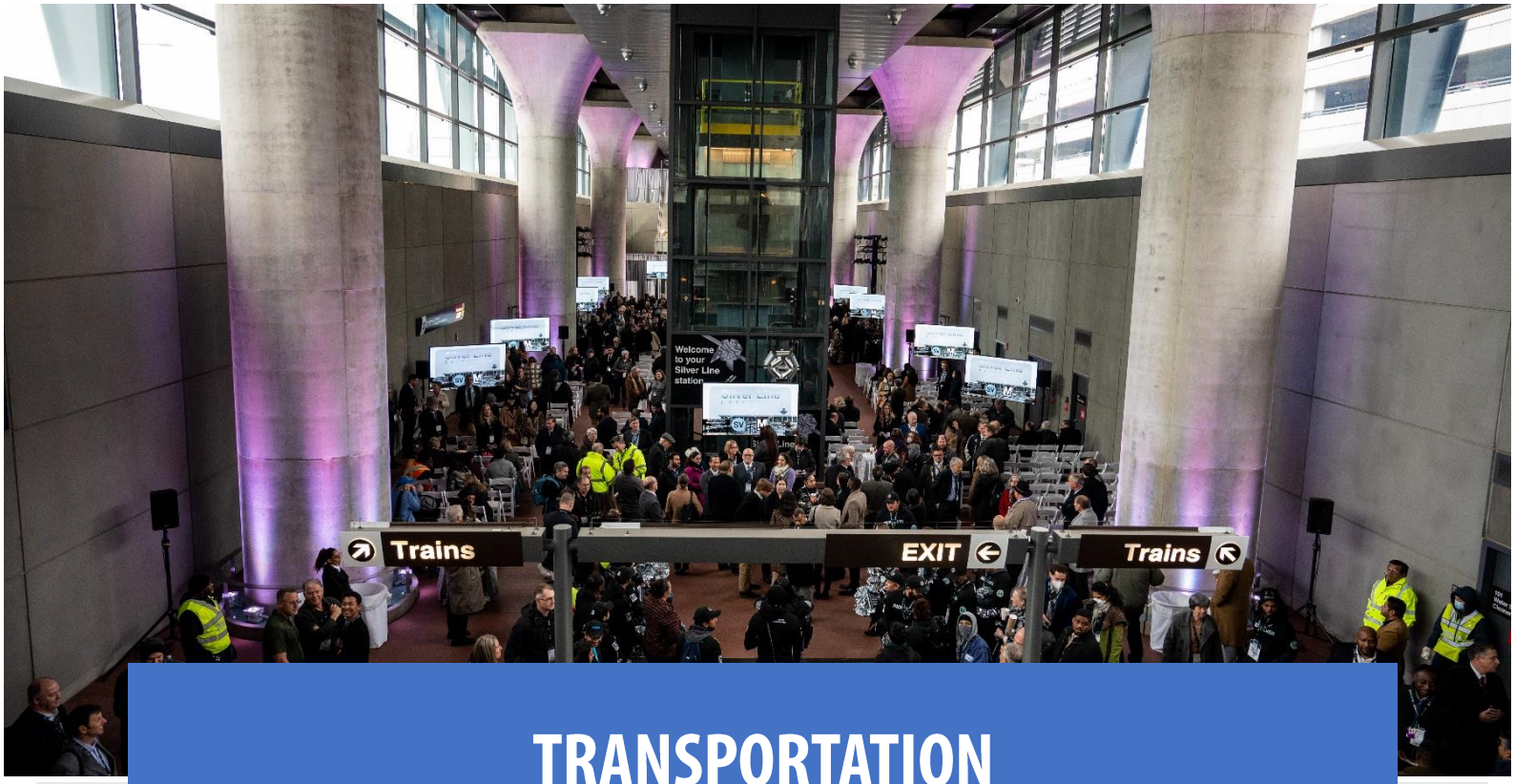

TRANSPORTATION INITIATIVES

TRANSPORTATION INITIATIVES GOALS

To provide long range transportation planning for new capacity roadway improvements.

To identify potential locations for major transit facilities, such as future rail stations and park and ride sites.

To enhance public transportation corridors which will require further study to identify the feasibility of alternative modes and levels of service.

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

Transportation Initiatives

Program Description

Transportation facilities and services in Fairfax County are provided by the Virginia Department of Transportation (VDOT) which owns, constructs, maintains, and operates nearly all of the roads in Fairfax County, the Washington Metropolitan Area Transit Authority (WMATA) which provides the majority of all public transit service in the region, and Fairfax County which provides significant transit and growing bicycle/pedestrian programs. In addition, the Metropolitan Washington Council of Governments (COG) is responsible for ensuring regional compatibility of all transportation plans, a prerequisite for the expenditure of federal funds for any transportation project.

Link to the Comprehensive Plan

The Transportation Section of the Fairfax County's Comprehensive Plan includes the following established objectives:

- Provide for both through and local movement of people and goods via a multi-modal transportation system that provides transportation choices, reduces single-occupancy-vehicle (SOV) use, and improves air quality.
- Increase use of public transportation and non-motorized transportation.
- Ensure that the roadway system provides adequate local access and capacity for through movements, consistent with financial, social, and environmental constraints and with the County's goal of reducing SOV use.
- Provide a comprehensive network of sidewalks, trails, and on/off road bicycle routes as an integral element of the overall transportation network.
- Promote Transportation Demand Management (TDM) to support efficient use of the County's transportation system.
- Ensure that improvements to the transportation system are cost-effective and consistent with environmental, land use, social, and economic goals.
- Provide transportation facilities and services that minimize community disruption and adverse environmental impacts.
- Identify the funding needed for the County's transportation system and potential sources for that funding.
- Ensure safety for users of transportation facilities and services and for the general public.
- Maximize the operational efficiency of transportation facilities for all modes.
- Ensure that land use and transportation policies are complementary.
- Preserve land needed to accommodate planned transportation facilities.
- Review and update the Fairfax County Transportation Plan and Bicycle Master Plan once every five years.

Source: Fairfax County Comprehensive Plan, 2017 Edition; Policy Plan - Transportation, Amended through 3-20-2018

Program Initiatives

Transportation legislation and federal public transportation grants continue to change the way that Fairfax County programs and implements transportation projects.

Funding for the Transportation Priorities Plan (TPP)

On January 28, 2014, the Board approved the Transportation Priorities Plan (TPP). This plan, which established transportation priorities for six years, was the product of a dialogue that began at the Board's retreat in February 2012. Following the Board's retreat, there was a two-year effort, entitled the "Countywide Dialogue on Transportation" (CDOT), which consisted of a project prioritization process that included a Benefit-Cost Analysis (BCA) for proposed projects, along with extensive public outreach and community input. The initial six-year plan was for FY 2015 - FY 2020. The latest TPP update was approved by the Board of Supervisors on December 3, 2019, for the six-year period of FY 2020 - FY 2025. The proposed TPP includes approximately $3.04 billion in available funding through FY 2025. Several factors to be included in the process were also added to the updated TPP:

- Providing updated costs and timelines for projects in the approved TPP;
- When possible, fully funding projects that were only partially funded in the original TPP;
- Ensuring the update is a continuation of the County's transportation priorities (e.g., implementation of the County's Comprehensive Plan, congestion reduction, multimodal solutions, the County's Economic Success Strategic Plan, etc.);
- Evaluating potential new projects based on several selection criteria, including Benefit Cost Analysis, support for major activity centers, schools, parks and disadvantaged populations, and public input; and
- Noting most potential revenue sources when determining what is available to meet the needs of these projects. This provides for a more inclusive, comprehensive plan for transportation.

The tables below include the various sources of revenues and proposed allocations by project category.

Revenues	Total (in millions)
Previous Allocations (Local, State, Federal, Regional)	$519.4
Local	$952.3
Federal	$314.0
Private	$181.5
Regional	$738.2
State	$330.6
Total	**$3,036.0**

Project Categories	Total (in millions)
Major Roadway Capital (e.g., widenings, extensions, interchanges)	$1,626.9
Spot/Intersection Improvements	$185.1
Bicycle and Pedestrian Projects	$215.3
Transit Capital and Operating	$837.2
Debt Service	$78.5
Project Support Needs	$68.3
Other Transportation Needs (e.g., studies and planning, traffic calming, etc.)	$9.8
Reserve/Contingency	$14.9
Total	**$3,036.0**

Revenues noted in the table above include most sources. Unlike the TPP the Board approved in January 2014, the FY 2020 - FY 2025 TPP is more inclusive of transportation projects implemented in Fairfax County. It accounts for most revenues dedicated to transportation capital projects, whereas the FY 2015 - FY 2020 TPP accounted only for available revenues (not previously approved for other projects). Since the Board's adoption of the TPP on January 28, 2014, 149 projects have been completed. A complete list of projects for the TPP can be found at www.fairfaxcounty.gov/transportation/TPP. An updated TPP is in process, and staff will continue to work with the Board on a preferred timeline and proposed projects.

Local/Regional

As authorized by the Virginia General Assembly, the Board of Supervisors has implemented a Commercial and Industrial (C&I) tax for transportation projects in Fairfax County. The Board has adopted a rate of 12.5 cents (the maximum allowed by the Code of Virginia), which is expected to generate $62.6 million in FY 2025. The C&I tax is one of the revenue sources employed to fund projects within the TPP.

C&I tax revenues also fund Fairfax Connector transit service. SoSYIPme of these services include the operation of the West Ox Division rush hour and midday service; support for increased frequencies on overcrowded priority bus routes; support of Transit Development Plan expansions of bus service hours at all three operating divisions; support of I-495 Express lanes service and the Tysons Circulator. Additional information can be found at: https://www.fairfaxcounty.gov/transportation/status-report.

In 2013, the General Assembly passed HB 2313, which provided additional revenues for transportation at the statewide and regional level. Of the funds collected, 70 percent are provided to the Northern Virginia Transportation Authority (NVTA) to be used on regional projects meeting certain criteria and 30 percent of the funds are distributed to individual localities to be spent on urban or secondary road construction, capital improvements that reduce congestion, or projects included in NVTA's regional transportation plan or for public transportation purposes. Localities are required to meet certain criteria to be able to receive all of the funds authorized by HB 2313.

In 2018, the General Assembly approved HB 1539 (Hugo)/SB 856 (Saslaw), which diverted $102 million, annually, from existing local and NVTA regional sources (approximately one-third of what HB 2313 originally authorized) to address Washington Metropolitan Area Transit Authority (WMATA) state of good repair needs. Legislation passed in 2019 and 2020 has restored approximately $63.5 million annually of the diverted funding.

NVTA's adopted FY 2024 budget estimated $411.5 million in regional revenues, of which $288.1 million will be utilized for regional projects approved as part of NVTA's Six Year Program (70 percent funds), and $123.4 million are being disbursed to the localities for them to allocate to eligible transportation projects (30 percent funds). Fairfax County should benefit from approximately 43 percent of these funds, including the portion subsequently provided to the Towns of Herndon and Vienna. For a list of projects being funding with local "30 percent" funds, please visit: https://thenovaauthority.org/programming/30-local-projects/.

NVTA adopted its FY 2022 - FY 2027 Six Year Program in July 2022. NVTA's program included funding for several projects in Fairfax County including:

- Richmond Highway Widening from Route 235 North to Route 235 South - $60,207,038
- Richmond Highway Bus Rapid Transit - $80,000,000
- Soapstone Drive Extension - $73,793,037
- Fairfax County Parkway Widening (Nomes Court to Route 123) - $108,000,000
- Seven Corners Ring Road Improvements - $4,200,000
- 8 New Fairfax Connector Buses – for Tysons to Franconia Service - $10,000,000
- Herndon Parkway Improvements at Worldgate Drive Extension- $4,581,000 (requested by the Town of Herndon)

NVTA is currently evaluating projects for its FY 2024-2029 Program. As part of this process, the Board authorized the submission of applications for Frontier Drive Extension; Davis Drive Extension and Dulles Toll Road-Rock Hill Overpass; Braddock Road Multimodal Improvements Phase II; Route 7 Multimodal Improvements (I-495 – I-66); and Seven Corners Ring Road (Phase 1A/Segment 1A). The Program is expected to be adopted in summer 2024. More information on NVTA's Six Year Program can be found here: FY2024-2029 - NVTA (thenovaauthority.org).

Economic Development Authority (EDA) revenue bonds in the amount of $100 million have been included in Fund 40010, County and Regional Transportation Projects, and are consistent with the Board of Supervisors TPP. Debt service on these bonds will be paid using Commercial and Industrial Tax revenues. To date, the sale of these bonds for project implementation has not been necessary as the fund has had sufficient cash to cover project expenses; however, the authorization is important to advance projects.

Fairfax County currently has two service districts created to support the advancement of transportation improvements: Reston and Tysons. In FY 2025, Reston, and Tysons Transportation Service Districts are expected to generate a total of approximately $11.47 million, $2.56 million, and $8.91 million in tax revenues, respectively.

On November 4, 2014, voters approved a $100 million bond referendum for transportation. This referendum included funding for spot roadway intersection improvements, pedestrian improvements, and bicycle projects that were included in the TPP.

Federal

In November 2021, Congress passed the Infrastructure Investment and Jobs Act (IIJA) which provides $1.2 trillion over five years from FY 2022 through FY 2026, for all modes of transportation, water, power and energy, environmental remediation, public lands, broadband and resilience, including $550 billion in new investments. A significant portion of the IIJA is related to transportation. It funds many existing transportation programs at levels above what the federal government had previously provided and creates several new programs that may support local transportation-related projects. As information regarding the existing and new grant programs continues to be disbursed, the impact on the County's transportation priorities is being determined.

Projects in Fairfax County are eligible to receive federal funding from a variety of funding programs, including the Regional Surface Transportation Program (RSTP), the Congestion Mitigation and Air Quality (CMAQ) Program, and the Transportation Alternatives Set-Aide Program (TAP). Additionally anticipated funding includes Federal Transit Administration (FTA) grant funding for the Fairfax Connector and Richmond Highway Bus Rapid Transit (RHBRT).

Federal law requires a rigorous air quality impact assessment of all transit and highway projects both at the programming level and at the specific project level. Funding provided through the CMAQ program is designed to assist states in attaining the federal air quality standards for ozone and carbon monoxide. The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet federal clean air requirements. RSTP funding may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel project on any public road, pedestrian and bicycle infrastructure, and transit capital project. TAP funds are designated for smaller-scale transportation projects, such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects. Details for the RSTP and CMAQ programs can be found at: https://thenovaauthority.org/programming/cmaq-rstp/. Information regarding the TAP program can be found at: https://smartportal.virginiahb2.org/#/about/tap.

The changing federal (and state) regulatory and funding environment provides the County with special challenges and opportunities. One of the important results is increasing multimodal competition for project programming and implementation. In addition, air quality considerations may delay or scale back major roadway projects, while supporting short-term Transportation System Management (TSM) and Transportation Demand Management (TDM) solutions. Additional information can be found at https://www.fairfaxcounty.gov/transportation/tdp.

Per federal law, each Metropolitan Planning Organization (MPO) with a transportation management area of more than one million in population representing a nonattainment or maintenance area is required to develop and update biennially a performance plan to achieve air quality and congestion reduction targets. Currently, the National Capital Region is a marginal nonattainment area for the 8-hour ozone National Ambient Air Quality Standards set by the Environmental Protection Agency and is required to produce such a plan. To support many of the federal transportation initiatives to reduce congestion and air pollution, the County and VDOT have advanced an ambitious multimodal program for interstates and primary arterials, which involves building High Occupancy Vehicle (HOV) lanes, High Occupancy Toll (HOT) lanes, park-and-ride lots, and new transit facilities. These improvements have significantly improved commuting for those who rideshare or use public transit.

Private

Fairfax County receives private contributions from developers for roadway and transportation improvements throughout the County. Developer contributions are based on the developer contribution rate schedule for road improvements in the Fairfax Center, Centreville, Reston, and Tysons Areas. These area contributions will address the traffic impact of new development associated with growth resulting from the Comprehensive Plan. The contribution rate schedule is revised periodically by the Board of Supervisors based on the Consumer Price Index.

In November 2016, I-66 Mobility Partners was selected to deliver the Transform 66 Outside the Beltway project. The project is a public-private partnership between the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), and a private partner, Express Mobility Partners (EMP). The project delivers $3.7 billion of transportation improvements in the I-66 corridor and transform I-66 into a multimodal corridor that moves more people by providing more reliable and new travel options. The new managed lanes opened for toll-paying and High Occupancy Vehicle (HOV) use in November 2022 and the first section of the 66 Parallel Trail, connecting Cedar Lane to Chain Bridge Road, opened in May 2023.

The Transform 66 Outside the Beltway agreement also provided a $500 million concessionaire payment for additional transportation projects that will augment the effectiveness of the other I-66 improvements. In December 2017, the Commonwealth Transportation Board (CTB) approved the list of projects, including nine projects in Fairfax County, with a total award of $122,169,000. See http://www.transform66.org/ for more information.

State

The Commonwealth utilizes the Smart Scale process to prioritize project funding and the development of the Six-Year Improvement Program (SYIP). The Smart Scale process considers congestion mitigation, economic development, accessibility, safety, land use, and environmental quality to rank candidate projects. The CTB can weigh these factors differently in each of the Commonwealth's transportation districts; however, congestion mitigation must be weighted highest in Northern Virginia.

In July 2022, the Board authorized the County to submit applications for the FY 2024-2029 Smart Scale Program for the following six projects (listed in priority order below):

- Richmond Highway Widening (Sherwood Hall Lane to Mount Vernon Highway/Jeff Todd Way): $35 million
- Frontier Drive Extension (Franconia-Springfield Metrorail Station to Loisdale Road): $225 million
- Seven Corners Ring Road (Phase 1A/Segment 1A): $158 million
- Town Center Parkway Underpass: $252 million
- Route 7 Widening (Route 123 to I-495) for Bus Rapid Transit: $63 million
- Route 7 Widening (I-495 to I-66) for Bus Rapid Transit: $85 million

Unfortunately, none of the County's projects were originally recommend for funding. However, due to the support of Northern Virginia's CTB members, the Route 7 Widening (Route 123 to I-495) was ultimately selected to receive $38.5 million. The approved funding will be included in the FY 2024-2029 SYIP, which was adopted in June 2023.

The Revenue Sharing program is administered by VDOT, in cooperation with the participating localities, as authorized by the Code of Virginia. The Program provides funding for use by a county, city, or town to construct, reconstruct, improve, or maintain the highway systems. These funds must be equally matched by the locality. For Fairfax County, this program has been very successful in

helping to fund some of the County's major road and transit projects. State law provides that the program shall receive up to $100 million in each fiscal year for improvements to the secondary and primary road systems, with these funds to be equally matched by locality funds. The Commonwealth Transportation Board has adopted a policy of providing a match of up to $10 million, through its Revenue Sharing Program, for roadway projects designated by a locality for improvement, construction, or reconstruction.

State law also prioritizes project types for the Revenue Sharing Program, stating that priority will be given: first, to projects that have previously received Revenue Sharing funds; second, to projects that (i) meet a transportation need identified in the Statewide Transportation Plan or (ii) accelerate a project in a locality's capital plan; and (iii) address pavement resurfacing and bridge rehabilitation projects where the maintenance needs analysis determines that the infrastructure does not meet the Department's maintenance performance targets.

In September 2023, the Board authorized the County to submit applications to the Revenue Sharing program for the following projects:

- Lincoln Street - $6,846,000
- Shirley Gate Road Extension - $5,000,000
- Davis Drive Extension (formally named Rock Hill Road Bridge Project) - $3,800,000

Project selection recommendations are expected in spring 2024 and the approved funding will be included in the FY 2025-2030 SYIP, which will likely be adopted in June 2024.

Public Transportation

Public transportation in Fairfax County includes several different types of capital facilities programmed to move people effectively throughout the transportation network in the County and the region. Primary capital facilities include Metrorail, Metrobus, Fairfax Connector, commuter park and ride lots, and commuter rail related projects. The County's role with neighboring Virginia jurisdictions, the Washington, D.C. region and state and federal entities varies from project to project.

Funding for public transportation in Fairfax County includes Federal Aid, State Aid, Northern Virginia Transportation District bonds, Northern Virginia motor fuels tax, County bonds, the County General Fund, the C&I tax, and NVTA local and regional revenues for transportation.

Metrorail

The Washington Metropolitan Area Transit Authority (WMATA) currently operates the 128-mile mass transit rail system with 98 stations serving the National Capital Region. Thirteen Metrorail stations are in Fairfax County: West Falls Church-VT/UVA, Dunn Loring-Merrifield and Vienna-Fairfax/GMU Stations on the Orange line; the Franconia-Springfield Station on the Blue line; the Huntington Station on the Yellow line; and the McLean, Tysons Corner, Greensboro, Spring Hill, Wiehle-Reston East, Reston Town Center, Herndon, and Innovation Stations on the Silver Line. and Wiehle-Reston East Stations on the Silver Line. The Van Dorn Metrorail Station is located on the Blue line in Alexandria, but also serves transit riders of Fairfax County.

WMATA Capital

WMATA's federal funding includes Passenger Rail Investment and Improvement Act (PRIIA) funding, as well as Federal Transit Administration (FTA) formula grants. PRIIA was reauthorized for FY 2023 to provide $150 million annually in federal grants to WMATA. Federal PRIIA funds will continue to be matched by contributions from Virginia, Maryland, and the District of Columbia. All three signatory jurisdictions passed the compact amendments required to receive the federal

funding, and the non-Federal matches are in place. The capital funding is used to support areas such as: meeting safety requirements of the National Transportation Safety Board (NTSB), repairing aging rail track, investing in new rail cars, maintaining and often replacing escalators and elevators, and rehabilitating rail stations and platforms. A revised Capital Funding Agreement (CFA) was completed and signed by the WMATA jurisdictions in June 2021. The CFA includes all the planned capital expenditures for Metrorail, Metrobus, and Paratransit for FY 2021 through FY 2027. This new agreement also provides for state of good repair needs in the Capital Improvement Program (CIP) at WMATA, such as the purchase of new railcars, buses, and station capacity improvements in the core of the system.

Dulles Corridor Rail Project

The extension of the Metrorail system to Tysons and Dulles International Airport (IAD) has been identified as a transportation priority for Fairfax County and the Commonwealth of Virginia for several decades. This project includes the completion of a 23-mile extension of the Metrorail line, beginning between the East and West Falls Church Stations through Tysons, Reston, Herndon, and then to Dulles International Airport, and into Loudoun County. The new line has eleven stations, including eight in Fairfax County. The project was being constructed in two phases. Phase 1, with a cost of $2.9 billion, begins at the Orange Line and extends the line to Wiehle Avenue in Reston. Phase 1 of the Silver Line was completed in July 2014. Phase 2 completed the rail line through Dulles International Airport to its final stop at Ashburn Station in Loudoun County, including three more stations in Fairfax County, an airport station, two in Loudoun County, and a rail maintenance and storage facility at Dulles International Airport. Phase 2 is estimated to cost $3.02 billion and was opened in November 2022. The primary source of funding to complete the rail line is toll road revenues (approximately 50 percent), with $900 million, or 15.8 percent from the Federal government, 16.1 percent from Fairfax County, 4.8 percent from Loudoun County, 4.1 percent from MWAA airport revenues, and 10.1 percent from the Commonwealth of Virginia. A portion of Fairfax County's share of Phase 1 and Phase 2 is funded by two special transportation improvement districts. The special tax districts will provide $400 million and $330 million of Fairfax County's share for Phase 1 and 2, respectively.

The balance of the total project funds owed by Fairfax County for Phase 2, is approximately $40 million. These funds are expected to be paid from future Commercial and Industrial (C&I) tax revenues along with $10 million in 70 percent regional funding from the Northern Virginia Transportation Authority (NVTA). In addition, the Funding Partners closed on a United States Department of Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. This loan offers competitive interest rates and unique financing provisions and will fund a majority of the funding partners remaining project costs. Fairfax County closed on its $403.3 million TIFIA loan in December 2014. For more information on the funding breakdown for this project, visit the Dulles Corridor Metrorail Project website:
http://www.dullesmetro.com/ and https://www.fairfaxcounty.gov/transportation/projects/silver-line.

Commuter Rail

Fairfax County, as a member of the Northern Virginia Transportation Commission (NVTC), and in cooperation with the Potomac and Rappahannock Transportation Commission (PRTC), participates in the development of plans, budgets, agreements, and capital projects for the operation of the Virginia Railway Express (VRE) commuter rail service. VRE operates peak period service on the CSX Transportation line from Spotsylvania to Union Station and on the Norfolk Southern Railway line from Broad Run to Union Station. Fairfax County has five stations in the system. Each of these facilities includes parking lots or garages, station platforms, fare equipment, and user amenities.

VRE's System Plan 2050, which can be found on VRE's website, (www.vre.org), discusses the long-term capital and equipment needs for the VRE system, as well as various expansion options and associated capital requirements. VRE has been incrementally implementing these improvements since the initial Strategic Plan was adopted in 2004 including supplemental revisions as the system and needs in the northern Virginia and Washington, D.C. regions change. In June 2022, VRE began a new System Plan 2050 update. This update will respond to the numerous changes in regional travel patterns, especially since the beginning of the COVID-19 pandemic. The Plan establishes a defined set of goals and vision while evaluating potential service improvements and system expansion initiatives to determine the relative magnitude of benefits and costs, identify potential funding opportunities, and determine needed coordination and cooperation with regional transportation partners and stakeholders to ensure future capacity best meets regional travel needs.

According to the 2022 Customer Opinion Survey the initial travel market analysis has revealed that regional commuting patterns from outer jurisdictions to the region's core, VRE's core market, have been demonstrably altered by not only the COVID-19 pandemic, but also the post-pandemic shifts in work habits and policies. With an estimated 66 percent of current VRE riders being employed by the Federal Government, and another 7 percent by the Military, VRE's post-pandemic recovery has largely been dictated by the employee policies of federal and Department of Defense agencies. VRE continues to identify methods to enhance and promote service within the region post-pandemic, while identifying potential new market sources for ridership.

The establishment of the Virginia Passenger Rail Authority (VPRA) by the General Assembly effective July 1, 2020, under the auspices of the Commonwealth Transportation Board (CTB), crafts long-term plans and maximizes rail investments in the region. The 15-member governing board includes the Virginia Railway Express' (VRE) CEO, as an ex-officio member, and six individuals, who reside within the jurisdictions represented by the NVTC and PRTC. In spring 2021, the Commonwealth finalized agreements with Amtrak, CSX, and VRE that will support the construction of a bridge dedicated to passenger rail over the Potomac River connecting Arlington and Washington, D.C.; acquisition of 386 miles of railroad right-of-way and 223 miles of track from CSX, including approximately half of the CSX-owned railroad right-of-way between Washington, DC, and Petersburg, VA; and an investment of more than $1 billion in additional infrastructure improvements by the Commonwealth. Over the next decade, this will allow for an increase of VRE service by 60 percent and double Virginia-supported Amtrak trains providing service.

In 2018, the Virginia General Assembly passed HB 1539/SB 856 which provides $15 million annually for VRE, called Commuter Rail Operating and Capital (C-ROC) fund, within the regional gas tax funds, which was imposed separately through SB 896/HB 768. In agreement with the Commonwealth, VRE has contributed C-ROC funds to the Commonwealth's Transforming Rail in Virginia program, which will continue to occur separately from, but in parallel with, VRE's budget adoption process. As additional funds become available, the VRE Operations Board has agreed to the major criteria for the use of these funds, including:

- Projects that are not eligible for typical VRE capital funding sources (e.g., NVTA, SmartScale)
- Projects where a commitment of local funding could 'unlock' significant state or federal matching funds
- Projects that are necessary to allow for future capacity expansion
- Continued use of Capital Reserve to fund small cost/scope changes
- Replacement of major existing assets such as railcars

All of Fairfax County's VRE stations (Burke Centre, Rolling Road, Lorton, Backlick, and Franconia-Springfield) are affected by or will affect the system's growth. Fairfax County continues to monitor the parking situations at all VRE Stations to identify any improvements required for safety and/or capacity. The County is also in partnership with VRE to extend all the station platforms within the County to accommodate longer train sets proposed by VRE.

Metrobus

The WMATA Board of Directors payment policy requires local jurisdictions to pay their respective shares of the estimated annual operating costs of the bus system and capital costs for new buses, vehicle refurbishments, maintenance facility modernizations, bus shelters, and other miscellaneous improvements. The non-federal share of capital expenditures for the WMATA bus system are shared by Fairfax County and the other WMATA compact partners jurisdictions in the National Capital Region. Under HB 1539 /SB 856, the WMATA/Transit Funding Bill passed by the Virginia General Assembly, the annual subsidy to support Metrobus operations paid collectively by the Virginia jurisdictions named in the WMATA compact cannot rise more than three percent in a given year.

Fairfax Connector

In 1985, the Fairfax Connector system began operations providing service to the Huntington Metrorail Station. This service consisted of ten routes with 33 transit buses. Fairfax Connector was created as a cost-effective public transportation system for Fairfax County to operate as an alternative to Metrobus. FCDOT manages the Fairfax Connector bus system, the largest local bus system in the Northern Virginia region. With a fleet of 345 buses and services provided by a private contractor, Fairfax Connector transports approximately 30,000 passengers on weekdays (pre-pandemic). With the FY 2024 service improvements implemented, the Connector will operate 93 routes daily, serving 14 Metrorail stations, five VRE commuter rail stations, and several County-owned transit centers. Additional information can be found at: Fairfax Connector | Connector (fairfaxcounty.gov). The Transit Services Division will focus on several ongoing capital projects:

- *Transit Bus Procurements:* In FY 2025, the Connector is scheduled to receive 36 new buses, including 12 diesel buses and 24 hybrid buses, as part of a fleet renewal program that will replace 169 buses over the five-year period. The buses will replace older vehicles that have reached their useful life cycle. The addition of the new buses will improve the reliability of the fleet and provide customers with the latest amenities and technologies.

- *Bus Mid-life Rebuilds:* Buses reaching mid-life are overhauled with major component replacements, including the engine, transmission, and radiator, to increase reliability as the buses continue to service the riding public over their useful life. Mid-life replacement programs are a best practice within the transit industry to ensure the buses reach useful life with minimal maintenance expenses.

- *Battery Electric Bus Demonstration*: Eight battery electric buses were purchased along with the required charging infrastructure. This phase of the electric bus pilot program will help assess the capability of full battery buses to meet daily service demands and provide hands on experience with the technology. Another four battery electric buses were delivered in October 2023 and will be put into service at the Huntington Garage. Additionally, an infrastructure and engineering analysis will be conducted to develop a transition plan to convert conventional diesel bus fleets to zero emission propulsion fleetwide and identify high level funding needs.

Highways and Transit Facilities

The Virginia Department of Transportation (VDOT) is responsible for the construction and maintenance of roads in the interstate, primary and secondary highway systems. Funds are allocated for these purposes through federal and state laws, and various combinations of federal state fund matching are utilized for construction and maintenance. In recent years, VDOT's primary focus has been on the programming of highway construction and improvements derived from the priorities for the interstate system and the state's primary highway system aimed at accommodating traffic demands. In years past, the state has proposed studies to require the four largest counties to take over the construction and maintenance of these roads. However, no legislation requiring this proposal has passed the General Assembly.

In addition, implementing the Countywide TPP, based on the Comprehensive Plan, will provide guidance to the County concerning which projects should be submitted for funding for the allocation of state highway funds and the identification of projects to be funded by County bonds, and other sources of transportation revenues.

The Six-Year Improvement Program (SYIP) is prepared annually by VDOT in conjunction with its annual budget and can be found at: http://syip.virginiadot.org. Smart Scale does not require the CTB to fund projects in order of their scoring or to select the highest scoring project. Additional consideration may be used to develop the SYIP, such as: public feedback; overall availability of funding and eligible uses of such funding; and project development considerations. VDOT holds public hearings each year and receives input from the Board of Supervisors in preparing and finalizing these project allocations. The allocation of funds to VDOT projects is the subject of public hearings held separately from the County CIP process. Although, in many cases, the County is not funding the projects and has no direct responsibility for the construction and improvement of the road system, the provision of a road system to adequately serve the needs of the County is of major concern to Fairfax County and its citizens. Fairfax County staff is an integral part of the project team, developing, reviewing, and coordinating projects and studies from scoping through construction phases. To supplement the VDOT programs, other funds and programs have been established and are also included in the CIP. Examples of current road and transit projects include:

- **Springfield CBC Commuter Parking Garage:** The Springfield CBC Commuter Parking Garage is a new parking garage to accommodate approximately 1,000 commuter parking spaces and provide a bus transit location on the ground level. The estimated total cost of this project is $58.375 million to be funded with federal and local C&I tax funding sources. This multi-year project is currently under construction and FCDOT has identified alternative, temporary parking for users of the existing park-and-ride lot until the new Springfield Garage is completed in March 2024.

- **Monument Drive Commuter Parking Garage and Transit Center**: The Monument Drive Commuter Parking Garage and Transit Center is a new parking garage with a minimum of 820 parking spaces and will include a transit center of eight to twelve bus bays, a kiss-and-ride facility, one shuttle bus bay, bicycle storage, restroom facility, and Connector store. This project is currently under construction with completion anticipated in winter 2024. The estimated total cost of this project is $40.85 million which is fully funded with Transform 66 Concession funds.

- **Reston Metrorail Access Group (RMAG) Program:** This Program provides for the construction of missing sidewalk links and improvements to the pedestrian access at intersections located near Phase 2 of the Dulles Rail Metro stations.

- **Traffic Calming Program:** This program provides for the staff review of roads for traffic calming measures when requested by a Board member on behalf of a homeowners' or civic association. Traffic calming employs the use of physical devices such as multi-way stop signs, speed humps,

raised pedestrian crosswalks, median islands, or traffic circles to reduce the speed of traffic on a residential street.

- **Walkway Improvements in Tysons**: As part of the Transportation improvements in the Tysons area, several new trails are proposed that will connect residential areas south and east of Tysons with the new Silver Line Metrorail stations. Since these trails will potentially serve a high volume of pedestrian and bicycle users during periods of darkness, pedestrian scale lighting will be included as part of each project.

- **Tysons Roadway Infrastructure:** The County's Comprehensive Plan for Tysons envisions a transformation that will result in an urban center of approximately 113 million square feet of development by 2050. Several improvements to the existing roadway and transportation infrastructure are necessary to improve access to, and mobility within, the Tysons Urban Center. These improvements are identified as "Tysons-Wide" in Table 7 of the Comprehensive Plan and shown in the Table below. These projects include new access points from the Dulles Toll Road and expanded capacity to arterial roads. Projects included in the CIP are those that are programmed for the next ten years. Below is an excerpt from Table 7:

Transportation Infrastructure, Programs, and Services, as they Relate to the Level of Development in Tysons

Type of Transportation Program or Infrastructure Project	Description of Transportation Program or Infrastructure Project	Area Served by Improvement	Origin of Transportation Program or Infrastructure Project
A. Transit and Pedestrian Improvements			
Rail Transit Routes	Complete Phase I of Metrorail Silver Line	Tysons-wide/ Countywide	Completed
Bus transit routes	Neighborhood bus routes; circulator bus routes serving Metrorail stations; express bus routes on I-66 and I-95/I-495	Tysons-wide/ Countywide	Transit Development Plan
Sidewalks	Sidewalks to provide connections to developments within walking distance of rail stations	District	Tysons Vision TMSAMS – Completed
B. Tysons-wide Road Improvements			
Roads – Connecting Bridge	Bridge connecting Jones Branch Drive to Scotts Crossing Road	Tysons-wide	Completed
Roads – Arterial Widening	Widen Route 7 from 4 to 6 lanes from the Dulles Toll Road to Reston Avenue	Tysons-wide	Construction Stage
Roads – Arterial Widening	Widen VA 123 to 8 lanes from Route 7 to I-495	Tysons-wide	Planning Stage
Roads – Arterial Widening	Widen VA 123 from 4 to 6 lanes between Route 7 and Old Courthouse Road	Tysons-wide	Planning Stage
Roads – Arterial Widening	Widen Route 7 from 4 to 6 lanes between I-495 and I-66	Tysons-wide	Planning Stage
Roads – Arterial Widening	Widen Route 7 from 6 to 8 lanes from VA 123 to I-495	Tysons-wide	Planning Stage
Roads – Arterial Widening	Complete widening of Rt. 7 to 8 lanes from the Dulles Toll Road to Rt. 123	Tysons-wide	Programmed and Construction Completed
Roads – Freeway Widening	Widen I-495 from 8 to 12 lanes to provide 4 HOT lanes between the Springfield Interchange and American Legion Bridge	Tysons-wide/ Countywide	Programmed and Construction Completed
Roads – Freeway Ramp	HOT ramp connecting to Jones Branch Drive	Tysons-wide	Programmed and Construction Completed
Roads – Freeway Ramp	HOT ramp connecting to the Westpark Bridge	Tysons-wide	Programmed and Construction Completed
Roads – Freeway Ramp	HOT ramp connecting to Rt. 7	Tysons-wide	Programmed and Construction Completed
C. Grid of Streets			
Roads – Grid of Streets	Grid west of Westpark Drive	District	Planning Stage
Roads – Grid of Streets	Grid bounded by Gosnell Road, Route 7, and VA 123	District	Planning Stage
Roads – Grid of Streets	Grid connections to Greensboro Drive	District	Planning Stage
Roads - Grid of Streets	Grid of streets east of I-495 -	District	Planning Stage
D. Miscellaneous Improvements			
Bicycle Access Points	Bicycle connections into and out of Tysons	Tysons-wide	Planning and Implementation; Partially Complete
Roads and Intersection Spot Improvements	Intersection improvements outside of Tysons as identified in the Neighborhood Traffic Impact Study and other studies	Tysons-wide	Planning Stage
Metrorail Station Access	Access improvements as identified in the Tysons Metrorail Station Access Management Study	Tysons-wide	Planning and Implementation; Completed

Active Transportation Program

Nationally and internationally, what has previously been referred to in the transportation industry typically as Bicycle/Pedestrian Initiatives, is now known as Active Transportation. Active transportation is mostly non-motorized travel including walking, biking, hiking, and riding a scooter or horse for transportation or recreational purposes. Improving active transportation access and safety through new and/or improved sidewalks, crosswalks, shared-use paths, bicycle lanes and more encourages active transportation for transportation and recreation. Further, many Fairfax County residents cannot drive due to age, ability, or access to a motor vehicle. Access to active transportation facilities can expand transportation networks for these individuals who cannot or do not drive. Primary strategies used in Active Transportation include:

- Support Safe Routes to School (SRTS) programs to enable children to walk/bike to school
- Construct a connected network of multi-use trails
- Accommodate all roadway users with comprehensive street design measures such as "complete streets," including sidewalks, bicycleways, and enhanced crosswalks that provide safe and convenient travel for all users of the roadway
- Separate motor-vehicle traffic from non-motorized traffic with physical barriers; for instance, the construction of sidewalks, shared-use paths, and separated bike lanes or "cycletracks"
- Prioritize active transportation infrastructure improvements near transit stops and public transportation stations
- Construct bicycle/pedestrian connections to public parks/recreation areas
- Mitigate roadway crossings risks through use of small block sizes, pedestrian refuge islands, pedestrian signals or beacons, crosswalk lighting, crosswalks at all legs at signalized intersections, high-visibility crosswalk markings and other countermeasures
- Provide streetscape amenities such as benches, landscaping, and pedestrian-scale lighting in Activity Centers
- Provide wayfinding using signs, maps, and landscape cues to direct pedestrians and bicyclists to the most direct and/or most comfortable route
- Provide high quality bicycle parking facilities at workplaces, transit stops, multi-family residences, retail stores and other destinations
- Encourage development of street-level shopping/restaurants along pedestrian/bicycle routes

Accepting this new comprehensive way of addressing this form of transportation mobility, the Board of Supervisors directed FCDOT to lead the effort to improve active transportation 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 FY 2025, the Board has greatly exceeded this goal by selecting $536 million in high-priority bicycle and pedestrian improvement projects. Most recently, the Board has approved additional funding for active transportation access and safety. During the COVID-19 pandemic, pedestrian and bicycle activity increased throughout the County and this increased usage highlighted the inadequacies of the existing infrastructure. New funding for this program is targeted at $100 million over approximately six years through FY 2027. This funding will help expedite efforts to make one-time investments in pedestrian and bicycle infrastructure that will have long-term, meaningful impacts on accessibility, and safety in the community. A detailed description of Fairfax County's Active Transportation Program can be found at: https://www.fairfaxcounty.gov/transportation/status-report

Current Project Descriptions and Approved Transportation Plans

1. **Bicycle and Pedestrian Access Facilities (Countywide):** $56,692,007 has been approved to date to support additional bicycle and pedestrian access throughout the County. The Board of Supervisors has consistently emphasized the importance of providing safe access for pedestrians and bicycles, especially near schools, parks, activity centers, transit station areas, and revitalization areas. During the COVID-19 pandemic, pedestrian and bicycle activity increased throughout the County and this increased usage highlighted the inadequacies of the existing infrastructure. This funding will help expedite efforts to make one-time investments in pedestrian and bicycle infrastructure that will have long-term, meaningful impacts on accessibility and safety in the community. Per the Board's directive, new funding for this program is targeted at $100 million over approximately six years through FY 2027.

2. **Board of Supervisors Transportation Priorities Plan (Countywide):** Funding of approximately $2.8 billion is anticipated to be supported by local, regional, and state funding sources. These funds will provide for building new roads, sidewalks, bike lanes, and transit facilities and improving existing roads, sidewalks, bike lanes, and transit facilities. There are several major programs which support the TPP including:

   - **Reston Funding Plan (Hunter Mill District):** On February 28, 2017, the Board of Supervisors approved $2.27 billion for transportation infrastructure improvements to support recommendations in the Reston Phase I Comprehensive Plan Amendment. The proposed plan allocates roughly $1.2 billion of the improvements over 40 years from public funds, federal, state, local, and regional funds that are anticipated for countywide transportation projects. Approximately $1.07 billion of the improvement costs will be raised from private funds, sources of revenue that are generated within the Reston Transit Station Areas (TSA) and used exclusively for transportation projects in the Reston TSAs. Additional information can be found at: https://www.fairfaxcounty.gov/transportation/study/reston-network-analysis.

   - **Richmond Highway Bus Rapid Transit Project (Franconia and Mount Vernon Districts):** The Richmond Highway Bus Rapid Transit (BRT) project includes the implementation of an approximate 7.4-mile new transit service extending along North Kings Highway / VA 241 and Richmond Highway / U.S. Route 1 from Huntington Metrorail Station in the north to U.S. Army Garrison Fort Belvoir in the south. The project includes the construction of new BRT-dedicated median lanes; nine BRT stations; streetscape improvements; and walkways and bicycle facilities. The project will operate in mixed traffic along North Kings Highway and dedicated lanes on Richmond Highway. Section 1 of the project is from Huntington Metrorail Station to Gum Springs, and Section 2 is from Gum Springs to Fort Belvoir. Both Sections are proposed to be operational by 2031. The planning level cost estimate for the project is $937 million. As of FY 2023, Fairfax County has secured approximately $433.3 million of the project cost and continues to seek funding opportunities, such as the Federal Transit Administration (FTA) New Starts grant program. The cost estimate is currently being updated to reflect the FTA risk assessment model.

   - **Tysons Transportation Funding Plan (Dranesville, Hunter Mill, and Providence Districts):** On October 16, 2012, the Board of Supervisors approved $3.1 billion in public and private funding for transportation infrastructure improvements to support recommendations in the Tysons Comprehensive Plan. The proposed plan includes various transportation improvements including: a grid of streets network, neighborhood intersection improvements, major roadway projects in and around Tysons, and a transit circulator service. The Fairfax County share during the CIP period is $855 million.

3. **Capital Sinking Fund for County Roads (Countywide):** $12,036,458 has been allocated, to date, to the capital sinking fund for County roads. The Capital Sinking Fund was established as a direct result of the Infrastructure Financing Committee (IFC). Funding for each sinking fund is approved annually as part of the Carryover Review and is allocated based on the following percentages: 45 percent for FMD, 25 percent for Schools, 15 percent for Parks, 7 percent for Walkways, 5 percent for County maintained Roads and Service Drives, and 3 percent for Revitalization maintenance. Reinvestment continues in prioritized road improvements.

4. **Capital Sinking Fund for Walkways (Countywide):** $15,714,494 has been allocated to date for the capital sinking fund for County Walkways. The Capital Sinking Fund was established as a direct result of the Infrastructure Financing Committee (IFC). Funding for each sinking fund is approved annually as part of the Carryover Review and is allocated based on the following percentages: 45 percent for FMD, 25 percent for Schools, 15 percent for Parks, 7 percent for Walkways, 5 percent for County maintained Roads and Service Drives, and 3 percent for Revitalization maintenance. Reinvestment continues in deteriorating trails throughout the County.

5. **Confederate Name Changes – Roads (Countywide):** This funding will support sign replacement in response to the Board of Supervisors approval of name changes associated with Route 29 and Route 50 in the County. The Board requested that the Commonwealth Transportation Board change the road names and committed that the County would pay for the cost of replacement of 228 road signs.

6. **Contributed Roadway Improvements (Countywide):** This funding accounts for proffered developer contributions received for roadway and transportation improvements throughout the County. Contributions are based on the developer rate schedule for road improvements in the Fairfax Center, Centreville, and Tysons areas, as well as Tysons-Wide Developer Contributions and Tysons Grid of Streets Contributions. The rate schedule is revised periodically by the Board of Supervisors based on the Consumer Price Index. Project funding is appropriated at the fiscal year-end, consistent with the level of developer proffer revenue received during that fiscal year. Many different projects throughout the County are supported by this Program within the following major categories: primary and secondary road improvements, bridge design and construction, intersection/interchange improvements, signal improvements, and transit improvements. The current funding allocated to this program is $49,706,791.

7. **Dulles Rail Phase 2 (Dranesville, Hunter Mill, and Providence Districts):** A total of $529,404,000 has been approved for this project. See Dulles Corridor Rail section above.

8. **Herndon Monroe Area Development Study (Hunter Mill District):** $625,000 was approved to support the master planning effort associated with County owned property at the west side of the Herndon Monroe Park and Ride facility/Herndon Monroe Metro Station Garage site. The goal of the study was to determine the development potential for the approximately 28-acre site and define possible conceptual development options for its use while maintaining the transportation assets. The study is complete, and the team will be exploring opportunities for Transit Oriented Development concepts and procurement options, including Public Private Partnerships, consistent with the Comprehensive Plan goals on this site.

9. **Metro CIP (Countywide):** These funds provide additional access to the existing Metrorail and Metrobus systems to meet growing demand. This program includes projects such as new rail cars and buses and additional parking facilities as well as railcar rehabilitations, escalator overhauls, Metrorail platform repairs and station enhancements, and improvements to the existing system. This does not include the cost associated with the Dulles Rail Project. Fairfax

County's share of the Metro CIP is estimated at $243 million from FY 2025 to FY 2029. These estimated capital expenses are paid with County General Obligation Bonds.

10. **Reinvestment and Repairs to County Roads (Countywide):** This is a continuing project which supports the Emergency Road Repairs Program and the Road Maintenance Program. Staff prioritize funding for projects including emergency safety and road repairs to County-owned service drives and County-owned stub streets which are currently not accepted by the Virginia Department of Transportation (VDOT) into the state highway system for maintenance. The County is responsible for 38 miles of roadways not maintained by VDOT. The Sinking Fund allocation has provided reinvestment in the most critical needs and continues to provide for roads that have been identified as deteriorating. In addition, a 5-year plan was developed identifying annual emergency funds to increase over time. Funding of $500,000 has been included in FY 2025 for this program.

11. **Reinvestment and Repairs to Walkways (Countywide):** This is an on-going project which provides for upgrading and emergency maintenance of existing trails. These upgrades to public standards address safety and hazardous conditions such as damaged trail surfaces, retaining wall failures, handrail repairs, and rehabilitation of pedestrian bridges. The Department of Public Works and Environmental Services (DPWES) and the FCDOT are responsible for the infrastructure replacement and upgrades of 683 miles of walkways and 78 pedestrian bridges. The Sinking Fund allocation has provided reinvestment in the most critical trail needs and continues to provide for trails that have since been identified as deteriorating. In addition, a 5-year plan was developed identifying annual emergency funds to increase over time. Funding of $1,000,000 has been included in FY 2025 for this program.

12. **Trail Snow Removal Pilot (Countywide):** $32,000 has been approved to support a pilot program associated with snow removal on County trails. This project will provide for snow removal on two trails serving the Tysons and Springfield Metro Stations. This level of funding supports a Priority 4 level of service, which includes the clearing of trails when snow depth is a minimum of 2 inches. In addition, snow removal will occur after the storm ends and after County facilities have been treated. This pilot program will help determine costs, service challenges, and benefits associated with removal of snow from heavily used trails.

13. **Transportation Planning/Planning and Development Studies (Countywide):** $4,924,484 has been approved to provide initial funding for transportation planning studies associated with the Lincolnia Planning District Phase II, Fairfax Center Area Phase II, and the Dulles Suburban Center; a construction feasibility study for a connector between Oakwood Road and Vine Street over I-495; and analysis and planning tools for travel demand forecasts used for transportation studies, Comprehensive Plan amendments, rezoning cases, corridor and subarea studies, and citizen requests.

VDOT SIX-YEAR PROGRAM

More Detailed information may be found on these projects using VDOT's website, at www.virginiadot.org. Specific Fairfax County projects can be found through VDOT's Six Year Improvement Program site (VDOT Six-Year Improvement Program (virginiadot.org).

Project Cost Summaries

Transportation Initiatives

($000's)

	Project Title Project Number	Source of Funds	Budgeted or Expended Through FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total FY 2025 - FY 2029	Total FY 2030 - FY 2034	Total
1	Bicycle and Pedestrian Access Facilities	G	***$56,692***	$20,000	$20,000	$3,308			$43,308		$100,000
	ST-000051, ST-000053, ST-000054, ST-000055, 2G40-197-000, 2G51-052-000										
2	Board of Supervisors TPP	B, F, S, X	***$542,055***	$614,680	$573,761	$554,044	$515,460		$2,257,945		$2,800,000
	Reston Funding Plan Richmond Highway Bus Rapid Transit (BRT) Tysons Transportation Funding Plan										
3	Capital Sinking Fund for County Roads	G	***$12,036***						$0		$12,036
	RC-000001										
4	Capital Sinking Fund for Walkways	G	***$15,714***						$0		$15,714
	ST-000050										
5	Confederate Name Changes - Roads	G	***$1,400***						$0		$1,400
	2G40-204-000										
6	Contributed Roadway Improvements	X	***$49,707***						$0		$49,707
	Fund 30040										
7	Dulles Rail Phase 2	B, F, X	***$529,404***						$0		$529,404
8	Herndon Monroe Area Development Study	G	***$625***						$0		$625
	2G25-100-000										
9	Metro CIP	B, S, U	***C***	***$45,400***	$48,100	$49,100	$50,000	$50,000	$242,600		$242,600
10	Reinvestment and Repairs to County Roads	G	***C***	***$500***	$500	$500	$500	$500	$2,500	$2,500	$5,000
	2G25-021-000										
11	Reinvestment and Repairs to Walkways	G	***C***	***$1,000***	$1,000	$1,000	$1,000	$1,000	$5,000	$5,000	$10,000
	ST-000049										

Project Cost Summaries

Transportation Initiatives

($000's)

	Project Title Project Number	Source of Funds	Budgeted or Expended Through FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total FY 2025 - FY 2029	Total FY 2030 - FY 2034	Total
12	Trail Snow Removal Pilot	G	***$32***						$0		$32
	2G25-121-000										
13	Transportation Planning / Planning and Development Studies	G	***$4,924***						$0		$4,924
	2G40-133-000, 2G35-009-000										
	Total		***$1,212,589***	**$681,580**	**$643,361**	**$607,952**	**$566,960**	**$51,500**	**$2,551,353**	**$7,500**	**$3,771,442**

Notes: Numbers in bold italics represent funded amounts. A "C" in the 'Budgeted or Expended' column denotes a continuing project.

Key: Source of Funds

B	Bonds
F	Federal
G	General Fund
S	State
U	Undetermined
X	Other