

# Draft 2025 Transportation Fact Sheet

## Transportation Conditions

- In Northern Virginia, 80% of high-volume secondary roads and 65% of low-volume secondary roads are in Fair or Better condition. While the condition of the region’s roadways has improved substantially in the past several years, the Commonwealth must continue to provide sufficient resources to ensure road conditions remain at or near statewide targets.
- According to Texas Transportation Institute’s (TTI) 2023 Urban Mobility Report, the average commuter in the Northern Virginia and Washington Metropolitan Region endured delays of 85 hours in 2022; however, traffic volumes continue to increase as more people return to the workplace.
- According to NVTA’s regional plan, the TransAction Update, Northern Virginia commuters took 7.86 million trips in 2017, which is expected to increase to almost 10 million in 2045.
- Transit agencies provided approximately 130 million passenger trips in Northern Virginia on bus and rail in FY 2019. While that number fell significantly due to the impact of the COVID-19 pandemic, it has since increased to 94 million trips in FY 2024. The Fairfax Connector, which showed a lower percentage reduction in ridership compared to other systems in the region and is now above pre-pandemic ridership levels, operates nearly 100 routes across the County (providing over 8.5 million passenger trips in FY 2024). Transit ridership continues to increase, and transit continues to enable residents to access jobs, schools, grocery stores, and other destinations across the County and region.
- According to the Virginia Department of Motor Vehicles (DMV), there were 237 crashes involving pedestrians in Fairfax County in 2023, resulting in 10 fatalities. While this is a significant improvement from 2022, active transportation and multimodal safety enhancements, including infrastructure investments and better traffic safety laws, remain critical to reducing avoidable, serious accidents involving pedestrians and bicyclists. This is essential as more and more Virginians walk, bike, and utilize transit to travel across the Commonwealth.

## The Current Situation

- The General Assembly (GA) has successfully restored approximately \$63.5 million of the \$102 million in annual regional transportation funding diverted to the WMATA by the 2018 GA. While the region continues to try to address the ongoing effects of the funding diversion, project costs continue to increase significantly and timelines for numerous existing County projects have been extended.
- It is essential that regional and local transportation funding be maintained as originally intended. Major transportation improvements that provide benefits beyond Northern Virginia, such as WMATA state of good repair and operations, and projects that create additional capacity across the Potomac River, should primarily be funded by the Commonwealth and the federal government. Diverting existing Northern Virginia transportation revenues for such projects (as was done for WMATA in 2018, to the detriment of numerous other projects) will significantly disrupt regional transportation planning and long-standing regional priorities, and must not be repeated.
- The County continues to work with regional and state partners to improve and streamline project delivery, eliminating or reducing steps in the process.

SAMPLE FAIRFAX COUNTY PROJECT COSTS*			
TRAFFIC SIGNAL	\$600,000	ROAD WIDENING PROJECT	\$50-450 million
MAJOR INTERCHANGE	\$100-300 million	MULTIMODAL TRANSIT CENTER	\$40-60 million
INTERSECTION IMPROVEMENT	\$3-10 million	METRORAIL CAR	\$2.7 million
ROADWAY EXTENSION	\$50-250 million	TRANSIT BUS (DIESEL/ HYBRID/ ELECTRIC)	\$700,000/\$1.1 million / \$1.3 million
PEDESTRIAN PROJECT	\$1-15 million	METRORAIL PARKING GARAGE	\$40 million

\*Costs depend on the complexity and size of the project and vary significantly across projects. The cost ranges provided above are based on recent and current projects; some projects may fall below or above the amount provided.

Investments in transportation are necessary to ensure a modern, efficient, multimodal transportation system. This is essential to the Commonwealth and is intrinsically tied to the region’s continued economic success and ability to compete in a global economy. Fairfax County, along with localities throughout the state, continues to provide hundreds of millions in local funds for transportation each year, and the County and the Commonwealth must continue to work together to ensure that infrastructure needs are met.