

## INTRODUCTION/OVERVIEW RECOMMENDED STRATEGIES FOR 113<sup>th</sup> CONGRESS

December 4, 2012

The ongoing weak economy, increasing federal deficit and debt, and lasting concerns over high unemployment levels and a “jobless” economic recovery have continued the fiscal debate in Washington and throughout the nation. As governments at every level face declining revenues and increasing needs, federal programs that were once considered sacrosanct are fair game for reexamination. Given this environment, there is great fiscal uncertainty, much of which can be attributed to the six-month Continuing Resolution (CR) and uncertainty about how the President and Congressional leaders are going to resolve the pending so-called “fiscal cliff” of large spending cuts and tax increases in 2013.

### **Fairfax County Economic Impacts and Strategy**

It is unknown at this point what the final outcome of negotiations will be in both the short and long term; however, as defense and other government contracting is a crucial sector of Fairfax County’s economy, these negotiations take on an even greater importance for the County. The uncertainty already seems to be taking a toll on the Northern Virginia economy, as small defense contractors in Northern Virginia are reportedly feeling the effects of federal spending cutbacks resulting from a slowdown in the awarding of contracts as federal agencies await the outcome of the budget negotiations. **Because the County’s economy is so strongly connected to the federal government and federal contracting, the automatic cuts included in sequestration would have a more significant impact on Fairfax than almost any other county in the nation.** Fairfax County should work closely with the Northern Virginia Congressional delegation to highlight the importance of restoring certainty to the regional economy by quickly resolving the looming fiscal cliff.

Additionally, in anticipation of possible long-term reductions in federal funding, the County should continue to pursue a strategic approach to the federal funding process for FY 2014, realizing that there are going to be some federal funding reductions, but there may be other non-traditional funding opportunities to explore. Staff recommends focusing on the County’s role in the National Capital Region and its connection to the functioning of the federal government, while continuing to monitor federal funding cuts that could affect the County and local economy.

Finally, further federal consolidation of government programs and offices may actually present long range economic development opportunities for Fairfax County, allowing the County to leverage its location in the National Capital Region, well-educated workforce and strong business climate to attract additional federal facilities, consolidations of personnel and increased government contracting opportunities. One such example of potential new economic growth for the County could be related to the pending Cybersecurity Act of 2012, which would require new cyber defense standards for government agencies, including standards for defensive measures that might require agencies to reach outside their own networks. Whether through Congressional action or an executive order from the Obama Administration, it seems likely that this issue will move forward, creating an opportunity for the County to encourage businesses that develop the cyber security infrastructure to locate here. The potential for future BRAC rounds will present additional opportunities. Staff will continue to monitor these and other opportunities for the County to reposition itself in the weeks and months ahead.

## **Update – Lame Duck Session and Fiscal Cliff**

On November 13<sup>th</sup>, 2012, Congress returned for a “lame duck” session with a seven-week deadline to address the fiscal cliff. After the first week, there is optimism that sequestration will be avoided, as Congressional leaders and the President are clearly feeling the pressure of the recession that could be triggered without an agreement. While Republicans and Democrats agree on the need to avoid the pending sequestration, as well as the need for long-term deficit reduction and revisions of the tax code, both parties continue to disagree over the extension of tax cuts, the possibility of revenue increases, and entitlement reform, among other matters.

### **Possible Legislative Scenarios:**

While negotiations are very fluid at this point, and scenarios outlined will almost certainly continue to evolve, there is a general consensus (or hope) that Congress will agree to some legislation in the lame duck session to extend most or all expired and expiring tax breaks for six months to a year, with an agreement to undertake fundamental tax reform legislation, possibly even including an agreed-upon amount in overall deficit reduction over the next decade. Such an agreement could also include a mandate for further deficit reduction in the 113<sup>th</sup> Congress, possibly including revisions to entitlement programs such as Medicare and Medicaid.

Additionally, another fiscal hurdle could present itself by February 2013, as the Treasury Department has indicated that federal debt ceiling will need to be raised towards the end of 2012 or by February, 2013. Federal law requires Congress to authorize the government to borrow any money needed to pay for the running of the federal government, and while this was done routinely in the past, in 2011 the debt ceiling debate became the central battleground for the budget conflict between the Republicans who took control of the House in 2010, and President Obama and the Senate Democrats; the Republicans refused to raise the debt limit without a deficit reduction package. The need to raise the debt ceiling soon could become a leverage point for Congress in negotiations with the President over the fiscal cliff. Congressional leaders have already made it clear that the debt ceiling will be part of the coming negotiations, raising financial analysts’ worries about a financial market panic if the federal government were unable to pay its bills.

Whether the President can secure Congressional support for an increase in the debt limit ceiling during this lame duck session may ultimately depend on whatever deal is reached. For Republicans, the trade-off might be a one-year extension of the Bush-era tax cuts, including those for married couples making more than \$250,000, tied to an agreement to pursue fundamental tax and entitlement reform next year. In the meantime, these issues have to be decided by March 27<sup>th</sup>, 2013, when the current Continuing Resolution (CR) funding the federal government at FY 2012 levels expires.

**SUMMARY PAGE  
RECOMMENDED STRATEGIES FOR 113<sup>TH</sup> CONGRESS**

**STRATEGIC APPROACH TO FEDERAL FUNDING CUTS AND SEQUESTRATION.....4**

- Support a balanced approach to federal deficit reduction solutions, including a timely resolution in order to eliminate uncertainty. *(new)*
- Oppose deficit reduction actions that shift costs, impose unfunded mandates, or pre-empt local programs and taxing authority.
- Support a proactive approach to repositioning the County in anticipation of possible long-term reductions in federal funding. *(new)*

**BRAC/DEFENSE RELATED LEGISLATION.....4**

- Provide needed funding for transportation projects essential for BRAC mitigation
- Continue Mark Center parking cap *(new)*
- Maximize use of funding for Defense Access Road program
- Seek legislative language requiring: traffic impact analyses of recommendations in future BRAC proposals; greater coordination between military installations and host communities for Transportation Demand Management (TDM) *(new)*; and coordination with host community for relocations to leased space *(new)*

**TRANSPORTATION LEGISLATION.....7**

- Continue consultation with localities regarding Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Regulations
- Pursue funding opportunities and options for Phase 2 of the Rail to Dulles Metrorail extension through the US Department of Transportation (USDOT) and other federal agencies
- Expand the federal government’s funding partnership with Fairfax County for Tysons transportation improvements to ensure continuation of the region’s economic vitality
- Continue to provide dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA)
- Support funding for state-supported Amtrak service in appropriations legislation

**OTHER FEDERAL PRIORITIES/LEGISLATION.....10**

- Support a Moving to Work designation for the Fairfax County Redevelopment and Housing Authority (FCRHA) *(new)*
- Support relocation of the FBI headquarters to the Springfield GSA site in Fairfax County *(new)*

## RECOMMENDED STRATEGIES FOR 113<sup>TH</sup> CONGRESS

December 4, 2012

### OVERALL FEDERAL FUNDING AND SEQUESTRATION

*The County supports a balanced approach to federal deficit reduction solutions, including a timely resolution of the impending sequester, in order to eliminate the uncertainty that is already taking a toll on the Northern Virginia economy, as federal agencies slow the procurement and contracting process while awaiting the outcome of budget negotiations. The County also opposes deficit reduction actions that shift costs to localities, impose unfunded mandates, or pre-empt local programs and taxing authority. Finally, the County supports a proactive approach to repositioning itself in anticipation of possible long-term reductions in federal funding, leveraging the County's location in the National Capital Region, well-educated workforce and strong business climate to attract additional federal facilities, consolidations of personnel and increased government contracting opportunities (including additional BRAC rounds, expansion of cybersecurity contracting and other agency consolidations).*

The County's fiscal outlook is uniquely affected by the federal budget negotiations, due to the large number of federal contractors and federal employees who participate in the Northern Virginia economy. In addition to the larger fiscal consequences and assessments the County must make on the budget negotiations as a whole and possible impacts to the Commonwealth and County, potential direct federal funding cuts will be assessed through a strategic approach which primarily focuses on two principles for federal funding – the social safety net and transportation. Fairfax County is aware of the challenges posed by the growing federal deficit, and the need to reassess, and perhaps redirect, the allocation of federal resources. However, the County also acknowledges that federal assistance to state and local governments can help mitigate the effects of further layoffs, and that federal investments in state and local infrastructure projects helps produce private sector jobs and improve our competitiveness. As the Congress undertakes the daunting task of seeking to avoid the fiscal cliff, it is essential to avoid significant reductions to high priority programs affecting the lives of Fairfax County residents.

### BRAC/DEFENSE RELATED LEGISLATION

- ***Provide needed funding for transportation projects essential for BRAC mitigation:*** The Fort Belvoir Base Realignment and Closure (BRAC) plan relocated 12,000 personnel to Fairfax County and created the immediate need for infrastructure improvements in the surrounding area. The total estimated costs of Fairfax County transportation projects necessitated by the BRAC moves vary from \$626 million (U.S. Army identified improvements) to \$1.6 billion (Fairfax County and the VDOT identified improvements). Although some federal funding has been provided, there are still significant unfunded transportation needs associated with this BRAC decision.

Additionally, the arrival of approximately 6,400 employees to the Mark Center site is affecting Fairfax County both in the short-term due to construction impacts on transit and traffic, and in the long-term due to increased traffic through the County to the facility. To mitigate these impacts, there are currently several projects being constructed to improve and provide capacity for frontage roads, including some short- and mid-term improvements funded by \$20 million

from the Department of Defense (DOD). In addition, environmental work and preliminary engineering have commenced on a long-term improvement project, the I-395 HOV Ramp to Seminary Road, which will provide transit and HOV access to the site. While the majority of important projects are within the City of Alexandria, there are essential projects required within Fairfax County to accommodate the Mark Center, as well.

Federal commitments made in response to the BRAC relocations have significantly improved the current situation. The Army has capped the number of personnel at Fort Belvoir North Area (FBNA) at 8,500 until additional transportation infrastructure is provided to serve that location. The I-95 HOV Ramp to FBNA, which is a Defense Access Roads (DAR) funded project, began construction this year. Additionally, DOD awarded \$180 million in funding to widen U.S. Route 1 through the Fort Belvoir Main Post. This project will provide relief for patients of the new Fort Belvoir Community Hospital and for commuters on Route 1, which include many DoD personnel. Finally, DOD contributed funding to construct Mulligan Road, the Route 1 to Telegraph Road connector that replaces Woodlawn Road and Beulah Street, which were closed following the events of September 11, 2001. The loss of that connection has placed a burden on commuters to Fort Belvoir and through the southern portion of Fairfax County for more than a decade. With these commitments, solutions to some of the greatest transportation challenges facing the County are moving forward.

- **Provide funding for the ongoing priority BRAC projects:** Essential projects remain to mitigate the impacts of BRAC 2005, and the County is requesting funding for the following priority projects that will be the focus of the County’s ongoing efforts for BRAC mitigation. The list has been updated from last year in response to ongoing activity:

<b>Short &amp; Mid-Term Rt. 236/Beauregard St. Intersection Improvements</b>	<b>\$ 20 million</b>
<b>Short &amp; Mid-Term Rt. 236/Local St. Intersection Improvements</b>	<b>\$ 3 million</b>
<b>Short &amp; Mid-Term Route 236/I-395 Interchange Improvements</b>	<b>\$ 3 million</b>
<b>I-95 HOV Ramp to FBNA Phase II (total cost - \$40 million)</b>	<b>\$ 10 million</b>

- **Provide Funding for Other Transportation Improvements and Unfunded Project Costs:** In addition to the priority projects noted above, transportation improvements and total unfunded project costs to address its impacts, above and beyond what is incorporated in existing plans, include the following:

<u>Fort Belvoir Main Post and Fort Belvoir North Area (FBNA - Formerly EPG)</u>	
Fairfax County Parkway / Neuman Street Interchange	\$ 50 million
Additional intersection improvements in the impacted areas	\$ 4 million
Improvements to Fairfax County Parkway between I-95 and Kingman Road	\$ 55 million
Interchange at Fairfax County Parkway and Kingman Road	\$ 30 million
Transit Center and Ridesharing Facility(s)	\$ 45 million
Implementation of expanded bus service and circulator service	\$ 75 million
Improvements to Beulah, Telegraph, Backlick, Loisdale, Rolling and Newington Roads	\$ 50 million

Interchange at US Route 1 and Fairfax County Parkway	\$ 55 million
Public Transit Enhancement to Fort Belvoir	\$600 million
Completion of Van Dorn Street/Franconia Road Interchange	\$ 90 million

Mark Center

I-395/Route 236 (Duke Street/Little River Turnpike) Interchange	\$20 million
Beauregard Street/Route 236 Intersection Improvements	\$10 million
Local Transit and Bus Rapid Transit Services	\$10 million
I-95/I-395 (Shirley Highway) Transit Service	\$10 million

Notwithstanding funding, the DOD has the authority to mitigate the effects and extent of BRAC occupancy through agency initiatives. Fairfax County supports these efforts, such as mandating that employees stationed at the facility telecommute or arrive at work before or after peak rush hour, assign parking to carpool users, and other options.

- **Continue Mark Center parking cap:** Northern Virginia’s Congressional Delegation included a parking cap of 2,000 spaces at the Mark Center (BRAC 133) in FY 2013 funding legislation; FY 2013 Department of Defense Appropriations bill language and the FY 2013 Military Construction, Veterans Affairs Appropriations bill extends this parking cap. The County supports the parking cap language included in previous appropriations bills and requests that it be included in future legislation. *(New)*
- **Maximize use of funding for Defense Access Road Program:** The 2011 National Defense Authorization Act (NDAA) contained a provision on the DAR program which modified the criteria for the program allowing federal funding of projects “outside the fence” under DAR when mitigation is needed due to BRAC. This allows for improved planning for BRAC effects and more flexibility for off-base improvements, including multi-modal solutions, elimination of the “doubling of traffic” requirement and provision of an additional funding source. These changes would be applicable to the 2005 round of BRAC, and would benefit transportation projects such as: reconstruction of I-95-Newington Interchange; the Fairfax County Parkway/Neuman Street Interchange, and potentially opening up an entire new funding source for other mitigation projects. The County appreciates these efforts and requests that funding be included in the DAR program to provide for some of these needed projects.
- **Seek legislative language requiring traffic impact analyses of recommendations in future BRAC proposals:** The BRAC Commission is authorized by Congress periodically to review and determine which DOD bases and military installations should be closed and/or realigned. The County requests that, if Congress reauthorizes another BRAC round, the Commission or other appropriate body should be required to analyze the transportation impacts of a recommendation, both on the facility and to the surrounding community, before final recommendations are made.
- **Seek legislative language requiring greater coordination between military installations and host communities for Transportation Demand Management (TDM):** DOD regulations prohibit the use of federal funding to provide transit services that duplicate existing services. With the BRAC 2005 relocations, many DOD personnel were transferred from sites with robust transit

services to sites without those services. In an effort to ease the transition, several individual agencies offered shuttle service to their employees and, in many cases, the shuttles were not coordinated, either with other tenant agencies on the installation or with services provided by Fairfax County in cooperation with Garrison Command.

To eliminate duplication of services, the County supports legislation that would assign planning of transit services to Garrison Command and would require individual tenant agencies to coordinate requests for transit support and services through the installation. The County further supports DOD funding of a full-time, permanent Transportation Management Coordinator as part of the Garrison staff. Among other responsibilities, this Coordinator would help plan and advertise changes to transit services, coordinate maintenance of traffic during construction, work with Fairfax County to encourage ride sharing and transit use, and implement other transportation demand management strategies by tenant agencies and individuals on the installation. Unfortunately, the TDM Coordinator position that was established with the 2005 BRAC record of decision will terminate in December 2012 due to lack of funding. The County is concerned about loss of continuity and lack of a defined plan on how this position's duties will be undertaken in the future. *(New)*

- ***Seek legislative language requiring coordination with host community for relocations to leased space:*** Over the past year, an additional BRAC deployment occurred in the County, the co-location of four commands collectively known as the Defense Health Headquarters (DHHQ). This BRAC recommendation was a lease action that renovated an existing building adjacent to an area of the County historically designated for relatively low-intensity activities. Since this BRAC action did not require new construction or environmental analysis, there was limited coordination with Fairfax County prior to the move. As such, there have been several issues that DHHQ and County have had to resolve after the relocation of 3,000 DOD personnel was complete, including DOD employee and contractor parking in adjacent neighborhoods, inconvenient access to the nearby Metrorail station, and controlling traffic to comply with a long-standing proffer on the site. The County supports legislation or regulations that would require coordination with host communities for all relocations (including to leased spaces) so that proactive planning can occur, both for moves of large groups, or for the aggregation of personnel through multiple minor moves. *(New)*

## TRANSPORTATION LEGISLATION

- ***Continue consultation with localities regarding Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) regulations:*** Last year's strategy included supporting transportation funding programs which may benefit Fairfax County. MAP-21, which passed in July 2012, is a two-year transportation reauthorization bill (instead of the typical six-year bills that have been enacted in the past) providing \$120 billion for federal transportation programs from July 1, 2012 – September 30, 2014. The bill does not direct funding towards specific projects (earmarks). The U.S. Department of Transportation (USDOT), in consultation with states, Metropolitan Planning Organizations (MPOs) and other stakeholders, is developing rules to establish performance measures and standards for the National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality (CMAQ) program, and the new Transportation Alternatives program. Funding for Transportation Infrastructure

Finance and Innovation Act (TIFIA) is a key component of the legislation, and is increased to \$750 million in FY 2013 and \$1 billion in FY 2014 (up from \$120 million per year as provided in the previous transportation reauthorization bill, SAFETEA-LU). The County supports continued consultation by the federal government with localities and Metropolitan Planning Organizations (MPOs) as MAP-21 regulations are adopted, and as work on a longer-term bill commences.

The County supports language, included through the efforts of the County's Congressional delegation, which gives priority to highway transportation funding for evacuation routes surrounding military facilities. Such language benefits the area around Fort Belvoir, as well as other smaller facilities in the County. Staff will continue working with the delegation and the Federal Highway Administration to ensure that Fort Belvoir and the surrounding area are able to take advantage of this benefit.

### **Rail to Dulles Phase II**

- ***Pursue funding opportunities and options for Phase 2 of the Rail to Dulles Metrorail extension through the US Department of Transportation (USDOT) and other federal agencies:*** Fairfax County has made a significant financial commitment to fund Phase 2 of the Metrorail project and, with the exception of the Dulles Toll Road users, is the largest financial contributor to this project. The County's share of the project is approximately \$1 billion, exceeding both the federal and state shares. Fairfax County supports additional federal and state funding for Phase 2, as a demonstration of the continued partnership to improve transportation in the National Capital Region. Since over 50 percent of this project is funded by revenue generated by the Dulles Toll Road users, toll rates could be significantly mitigated through additional federal and state funding contributions. The County has recently met with the Congressional delegation and US Secretary of Transportation LaHood to discuss the increase in TIFIA funding in MAP-21, and the potential for TIFIA financing for the project. Stakeholders are working closely with USDOT on this application. Fairfax County will continue to seek Congressional support for federal and state funding as discussions on this vital project continue.

In addition to the new Metrorail extension, other projects are needed within the area to prepare for the new system. Priority projects include those incorporated within the multimodal access management plans recommended by the Tysons Metrorail Station Access Management Study (TMSAMS) and the Reston Metrorail Access Group (RMAG), along with funds for reexamining sound walls requirements at various locations along the corridor.

### **Tysons**

- ***Expand the federal government's funding partnership with Fairfax County for Tysons transportation improvements to ensure continuation of the region's economic vitality:*** Tysons is a major employment center and generator of public benefit for the County and the region. Fairfax County is transforming Tysons from a suburban office development to a transit-oriented, mixed-use area that will continue to provide significant revenues for the region well into the future. The Board has approved a 40-year, \$3.1 billion funding plan for Tysons, which assumes significant funding from Fairfax County and developers. However, it is important that the state and federal governments recognize the importance of Tysons and provide funding assistance as well. Fairfax County is considering options for federal funding, in particular the Transit-

Oriented Development (TOD) planning grant authorized in MAP-21, which could provide some needed funding. Additionally, since extensive federal support functions are located in the area, infrastructure must continue to be addressed to ensure efficient federal government operations. Priority projects include the extension of the Route 7 widening from Route 123 to I-495; Route 7 improvements from the Dulles Toll Road to Reston Avenue; design work for other Tysons-wide transportation improvements; and neighborhood improvements outside of Tysons.

**WMATA Funding**

- ***Continue to provide dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA):*** WMATA is the only major transit provider in the country without a permanent, dedicated revenue source for a significant part of its revenue base. Congress passed legislation that authorizes \$1.5 billion for WMATA over ten years, if the region adopts a dedicated funding source(s) and provides an additional \$1.5 billion to match the federal funds. All three signatory jurisdictions have passed the compact amendments required to receive the federal funding, and the non-federal matches are in place. This authorization must continue to be accompanied by annual federal appropriations.

**Amtrak Service**

- ***Support funding for state-supported Amtrak service in appropriations legislation:*** The current FY 2013 House and Senate THUD Appropriations bills provide funding for Amtrak's operating costs of state-supported trains. State-supported Amtrak trains provide service throughout the Commonwealth, including a stop in Burke Centre. As such, the County requests that ancillary federal funding for state-supported trains continue.

*Please Note: Additional transportation projects are included in the attachment to this document.*

## OTHER FEDERAL PRIORITIES/LEGISLATION

### **Moving to Work Application through Department of Housing and Urban Development (HUD)**

- **Support a Moving to Work designation for the Fairfax County Redevelopment and Housing Authority (FCRHA):** The FCRHA applied for a Moving to Work (MTW) designation with the Department of Housing and Urban Development (HUD) in August. The County received significant community support for this application, and worked with the Congressional delegation on a letter of support to HUD. With an MTW designation, the FCRHA would be able to expand its already strong community partnerships with non-profit organizations to provide residents with job skills training, “ready-to-rent” training, homebuyer education, and support services. In addition, the MTW designation will allow housing staff to redirect their focus, spending less time on administrative paperwork and more time working directly with residents to ensure they are connected to the services they need most. (*New*)

### **Relocation of Federal Bureau of Investigation (FBI) Headquarters to Springfield GSA Site:**

- **Support relocation of the FBI headquarters to the Springfield GSA site in Fairfax County:** The FBI is seeking a new location for its headquarters, which would likely encompass staff from the J. Edgar Hoover building in Washington, DC, along with the consolidation of staff from various satellite offices. The process for seeking such a facility relocation is unique – it requires that a Committee Resolution be passed by both the House Transportation and Infrastructure (T&I) Committee and Senate Environment and Public Works (EPW) Committee for the General Services Administration (GSA) to proceed with lease agreements. There is no action by the full House or Senate and no Presidential signature required, in contrast to joint or concurrent resolutions.

As a result, the Senate EPW Committee passed a resolution in December 2011 authorizing GSA to seek a new FBI headquarters facility with certain parameters – the site must be within two miles of a Metrorail station, 2.5 miles from the Beltway, and up to 55 acres. The House T&I Committee has not yet acted on this issue, but the Senate resolution will continue to be in effect during the 113<sup>th</sup> Congress, awaiting House action. A House resolution could include different parameters than the Senate resolution, in which case GSA would follow guidance from both and adhere to the most specific requirements in either resolution – no floor or Presidential action would be required even in that case. If resolutions are approved by both committees, GSA negotiates a private sector lease transaction, which is then approved by another resolution at the House T&I and Senate EPW Committees. As part of this process, GSA is planning to issue a Request for Information (RFI), in order to gain industry input to assist in the acquisition planning process, and gain a greater knowledge of industries’ ability to provide these services. Though the RFI has no legislative authority, it seems to indicate that GSA is interested in moving this process forward.

Last January, the Board sent a letter to the directors of the FBI and GSA, expressing the County’s support for moving the FBI headquarters to the Springfield GSA. The site meets the objectives contained in the Senate resolution, as it is within two miles of a Metrorail station, 2.5 miles from the Beltway, has the ability to meet security standards and, at 70 acres, is larger than the required 55 acres. It is also federally owned property, which makes the site more appealing

for the federal government and for the County, as it would not require land to be removed from current County tax rolls.

The County will actively engage the GSA to consider the Springfield GSA site, working closely with the County's Congressional delegation. The delegation has already indicated consensus in support of this site, as best meeting all the requirements of the Senate resolution. County staff with work with the Fairfax County Economic Development Authority (EDA) in support of this site selection. *(New)*

**FAIRFAX COUNTY**  
**OTHER 2013 KEY TRANSPORTATION PROJECTS**

Fairfax County understands that funding opportunities are not in the traditional project-specific format used in the past. However, should any federal transportation funds become available the County supports the following key transportation priorities:

**Richmond Highway Public Transportation Initiative:**

The Richmond Highway (U.S. Route 1) Corridor is one of the most heavily transit dependent areas of Fairfax County. It is also one of the most congested and economically disadvantaged. Currently, pedestrians and transit passengers have significant difficulty crossing the six lanes and numerous turn lanes on Richmond Highway. The Route 1 Corridor Bus Study found that transit service would be better utilized if transit facilities are upgraded. This project, which includes design work, land acquisition, and construction of a transit center and park-and-ride lot, as well as a study to examine long-term transit and highway solutions for U.S. Route 1, will help increase transit ridership, reduce traffic congestion, and promote economic revitalization in the area.

**Rolling Road between Fairfax County Parkway and Old Keene Mill Road:**

This project will widen this section of Rolling Road from two lanes to four lanes. This portion, the only one north of the FBNA that is not four lanes, experiences constant congestion, making it extremely difficult for those living on the road to access their residences. Additionally, Rolling Road is a main route to access the Engineer Proving Grounds from the north. As portions of Rolling Road are currently without sidewalks, the improvements will help provide the missing links for pedestrian access. It also includes wide curb lanes for bike access, which is needed, because Rolling Road connects to the Cross County Trail, the primary multiuse north/south trail in the County.

**I-66/Route 28 Interchange:**

Currently, the interchange does not fully accommodate all directional movements. In some instances, left-turn signals are required to travel on and off the interstate, which creates extensive congestion. Removing the signalized movements and providing more direct access would greatly improve vehicle flow and significantly reduce traffic and congestion. VDOT has begun a feasibility study to develop a plan for improvements.

**Route 7 Widening Reston Avenue to Dulles Toll Road:**

This project will widen Route 7 from four to six lanes, significantly improving extensive congestion along this and nearby roadways. Route 7 is a major thoroughfare into Tysons, one of the largest employment centers in the nation, and is continually subject to overcrowding. Though Fairfax County is working to transform Tysons into a more pedestrian and transit accessible area, vehicle access is still critical and widening Route 7 is essential to ensuring employees can reach their place of work. This project includes multi-use trails on both sides of the roadway, which currently has no place for pedestrians to walk, allowing for greater access for pedestrians and those on bicycles. The project also includes intersection improvements, further improving the safety of the roadway.

**Study for High Occupancy Vehicle (HOV) Lanes on Braddock Road:**

Travel demand modeling indicates high volumes of vehicles from the Burke area of Fairfax County accessing the I-495 Beltway. To address this issue and address the demand, HOV lanes on Braddock Road, east of Burke Lake Road, have been added to the County's comprehensive plan. However, additional funding is necessary to study the needs of the road and determine the best plan on how to address those needs.

**Soapstone Connector:** Fairfax County is currently conducting a Feasibility Study for the Soapstone Drive Connector/Overpass over the Dulles Toll Road, which would provide connectivity and accessibility to the new Wiehle-Reston East Metrorail Station by connecting major east west roads- Sunset Hills Road and Sunrise Valley Drive located north and south of the Toll Road. The study of the project is underway and additional funding will be necessary to design and construct the project once the study is complete.