TRANSPORTATION INITIATIVES

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- 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, 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

Fairfax County's Comprehensive Plan, Public Facilities Element includes the countywide objectives 1-7, which apply to all facility types and the Transportation Element's countywide objectives 1-10 as shown below:

- Develop a multimodal transportation system to facilitate the efficient movement of people and goods, placemaking, and travel options.
- Align land use and transportation to create a complementary system.
- Develop and enhance active transportation facilities and services.
- Increase the use of public transportation and improve facilities and services.
- Prioritize safety for people who use transportation facilities and services.
- Promote and implement Transportation Demand Management (TDM) strategies to optimize the transportation network and reduce single occupancy vehicle (SOV) use.
- Advance technology and infrastructure innovations to improve the operational efficiency for all modes.
- Implement transportation solutions that minimize adverse community and environmental impacts.
- Facilitate equitable, inclusive, and collaborative engagement with community members and stakeholders in multimodal planning, initiatives, and projects.
- Identify and secure funding to support the implementation of the Fairfax County multimodal transportation system.

Source: Fairfax County Comprehensive Plan, 2017 Edition; Policy Plan - Public Facilities, Amended through 5-7-2024; Policy Plan - Transportation, Amended through 12-9-2025

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 9, 2025, for the six-year period

of FY 2025 - FY 2030. The current TPP includes approximately $3.85 billion in available funding through FY 2030. 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 Cost Benefit 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)
Local	$1,316
Federal	656
Private	158
Regional	1,377
State	344
Total	**$3,851**

Project Categories	Total (in millions)
Major Roadway Capital (e.g., widenings[1], extensions, interchanges)	$1,797
Spot/Intersection Improvements	225
Bicycle and Pedestrian Projects	379
Transit Capital and Operating[2]	1,161
Debt Service	104
Project Support Needs	87
Other Transportation Needs (e.g., studies and planning, traffic calming, etc.)	9
Reston/Tysons Projects	69
Set aside for small district transportation improvements	20
Total	**$3,851**

[1] Road widening projects typically include bicycle, pedestrian and transit facilities.
[2] Does not include jurisdictional operating subsidy for Metro, operating subsidy for Virgina Railway Express, or the full expense for Fairfax Connector operations.

Revenues noted in the table above include most sources. Unlike the TPP the Board approved in January 2014, the FY 2025 - FY 2030 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, 188 projects have been completed. A complete list of projects for the TPP can be found at www.fairfaxcounty.gov/transportation/TPP.

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 $60.6 million in FY 2027. 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. Some 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, 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/SB 856, 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 budgeted FY 2026 regional revenues total approximately $468 million, of which approximately $328 million will be utilized for regional projects approved as part of NVTA's Six Year Program (70 percent funds), and $140 million are being disbursed to the localities for them to allocate to eligible transportation projects (30 percent funds). Fairfax County should benefit from approximately 42 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/funding/revenue-streams/local-distribution-projects.

NVTA adopted its FY 2024- 2029 Six Year Program in July 2024. NVTA's program included funding for several projects in Fairfax County including:

- Seven Corners Ring Road Improvements - $122,229,417
- Frontier Drive Extension and Intersection Improvements - $111,957,472
- Route 7 Multimodal Improvements (I-495 to I-66) - $101,351,506
- Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive) - $27,299,000

More information on NVTA's current Six Year Program can be found here: https://thenovaauthority.org/application/files/2117/5191/3911/FY2024-2029-SYP-NVTA-Adopted-List.pdf. NVTA is in the process of developing the FY 2026-2031 Six Year Program, with Authority adoption anticipated in July 2026. Information on the development of the FY 2026-2031 Six Year Program can be found here: https://thenovaauthority.org/funding/funding-projects/fy2026-2031-six-year-program.

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 funding plan to support 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 in Reston and Tysons. In FY 2027, Reston, and Tysons Transportation Service Districts are expected to generate a total of approximately $11.28 million; $2.59 million and $8.69 million in tax revenues, respectively.

On November 5, 2024, voters approved an additional $180 million to finance Fairfax County's share of the Washington Metropolitan Area Transit Authority's capital program.

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/funding/other-funding/cmaq-and-rstp-projects. 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/tdm.

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 will 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 $579 million concessionaire payment with $500 million directed 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. See https://www.vdot.virginia.gov/projects/major-projects/transform66/ for more information.

The Commonwealth of Virginia has also entered into a public-private partnership with Transurban to extend the 495 Express lanes from the Dulles Corridor to the George Washington Memorial Parkway interchanges. This project, known as 495 NEXT, will also include a shared-use path parallel to I-495 from Lewinsville Road to near Live Oak Drive; replacement or rehabilitation of seven bridges with pedestrian accommodations; stormwater management facilities; funding restoration of the stream at Scott's Run Nature Preserve; and dedicated funding to support transit improvements including new bus service over the American Legion Bridge. This new service (Connector Route 798), which provides express bus service between Tysons, Virginia and Bethesda, Maryland, began in September 2024.

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. Unfortunately, no projects in Fairfax County or Northern Virginia were selected for funding in the most recent round of Smart Scale.

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. 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.

Project selection recommendations were announced in spring 2024. The Lincoln Street and Shirley Gate projects were awarded $2,705,637 and $1,902,955, respectively. Funding for both projects are included in the FY 2025-2030 SYIP.

Related to the Transform 66 Outside the Beltway program described above, Transform 66 Inside the Beltway operates reversable express lanes between I-495 and Route 29 in Rosslyn, with lanes configured to support eastbound traffic in the morning and westbound traffic in the evening on weekdays. The lanes offer faster, more reliable trips for carpools, buses, vanpools, and drivers who pay a toll. Vehicles with three or more people (High-Occupancy-Vehicle or HOV-3+) travel toll-free with an E-ZPass Flex. Toll Revenues from the Transform 66 Inside the Beltway program are collected by the Commonwealth and distributed via the Commuter Choice program run by the Northern Virginia Transportation Commission (NVTC) to support additional mobility options in the I-66 and the I-395 corridors.

The Commuter Choice program, established in 2017, is a partnership of NVTC and the Commonwealth of Virgina. The program invests toll revenues from the I-66 and I-395/95 expressway corridors in Northern Virginia into transit and multimodal programs that benefit the toll road users. The Commuter Choice program helps increase mobility options and reduces congestion and emissions. In June 2025, the CTB approved funding for four Fairfax County projects, including the Richmond Highway Bus Rapid Transit project and three Fairfax Connector bus routes.

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 fuel 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, 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, Greensboro, Spring Hill, Wiehle-Reston East, Reston Town Center, Herndon, and Innovation Center 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 replacing escalators and elevators, and rehabilitating rail stations and platforms. A Capital Funding Agreement (CFA) includes all the planned capital expenditures for Metrorail, Metrobus, and Paratransit for FY 2021 through FY 2027. This 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. Fairfax County utilizes bond proceeds to fund its share of the WMATA capital subsidy.

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. New bus and rail formulas for allocating these shares were adopted by the WMATA Board in November 2024 and were used for the first time for the FY 2026 budget. 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.

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 Virginia Passenger Rail Authority (VPRA)-CSX Transportation Fredericksburg Line from Spotsylvania to Union Station and on the VPRA-Norfolk Southern Railway (NS) Manassas Line from Broad Run to Union Station. Fairfax County has five stations in the system: Franconia-Springfield,

Lorton, Burke Centre, Rolling Road, and Backlick Road. Each of these facilities includes station platforms, fare equipment, user amenities, and parking (Franconia-Springfield parking garage owned by WMATA).

In June 2025, VRE adopted a new System Plan 2050 update. This update responds to the numerous changes in regional travel patterns, especially since the COVID-19 pandemic. 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. The updated Plan establishes a defined set of goals and visions 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 VRE board has authorized Saturday service, expanding service beyond Monday-Friday commuters to the recreational weekend travel market after the new Long Bridge is opened in 2030.

The Virginia Passenger Rail Authority (VPRA) established 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 2021, the Commonwealth finalized an agreement with CSXT to acquire 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. Agreements were also finalized with Amtrak, CSX, and VRE to support the construction of a bridge dedicated to passenger rail over the Potomac River connecting Arlington and Washington, D.C. VPRA will fund and construct an additional 37 miles track between Arlington and Spotsylvania. In 2024, VPRA finalized the purchase of the Norfolk Southern Manassas Mainline between Alexandria and Manassas. As part of the Transforming Rail in VA program, the Commonwealth is investing more than $4 billion in railroad right-of-way and additional infrastructure improvements. Over the next decade, this will allow for an increase in VRE service and extend the geographic reach of Virginia-supported Amtrak trains.

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 C-ROC funds are 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

VRE acquired portions of the former Norfolk Southern Manassas Line in Alexandria and Prince William County from VPRA for use for VRE midday storage, for construction of a third main line between the VRE Manassas and Broad Run Stations, for permanent easements at VRE Manassas Line stations, and for a permanent operating easement over the Manassas Line trackage. The acquisition was completed in 2025. Along with the relocation of midday storage from Amtrak's Ivy City Coach Yard in Washington, DC, the acquisition is anticipated to save VRE nearly $180 million in access fee payments to Norfolk Southern and Amtrak over a 10-year period.

All of Fairfax County's VRE stations (Burke Centre, Rolling Road, Lorton, Backlick Road, 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 trains with more train cars proposed by VRE.

Fairfax Connector

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 344 buses and services provided by a private contractor, Fairfax Connector transports approximately 32,000 passengers on weekdays (post-pandemic). With the FY 2025 service improvements implemented, the Connector operates 88 routes daily, serving 17 Metrorail stations, five VRE commuter rail stations, and several County-owned transit centers, including the new Monument Drive Garage and the Springfield CBC Commuter Garage. 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:* Over a five-year period, the program aims to replace 172 buses. The new buses will replace older vehicles that have reached the end of their useful life cycle, improving fleet reliability and providing customers with the latest amenities and technologies.

- *Bus Mid-life Rebuilds:* Buses reaching mid-life undergo an overhaul, which includes major component replacements such as the engine, transmission, and radiator cooling package. These upgrades enhance reliability, allowing the buses to continue serving the riding public throughout their useful life. Mid-life replacement programs are considered a best practice within the transit industry to maintain buses in a state-of-good-repair.

- *Alternative Fuels Demonstration*: Twelve battery electric buses were purchased along with the required charging infrastructure as a pilot program. This initiative aims to evaluate energy requirements, maintenance needs, and range limitations under various operating conditions

while providing firsthand experience with the technology. Additionally, Connector is in the process of procuring an additional eight battery electric buses with funding from NVTA. The County has also received a $50 million grant from the Federal Transit Administration to purchase hybrid electric buses.

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 station on the ground level. The estimated total cost of this project was $58.38 million, which was funded with federal and local C&I tax funding sources. This facility opened in September of 2024.
- **Monument Drive Commuter Parking Garage and Transit Center**: The Monument Drive Commuter Parking Garage and Transit Center is a new parking garage with 820 parking spaces and a transit center with eight bus bays, a kiss-and-ride facility, bicycle storage, bikeshare station, Electric Vehicle charging, restroom facility, and a Connector store. The total cost of this project was $40.85 million, which was fully funded with Transform 66 Concession funds. The garage opened for service in June of 2024.
- **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 residential streets.

- **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	Completed
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	Design 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 been referred to in the transportation industry 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:

- Design for and accommodate active transportation users of all ages and abilities, especially the most vulnerable users
- Plan for and aid the implementation of a connected network of multi-use trails, sidewalks and bikeways
- Mitigate roadway crossing 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
- Prioritize active transportation connectivity to daily destinations including activity centers, transit stops, public buildings such as community centers and libraries, and public parks/recreation areas; areas where a high proportion of the population may rely on active transportation and transit for their daily mobility needs; regional connections; and high crash corridors
- Support Safe Routes to School (SRTS) programs to enable K-12 students to walk/bike to school
- Provide wayfinding signs and maps to direct pedestrians and bicyclists to the most direct and/or most comfortable route
- Provide high quality bicycle parking facilities at transit stops and public buildings and provide guidance on bicycle parking placement and design to developers and property owners
- Expand the number of Fairfax County owned and operated Capital Bikeshare stations, as part of the regional system
- Encourage more active transportation trips and increase education on how to do so safely through events, engagement and campaigns

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. 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/bike-walk.

Equity Initiatives

Equity Review and Initiatives

The Fairfax County Department of Transportation (FCDOT) is committed to advancing the One Fairfax Policy by ensuring equity is part of how transportation projects are planned, designed, and delivered. Recognizing that past transportation investments have not always served every community, FCDOT applies an equity lens and uses tools like the Vulnerability Index and other available data to assess impacts, inform decisions, and develop strategies to address potential burdens on affected populations. The Department is dedicated to ensuring all communities have access to safe, reliable, and affordable transportation options. By actively engaging with underserved and underrepresented communities, FCDOT seeks to enhance mobility for all Fairfax County residents, workers, and visitors, regardless of race, gender, age, sexual orientation, national origin, language proficiency, or disability. This commitment is achieved through planning, coordinating, funding, implementing, and sustaining an equitable, multimodal transportation system that aligns with the community's needs and values.

Current Project Descriptions and Approved Transportation Plans

1. **Bicycle and Pedestrian Access Facilities (Countywide):** $82,118,597 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.

2. **Board of Supervisors Transportation Priorities Plan (Countywide):** Funding of approximately $3.851 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. The largest portion, $1.797 billion, is designated for major roadway capital projects including widening, extensions, and interchanges. Transit capital and operating needs account for $1.161 billion, while bicycle and pedestrian projects receive $379 million (including the Bike and Pedestrian Access Facilities discussed above). Spot and intersection improvements total $225 million and smaller allocations include $104 million for debt service, $87 million for project support needs, $69 million for Reston and Tysons projects, $9 million for other transportation needs including studies and traffic calming, and $20 million set aside for small district transportation improvements.

   There are some major programs which support the TPP including:

   - **Reston Funding Plan (Hunter Mill District):** On February 28, 2017, the Board of Supervisors approved a plan for transportation infrastructure improvements to support recommendations in the Reston Phase I Comprehensive Plan Amendment. The proposed plan identifies improvements over 40 years from public funds, federal, state, local, and regional funds that are anticipated for countywide transportation projects. Nearly half 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 Sherwood Hall Lane, and Section 2 is from Sherwood Hall Lane.

- **Tysons Transportation Funding Plan (Dranesville, Hunter Mill, and Providence Districts):** On October 16, 2012, the Board of Supervisors approved a plan leveraging 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.

3. **Capital Sinking Fund for County Roads (Countywide):** $13,652,292 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 work continues on prioritized road improvements.

4. **Capital Sinking Fund for Walkways (Countywide):** $20,376,663 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 on deteriorating trails throughout the County.

5. **Confederate Name Changes – Roads (Countywide):** $1,550,000 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 $52,846,358.

7. **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 $232.2 million from FY 2027 to FY 2031. These estimated capital expenses are paid with County General Obligation Bonds.

8. **Reinvestment and Repairs to County Roads (Countywide):** This is a continuing project for the reinvestment, repair, and emergency maintenance of County roads. The County is responsible for 38 miles of roadways not maintained by VDOT. Annual funding supports pothole repair, drive surface overlays, subgrade repairs, curb and gutter repairs, traffic and pedestrian signage repairs, hazardous tree removal, grading, snow and ice control, minor ditching, and stabilization of shoulders and drainage facilities. The Sinking Fund allocation has provided over $13.7 million to date for reinvestment in the most critical needs and continues to provide for roads that have been identified as deteriorating. Funding of $500,000 has been included in FY 2027 for this program.

9. **Reinvestment and Repairs to Walkways (Countywide):** This is an on-going project to meet emergency and critical infrastructure requirements for County trails, sidewalks, and pedestrian bridges. Annual repairs include the correction of safety and hazardous conditions, such as damaged trail surfaces, retaining wall failures, handrail repairs, and the rehabilitation of bridges. DPWES and the Department of Transportation are responsible for the infrastructure replacement and upgrade of 683 miles of walkways and 78 pedestrian bridges. A walkway condition assessment is underway and will be used to develop a multi-year walkway plan and prioritize all required walkway improvements. This assessment will result in equitable funding and resources throughout the County, while implementing maintenance projects based on a condition rating. The Capital Sinking Fund allocation has provided over $20.4 million to date for reinvestment in the most critical trail needs and continues to provide for trails that have since been identified as deteriorating. A separate assessment for pedestrian bridges has been completed in accordance with the National Bridge Inspection Standards (NBIS). This assessment is used to identify bridge assets that are in need of repair or replacement. Funding of $500,000 has been included in FY 2027 for this program.

10. **Traffic Calming Program (Countywide):** This is a continuing program to support ongoing and future traffic calming projects. 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 residential streets. Funding of $650,000 has been included in FY 2027 for this program.

11. **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.

12. **Transportation Planning/Planning and Development Studies (Countywide):** $5,624,484 has been approved to provide initial funding for transportation planning studies associated with the Fairfax Center, Centreville, Fair Lakes, Springfield and Lorton Plan amendments, as well as studies of Gallows Road, Route 29 active transportation assessment, and the Oakton area, and analysis and planning tools for travel demand forecasts used for transportation studies, site-specific 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 https://www.vdot.virginia.gov/. Specific Fairfax County projects can be found through VDOT's Six Year Improvement Program site at https://syip.virginiadot.org/.

Project Cost Summaries

Transportation Initiatives

($000's)

	Project Title Project Number	Source of Funds	Budgeted or Expended Through FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total FY 2027 - FY 2031	Total FY 2032 - FY 2036	Total
1	Bicycle and Pedestrian Access Facilities	G	***$82,119***	$17,881					$17,881		$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	***$1,154,735***	$573,761	$554,044	$515,460	$500,000	$453,000	$2,596,265		$3,751,000
	Reston Funding Plan Richmond Highway Bus Rapid Transit (BRT) Tysons Transportation Funding Plan										
3	Capital Sinking Fund for County Roads	G	***$13,652***						$0		$13,652
	RC-000001										
4	Capital Sinking Fund for Walkways	G	***$20,377***						$0		$20,377
	ST-000050										
5	Confederate Name Changes - Roads	G	***$1,550***						$0		$1,550
	2G40-204-000										
6	Contributed Roadway Improvements	X	***$52,846***						$0		$52,846
	Fund 30040										
7	Metro CIP	B, S, U	***C***	***$43,700***	$45,100	$46,400	$47,800	$49,200	$232,200		$232,200
8	Reinvestment and Repairs to County Roads	G	***C***	***$500***	$500	$500	$500	$500	$2,500	$2,500	$5,000
	2G25-021-000										
9	Reinvestment and Repairs to Walkways	G	***C***	***$500***	$500	$500	$500	$500	$2,500	$5,000	$7,500
	ST-000049										
10	Traffic Calming Program	G	***C***	***$650***	$650	$650	$650	$650	$3,250	$3,250	$6,500
	2G25-076-000										
11	Trail Snow Removal Pilot	G	***$32***						$0		$32
	2G25-121-000										
12	Transportation Planning / Planning and Development Studies	G	***$5,624***						$0		$5,624
	2G40-133-000, 2G35-009-000										
	Total		***$1,330,935***	**$636,992**	**$600,794**	**$563,510**	**$549,450**	**$503,850**	**$2,854,596**	**$10,750**	**$4,196,281**

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