("FINAL ACCOUNTING"). If HERNDON disputes the amount of the FINAL ACCOUNTING, then within 30 days of the Town Manager's receipt of this FINAL ACCOUNTING, HERNDON, or its designee, shall state the complete factual basis for any such dispute in writing to the Fairfax County Executive, and the PARTIES shall endeavor in good faith to resolve any such dispute. Upon the resolution of any such dispute, or if HERNDON fails to dispute the amount of the FINAL ACCOUNTING within 30 days of the Town Manager's receipt thereof, then HERNDON shall be deemed to have

accepted payment of the respective fiscal year's PAID HERNDON REVENUES, and HERNDON waives any right to and shall not request from FAIRFAX the 75% balance of HERNDON STORMWATER FEE for that fiscal year. HERNDON's waiver of any such balance, however, is conditioned upon FAIRFAX's obligations to HERNDON pursuant to this Agreement.

12. Pursuant to Va. Code Ann. § 15.2-2403.3 HERNDON shall expend the PAID HERNDON REVENUES only for costs directly related to HERNDON's stormwater systems and not for non-stormwater-system costs, such as public safety, schools, or road maintenance.

13. Under this Agreement, HERNDON is not required to expend any of the PAID HERNDON REVENUES within any specific time. This Agreement does not affect any other authority that HERNDON might have to carry over revenues from year-to-year or to expend revenues in one fiscal year when the revenues were collected in a previous fiscal year.

14. If, at any time in the future, HERNDON becomes unincorporated or ceases to qualify to receive PAID HERNDON REVENUES for any reason or terminates its stormwater program or ceases to maintain its stormwater systems, none of the previously PAID HERNDON REVENUES shall be expended for anything other than the maintenance, operation, and improvement of HERNDON's stormwater systems. If any such amounts are returned to FAIRFAX they may be used for other qualified uses in the Service District as FAIRFAX, or its designee, in its sole discretion, deems appropriate.

## JOINT CHESAPEAKE BAY TMDL ACTION PLAN AND ADVISORY COMMITTEE

15. In accordance with their respective MS4 permits, FAIRFAX and HERNDON will develop a Joint Chesapeake Bay TMDL Action Plan (referred to herein as the "Joint Action Plan") in lieu of each locality's establishing its own Chesapeake Bay TMDL Action Plan. The Town of Vienna, Virginia, may participate in the Joint Action Plan.

16. FAIRFAX will implement and maintain the Joint Action Plan in a manner that is sufficient to ensure that both FAIRFAX and HERNDON comply with their respective MS4 permit obligations.

17. Consistent with the Parties' respective MS4 permits, the Joint Action Plan shall be developed and implemented as follows:

a. Each governing body, or its designee, shall select representative to establish a Joint Action Plan Advisory Committee (hereinafter referred to as the "Advisory Committee ").

b. The Town of Vienna, Virginia, may also participate in the Advisory Committee and may select its own representatives.

c. Regardless of the number of representatives appointed by each governing body, each locality will have one vote on the Advisory Committee.

d. The Advisory Committee shall develop an initial Joint Action Plan, which is defined and described below, and review any subsequent amendments or updates thereto.

e. Decisions, conclusions, and recommendations set forth in the Joint Action Plan shall be made via a simple majority vote of the Advisory Committee's members.

f. The Parties acknowledge and agree that the Joint Action Plan is intended only as a guidance document, and FAIRFAX is not bound or obligated to implement any of its provisions. Accordingly the Advisory Committee shall send the Joint Action Plan, once finalized, to the Director of the Fairfax County Department of Public Works and Environmental Services ("DPWES"), or his or her designee(s) ("the Director"), who shall be authorized, in his or her sole discretion, to receive the Joint Action Plan as submitted or make any modifications, changes, or amendments thereto.

g. The Director shall then forward the final version of the Joint Action Plan to the respective governing bodies for formal adoption.

h. FAIRFAX and HERNDON must formally adopt the Joint Action Plan in accordance with the approval procedures established by each locality in accordance with its MS4 permit. Any subsequent amendments or changes to the Joint Action Plan shall be approved in the same manner.

i. Once the Parties adopt a final Joint Action Plan, FAIRFAX shall cause the Joint Action Plan to be sent to the Virginia Department of Environmental Quality and/or any other appropriate state or federal

government agency that regulates the localities' MS4 permits (referred to herein as "DEQ").

j. In the event that each locality does not adopt the Joint Action Plan, then this Agreement shall automatically cease, and each Party shall be solely responsible for all of its stormwater and MS4 permit obligations. Upon such termination, FAIRFAX will pay to HERNDON the entirety of the HERNDON STORMWATER FEE for that fiscal year, but the balance of any fees for prior fiscal years will be deemed waived by HERNDON.

18. The Joint Action Plan shall include the following:

a. Establish the total nitrogen, phosphorus, and sediment load reductions required for all participating localities.

b. Establish the percentage of the total load reductions for which each locality will be responsible.

c. Set forth an annual date upon which HERNDON will provide FAIRFAX with a list of projects to be considered for implementation. Before submitting any such project, HERNDON will thoroughly investigate and analyze each project to ensure that any such project is feasible.

19. Pursuant to the Joint Action Plan, the Director will send a proposed list of projects to the Town Manager of HERNDON or her or his designee.

20. Within 30 days of the Town Manager's receipt of this list, HERNDON shall provide comments and suggestions regarding each project, its timing, and its costs for implementation, lifetime maintenance, and replacement. If HERNDON provides any comments or suggestions, the Director, in his or her sole discretion, shall fully consider any such comments, and may, but shall not be obligated to implement or adhere to them. In the event that a dispute exists regarding implementation of any project on the Joint Action Plan, the Parties shall endeavor in good faith to resolve any such dispute, but final authority for the implementation of any such projects rests with FAIRFAX and the Director.

21. FAIRFAX shall be solely responsible for implementing projects in accordance with the Joint Action Plan. Where FAIRFAX deems appropriate, FAIRFAX shall request that HERNDON agree to a project's design that might set forth the maintenance and replacement obligations for each locality for a particular project. The Parties may also have agreements that are separate from this Agreement that address the Parties' responsibilities over specific projects and facilities.

22. Whether the project or facility is located within the Town of HERNDON or elsewhere within Fairfax County, each locality will receive a credit that is in proportion to the percentage of the total load reductions that is established for each locality in the initial Joint Action Plan. This percentage will remain constant regardless of whether the actual total load reductions change over time. For completed projects and facilities, a locality's receipt of this percentage share of credit shall survive any termination of this Agreement unless otherwise agreed to by the Parties.

23. By mutual Agreement, FAIRFAX may purchase HERNDON's percentage share of credit related to any such project or facility.

24. FAIRFAX will prepare an annual report that details the activities associated with the Joint Action Plan. The report will provide sufficient detail so that each locality may use it to meet their respective MS4 permit reporting obligations to DEQ. FAIRFAX will provide the report annually no later than one month prior to the date it is due to DEQ.

**OTHER NON-CHESAPEAKE-BAY TMDL ACTION PLANS**

25. FAIRFAX will be responsible for developing any of HERNDON's non-Chesapeake-Bay TMDL action plans that are required by HERNDON's MS4 permit. FAIRFAX will develop any such Action Plans on a schedule that is in accordance with HERNDON's MS4 permit.

26. The Advisory Committee or other joint planning committee agreed to by FAIRFAX and HERNDON may guide the development of an Action Plan for any other TMDLs.

27. FAIRFAX and HERNDON must formally adopt any such Action Plan for any other TMDLs. Formal adoption of an Action Plan for any other TMDLs or subsequent amendments or updates shall be subject to the approval procedures established by each locality in accordance with its MS4 permit.

28. FAIRFAX will be responsible for implementing individual elements of any such Action Plan for any other TMDLs unless the Action Plan states otherwise.

## STAFF TRAINING

29. Without any additional invitation or payment, HERNDON's staff may attend MS4 or Virginia Stormwater Management Plan industrial stormwater permit-related training programs that are conducted or hosted by FAIRFAX. FAIRFAX will provide HERNDON with at least one-month's advance notice of such training opportunities.

## TERMINATION

30. In addition to a termination by a refusal to adopt the Joint Action Plan, either Party may terminate this Agreement by resolution of that Party's governing body. Any such resolution shall be at a public meeting noticed in writing to the HERNDON Town Manager or, as applicable, the FAIRFAX County Executive at least three weeks in advance of any such meeting. After any such resolution, the terminating Party shall promptly inform the HERNDON Town Manager or the FAIRFAX County Executive, as applicable. The termination shall be effective no earlier than the end of the fiscal year in which the governing body's vote for the resolution for the termination occurs

31. If this Agreement is terminated by either party, HERNDON shall have responsibility to maintain and replace any facility that is located within HERNDON and shall assume all liability for such facility. Unless otherwise agreed to by the Parties, HERNDON shall not have any liability or responsibility for any facility that is located outside of HERNDON and that was developed and implemented under this Agreement.

## ADDITIONAL PROVISIONS

32. This Agreement is integrated and contains all provisions of the agreement between the parties.

33. In the event of a conflict between any term(s) of this Agreement and either of the Parties' MS4 permits or other permit requirements, either Party's respective permit provision(s), shall control.

34. Any provision or term of this Agreement may be modified only by a writing that is approved by resolution at a public meeting of each of the localities' respective governing bodies.

35. This Agreement shall be binding on the Parties' respective agencies, employees, agents, and successors-in-interests.

36. This Agreement shall not be assigned by either of the Parties unless both of the Parties agree to such an assignment in writing.

37. Nothing in this Agreement otherwise limits the respective regulatory and police powers of the Parties.

38. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one in the same Agreement.

39. This Agreement shall be governed by Virginia law, and any litigation relating to this Agreement shall be brought and/or maintained only in the Circuit Court of Fairfax County, Virginia.

IN WITNESS WHEREOF, the Parties have executed this Agreement, as verified by their signatures below.

**[Signatures appear on the following pages.]**

TOWN OF HERNDON, Virginia

By:_____
Lisa C. Merkel
Mayor

COMMONWEALTH OF VIRGINIA )
)
COUNTY OF FAIRFAX )

The foregoing Agreement was acknowledged before me by Lisa C. Merkel, Mayor of the Town of HERNDON, this 16th day of January 2013-4 on behalf of the Town of HERNDON, Virginia.

_____
Notary Public

My commission expires:

Aug 31, 2016

Commonwealth Of Virginia
Margarita C. Tacci - Notary Public
Commission No. 295189
My Commission Expires 8/31/2016

Notary Registration Number:

295189

BOARD OF SUPERVISORS OF
FAIRFAX COUNTY, VIRGINIA

By:_____
Edward L. Long Jr.
County Executive
Fairfax County, Virginia

COMMONWEALTH OF VIRGINIA )
)
COUNTY OF FAIRFAX )

The foregoing Agreement was acknowledged before me by _____ of the County Executive, on behalf of the Board of Supervisors of Fairfax County, Virginia this _____ day of _____ 2013.

_____
Notary Public

My commission expires:

_____

Notary Registration Number:

_____

Approved as to form: _____
Office of the County Attorney
Fairfax, Virginia

Approve as to form: Richard B. Kaufman
Town Attorney [without line under these words]

Prolaw Doc No. 538443

**AN UNCODIFIED ORDINANCE RELATING TO COOPERATIVE AGREEMENTS WITH THE TOWNS OF HERNDON AND VIENNA TO SHARE CERTAIN STORMWATER SERVICE DISTRICT FEES AND RESPONSIBILITIES FOR RELATED SERVICES**

As Adopted on March 25, 2014

**AN UNCODIFIED ORDINANCE** relating to cooperative agreements between the Fairfax County Board of Supervisors and each of the Towns of Herndon, Virginia, and Vienna, Virginia, to share certain fees and responsibilities of the countywide stormwater service district, pursuant to the provisions of Va. Code § 15.2-2403.3 (2012).

**Be it ordained by the Board of Supervisors of Fairfax County:**

1. That, pursuant to Va. Code § 15.2-1300(B) (2012), the Cooperative Agreement between the Fairfax County Board of Supervisors and the Town of Herndon, Virginia, that is attached hereto and the Cooperative Agreement between the Fairfax County Board of Supervisors and the Town of Vienna, Virginia, that is attached hereto are hereby approved. Collectively, these agreements are referred to herein as the "Cooperative Agreements."

2. That the County Executive and/or his designee(s) is hereby authorized and delegated all necessary authority to sign and perform and administer the Cooperative Agreements on behalf of the Fairfax County Board of Supervisors.

3. That this ordinance shall take effect upon adoption.

GIVEN under my hand this ____ day of _____, 2014.

_____
Catherine A. Chianese
Clerk to the Board of Supervisors

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Board Agenda Item
March 25, 2014

4:30 p.m.

Public Hearing on the Proposed Consolidated Plan One-Year Action Plan for FY 2015

ISSUE:
Board of Supervisors' public hearing on the Proposed Consolidated Plan One-Year Action Plan for FY 2015, as issued by the Consolidated Community Funding Advisory Committee (CCFAC).

RECOMMENDATION:
The County Executive recommends that, following the public hearing, the Board forward comments received on the Proposed Consolidated Plan One-Year Action Plan for FY 2015 to the CCFAC for its consideration and recommendation to the Board, for final Board Action on April 29, 2014.

TIMING:
Board action on the Proposed One-Year Action Plan for FY 2015 is scheduled for April 29, 2014.

BACKGROUND:
A Proposed Consolidated Plan One-Year Action Plan for FY 2015 (One-Year Action Plan for FY 2015) has been issued by the CCFAC for public review and comment. In accordance with the Fairfax County Citizen Participation Plan for the Consolidated Plan, a public hearing is required to be held before the Board to allow citizens the opportunity to comment on the One-Year Action Plan for FY 2015. On March 4, 2014, the Board authorized advertisement of a public hearing on the proposed document to be held on March 25, 2014. Citizens may express their views on housing and community development needs, fair housing, and the county's community development programs. The document was released February 27, 2014 to meet the federal requirement for a 30-day public comment period.

The U.S. Department of Housing and Urban Development (HUD) requires the submission of this document as part of the planning and application aspects of four federal programs from which Fairfax County receives annual funding allocations. The four programs are the Community Development Block Grant (CDBG) Program, HOME Investment Partnerships Program (HOME), Emergency Solutions Grant (ESG), and Housing Opportunities for Persons with AIDS (HOPWA). In addition, the document

describes the Continuum of Care for homeless services and programs in the Fairfax community, and the Consolidated Community Funding Pool (CCFP). The Proposed Consolidated Plan One-Year Action Plan for FY 2015 includes the first year of the two-year funding cycle for the FY 2015 – 2106 CCFP. The CCFP was established by the Board and provides funding for community-based programs by nonprofit organizations through a competitive solicitation process. The FY 2015 CCFP funding awards will be made by the Board in April, subject to annual appropriations.

The One-Year Action Plan for FY 2015 also includes the public and private resources available for housing and community development activities, and the CCFP funding priorities adopted by the Board. In accordance with federal requirements, the One-Year Action Plan for FY 2015 contains several certifications, including drug-free workplace, affirmatively furthering fair housing, prohibition of excessive force, and lobbying requirements, which will be signed by the County Executive following Board action in April 2014.

The funding levels used for CDBG, HOME, and ESG are based on the current FY 2014 funding levels as formal notification from HUD for FY 2015 funding has not been received. The county's FY 2014 CDBG entitlement grant is currently $4,750,027. The HOME entitlement grant is currently $1,417,514. The Emergency Solutions Grant (ESG) is currently $322,031. With the approval of this item, anticipated FY 2014 balances that total $1,879,520 from CDBG ($1,010,750) and HOME ($868,770) funds will be carried forward. A description for each activity is provided in the Proposed One-Year Action Plan for FY 2015.

This is the sixteenth year that the CCFP has been included in the Consolidated Plan One-Year Action Plan. Beginning with FY 2000, the former Community Funding Pool and the CDBG Affordable Housing funds and Targeted Public Services funds were merged into a single Consolidated Community Funding Pool. The CCFP consolidates the solicitation and award processes by establishing a single application process with a common set of funding priorities and proposal evaluation criteria for programs of community-based nonprofit organizations.

The funding available through the CCFP is allocated bi-annually through a competitive Request for Proposals process. The County Executive appoints a Selection Advisory Committee of citizens to review and rank applications received and make funding recommendations to the Board, which makes the final project funding awards. The One-Year Action Plan for FY 2015 will cover the first year of projects for the two-year funding cycle (FY 2015 – 2016). The Board will make final awards for FY 2015 in April 2014 with action on the annual County budget.

The following are estimated amounts that will be available for the CCFP for FY 2015:

| | |
|---|---|
| *CDBG Affordable Housing Funds | $ 1,113,446 |
| *CDBG Targeted Public Services Funds | $ 712,504 |
| **County General Funds | $ 9,867,755 |
| **Total Proposed CCFP Funding**: | **$11,693,705** |

*CDBG Affordable Housing Funds and CDBG Targeted Public Services Funds totaling $1,825,950 estimated to be available for the CCFP are a part of the total $4,750,027 in estimated FY 2015 CDBG funds incorporated in the One-Year Action Plan for FY 2015.

** The County General Funds figure is based on the FY 2014 County budget and includes estimated CSBG revenue to the General fund. It should be noted that the FY 2015 Advertised Budget Plan includes funding of $10,611,143. Numbers will be updated, if necessary, based on the FY 2015 approved County budget.

Funding allocations under the *Proposed Consolidated Plan One-Year Action Plan for FY 2015* have been reviewed by the Fairfax County Redevelopment and Housing Authority (FCRHA) and the CCFAC-FCRHA Working Advisory Group (WAG). The WAG is a group established to strengthen coordination between the FCRHA and the CCFAC in the proposed use of funds and is composed of seven members: three appointed by the FCRHA Chairman, three appointed by the CCFAC Chairman, and one who serves on both the FCRHA and the CCFAC. Recommendations from the WAG were forwarded to the CCFAC and the FCRHA. The final recommendations contained in the *Proposed Consolidated Plan One-Year Action Plan for FY 2015* are consistent with the WAG, the FCRHA and the CCFAC recommendations.

It should be noted that the anticipated HOME and CDBG allocations may be subject to reductions or increases depending on the final formula allocation provided by HUD. The FY 2014 Omnibus Appropriations Act requires HUD to make the allocations known 60 days after the Act was signed on January 17, 2014. Based on available information, it is anticipated that Fairfax County's CDBG, HOME, ESG and HOPWA allocations would remain at levels similar to those in FY 2014. HUD mandated contingency language regarding actual allocation amounts have been added to the *Proposed Consolidated Plan One-Year Action Plan for FY 2015* and approved by the WAG and the CCFAC.

The One-Year Action Plan for FY 2015 is being circulated for review and comment by citizens, service providers and other interested parties during the formal public comment period which ends on March 31, 2014. Following the March 25, 2014 public hearing and public comment period, the CCFAC will consider all comments received on the One-Year Action Plan for FY 2015, and will forward its recommendation to the Board for final action on April 29, 2014.

FISCAL IMPACT:
Total entitlement funding anticipated of $6,927,958 has been recommended in this item: for CDBG ($4,750,027), HOME ($1,417,514), ESG ($322,031), and HOPWA ($438,386). In addition, a total of $1,879,520 in CDBG and HOME funds is recommended to be carried forward at this time ($1,010,750 CDBG and $868,770 HOME). Total estimated CDBG program income of $400,000 and HOME program income of $40,000 will also be programmed through this action.

Funding for the HOPWA Program is estimated and actual funding will depend on the final allocation made available to Northern Virginia jurisdictions through the Northern Virginia Regional Commission and the District of Columbia, which is the recipient of the funds. The County General Funds for the CCFP are based on the FY 2014 County budget and will be revised subject to the final federal entitlement amounts for the CSBG program and the appropriation of local General Funds by the Board for FY 2015.

ENCLOSED DOCUMENTS:
None. The Proposed One-Year Action Plan for FY 2015 is the same document that was enclosed with the March 4, 2014 Board Item for authorization to advertise the public hearing. The document is available on line at http://www.fairfaxcounty.gov/rha.

STAFF:
Paula C. Sampson, Director, Department of Housing and Community Development (HCD)
John Payne, Deputy Director, Real Estate, HCD
Aseem K. Nigam, Director, Real Estate Finance and Grants Management Division, HCD
Robert C. Fields, Interim Associate Director, REFGM, HCD
David P. Jones, Senior Program Manager, REFGM, HCD