

Fairfax County, Virginia



LINES OF BUSINESS

March 2016

TRANSPORTATION

*County Lines of Business (LOBs)
Presentation to the Board of Supervisors*



www.fairfaxcounty.gov/budget/2016-lines-of-business.htm



OUTLINE OF TODAY'S PRESENTATION

1. Department Overview
2. High level view of our Lines of Business (LOBs)
3. How our LOBs relate to the County Vision Elements
4. Metrics
5. Trends and Challenges
6. Looking Forward
7. Discussion





DEPARTMENT OVERVIEW

Fairfax County Department of Transportation (FCDOT) coordinates and/or oversees most transportation-related projects, programs, and issues for Fairfax County. These activities include:

- Capital projects
- Public transportation
- Traffic Operations and Parking Restrictions
- Administration and Human Resources
- Funding Identification and Payment of Financial Obligations

Provides technical staff support on policy issues to members of the Board who sit on various regional transportation groups, as well as staff level coordination including the:

- Washington Metropolitan Area Transit Authority (WMATA)
- Virginia Railway Express (VRE)
- Northern Virginia Transportation Authority (NVTA)
- Northern Virginia Transportation Commission (NVTC)
- Transportation Planning Board (TPB)



Provides recommendations on technical and policy issues to the Board of Supervisors and the County Executive regarding transportation legislation before the Virginia General Assembly and the U.S. Congress.





Mission

To plan, coordinate and implement a multimodal transportation system for Fairfax County that moves people and goods, consistent with the values of the community.

Vision

In the 21st century, Fairfax County will have a world-class transportation system that allows greater mobility of people and goods and enhances the quality of life.

The strategic planning effort for the department produced two major goals: mobility and customer service. More specifically:

Improve mobility, enhance safety and provide transportation choices in Fairfax County to enhance quality of life by:

- Improving operations of the existing transportation network/system;
- Increasing transportation system capacity; and
- Increasing funding for transportation projects and services.

Exceed customer expectations by:

- Determining what customers want/expect;
- Responding to customer requests, suggestions and expectations;
- Making information available; and
- Expanding community/customer outreach.



FUND MANAGEMENT:

- FCDOT manages several funding streams for transportation projects across several funds.
- During its 2001 Session, the Virginia General Assembly approved legislation, which created NVTA.
- As a result of this legislation, and subsequent action by the General Assembly in 2007 (HB 3202) and 2013 (HB 2313), the County realized an infusion of new transportation revenue.
- In 2007, the General Assembly approved the commercial and industrial (C&I) real estate tax for transportation which the Board implemented in 2008. Currently generates about \$53 million per year.
- In 2013, the General Assembly approved legislation increasing regional and state funding for transportation.
 - By also increasing the C&I tax rate to \$.125/\$100 of valuation, the County meets the requirements to receive 30 percent of the new regional transportation funds collected in the County. This equates to \$41 million per year for local roadway and transit projects.
 - NVTA allocates the other 70 percent (approximately \$95 million raised in Fairfax County annually) to regional transportation projects. Long-term benefit must reflect collections.
- The County also receives approximately \$144 million in State and Gas Tax revenue annually which is deposited at NVTC and used for WMATA and Fairfax Connector operating and capital expenses, as well as other transit related capital projects.
- FCDOT manages the County's annual funding for its share of the WMATA and VRE operating and capital budgets, and the operating costs and capital costs associated with the Fairfax Connector.





- FCDOT also oversees other local transportation funding including:
 - \$120 million in bond funding approved by the voters in Fall 2010 for Metro capital expenses
 - \$100 million in bond funding approved by the voters in Fall 2014 for transportation projects
 - Approximately \$7.3 million in Tysons Transportation Service District funds annually
 - Approximately \$2.5 million in collections from several road funds in specific areas annually.
 - \$54 million in General Funds for Fairfax Connector and WMATA operations and FCDOT administration.
- On January 28, 2014, the Board adopted a Transportation Priorities Plan which designates approximately \$1.4 billion in funding from the revenue sources above to transportation projects and services from FY 2015 to FY 2020. In addition, to previously allocated C&I, G.O. Bond and State funding and the County's on-going transit support.
- Approximate annual transportation expenditures in Fairfax County from all sources: \$400+ million, not including VDOT maintenance expenses. Of this amount, \$270 million flows through County financial funds. The remainder is spent by VDOT, NVTA and the Metropolitan Washington Airports Authority.





THE TRANSPORTATION TEAM

- The four Lines of Business in the Department of Transportation are:
 - Administration, Coordination, Funding and Special Projects;
 - Capital Projects, Traffic Engineering, Transportation Design;
 - Transportation Planning; and
 - Transit Services.
- Working together, all FCDOT team members seek to fulfill the agency mission and carry out the key initiatives of the department.
- This consolidated presentation includes the following additional funds:
 - Agency 40, Department of Transportation, in the General Fund,
 - Fund 30000, Metro Operations and Construction;
 - Fund 40000, County Transit Systems;
 - Fund 40010, County and Regional Transportation Projects;
 - Fund 40110, Dulles Rail Phase I Transportation Improvement District;
 - Fund 40120, Dulles Rail Phase II Transportation Improvement District; and
 - Fund 40125, Metrorail Parking Systems Pledged Revenues.





DEPARTMENT RESOURCES

Category	FY 2014 Actual	FY 2015 Actual	FY 2016 Adopted
FUNDING			
Expenditures:			
Compensation	\$9,204,593	\$10,004,698	\$14,281,511
Benefits	520,429	736,326	532,356
Operating Expenses	117,883,591	123,598,976	132,357,432
Work Performed for Others	(1,501,600)	(1,629,215)	(1,498,952)
Capital Equipment	8,899,963	8,821,778	11,525,000
Bond Expenses	17,347,663	17,344,563	28,129,375
Capital Projects	14,329,336	45,883,805	54,055,944
Total Expenditures	\$166,683,975	\$204,760,931	\$239,382,666
General Fund Expenditures	\$7,513,844	\$7,538,750	\$7,856,391
Transfers Out:			
Transfer Out to General Fund	\$4,000,000	\$0	\$0
Transfers Out to Other Funds	13,838,787	26,770,947	31,046,284
Total Transfers Out	\$17,838,787	\$26,770,947	\$31,046,284

Category	FY 2014 Actual	FY 2015 Actual	FY 2016 Adopted
POSITIONS			
Authorized Positions/Full-Time Equivalents (FTEs)			
Positions:			
Regular	139 / 139	152 / 152	166 / 166
Total Positions	139 / 139	152 / 152	166 / 166

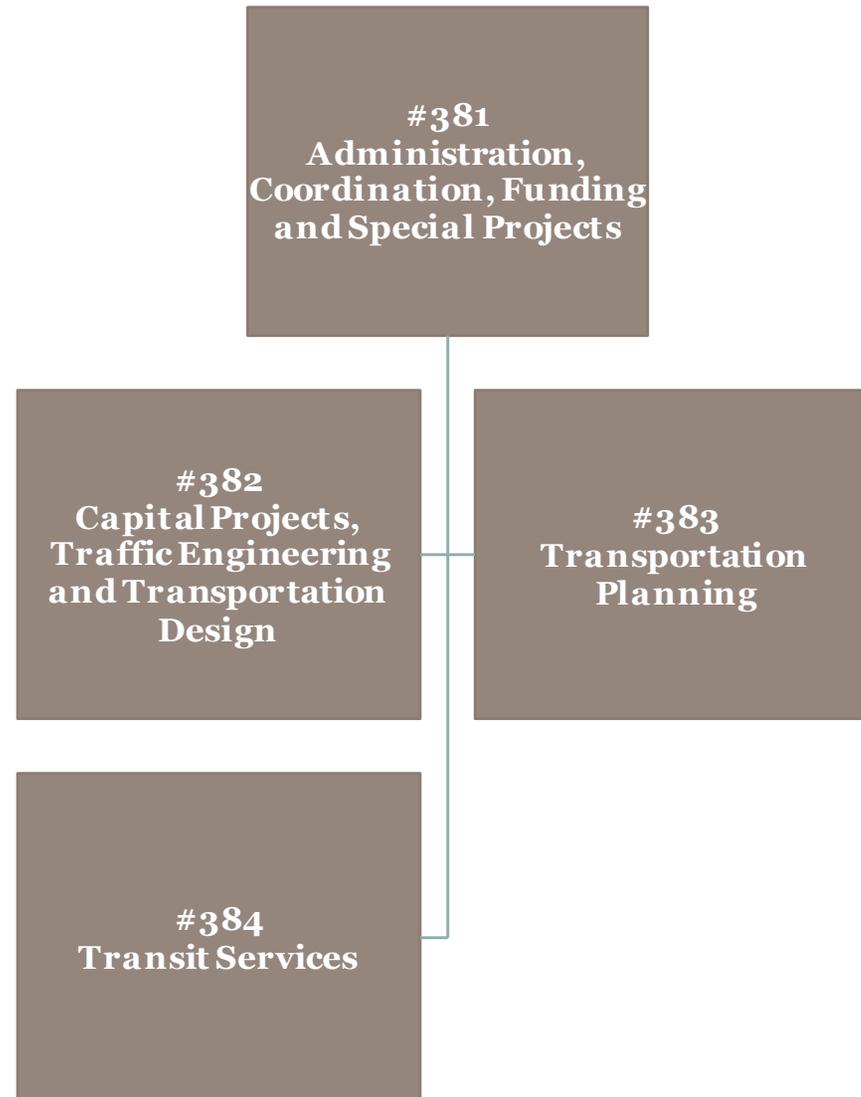


DEPARTMENT RESOURCES

Category	FY 2014 Actual	FY 2015 Actual	FY 2016 Adopted
FUNDING			
Revenues:			
Bicycle Locker Rentals	\$11,445	\$13,170	\$15,000
Proposed Vacation Fees	400	400	800
Restricted Parking Fees	3,060	1,420	2,000
Bond Proceeds	29,500,000	23,000,000	31,100,000
Bus System Operating Revenue	9,217,236	6,479,510	8,007,396
WMATA Reimbursement for Bus Operations	2,189,053	2,118,624	2,400,000
Northern VA Transp. Commission (NVTC) State Aid for Operating and Capital	8,750,978	19,830,913	21,340,450
Northern VA Transp. Authority (NVTA) Revenue	36,596,814	40,260,310	48,702,949
VA Dept. of Rail and Public Transp. (VDRPT) Revenue	0	0	322,000
Commercial Real Estate Tax for Transportation	51,623,604	51,467,994	52,654,758
Federal/State Grant Revenue	0	1,272,508	0
Metrorail Parking Garage Revenue	229,167	22,841,433	3,167,200
Metropolitan Washington Airports Auth.(MWA) Revenue	1,138,042	3,001,160	0
Dulles Rail Phase 1 Transp. Improvement District	23,917,510	24,571,919	22,656,524
Dulles Rail Phase 2 Transp. Improvement District	14,720,853	15,277,681	15,248,201
Total Revenue	\$177,898,162	\$210,137,042	\$205,617,278
General Fund Revenue	\$14,905	\$14,990	\$17,800
Transfers In:			
Transfer In from General Fund	\$45,846,035	\$45,846,035	\$45,846,035
Transfers In from Other Funds	13,948,787	27,120,947	31,190,109
Total Transfers In	\$59,794,822	\$72,966,982	\$77,036,144



LOBS AT A GLANCE





LOBS SUMMARY TABLE

LOB #	LOB Title	FY 2016 Adopted	
		Disbursements	Positions
381	Administration, Coordination, Funding and Special Projects	\$153,748,885	21
382	Capital Projects, Traffic Engineering and Transportation Design	2,145,005	91
383	Transportation Planning	2,452,566	28
384	Transit Services	112,082,494	26
Total		\$270,428,950	166



LINES OF BUSINESS SUMMARY

ADMINISTRATION, COORDINATION, FUNDING AND SPECIAL PROJECTS

Provides **leadership, coordination and funding**, and high quality **administrative and business support** to the Department. This program area also directs and manages the **strategic planning** efforts of the Department to develop the direction it needs to take to accomplish its mission.

Team members in this LOB:

- Provide overall **leadership** to the department;
- **Review and approve transportation recommendations** to the Board;
- **Seek and manage funding** for transportation projects and services;
- **Develop funding strategies** and allocate funding to projects;
- **Apply proffer funding** to transportation projects;
- **Support Board members** serving on regional transportation agency boards;
- **Develop transportation policy recommendations;**
- **Representation County on transportation issues at the Virginia General Assembly;**
- **Ensure compliance** to federal mandates of Title VI (Civil Rights) & Disadvantage Business Enterprise (DBE) regulations;
- **Resolve issues** between FCDOT and other agencies, developers, citizens, etc.;
- **Support the Tysons Transportation Service District, Dulles Rail Tax Districts and Route 28 Tax District;**
- **Support the Board Transportation Committee;**
- Oversee **procurement and purchasing** to ensure all financial obligations are paid
- Oversee **Human Resources** to ensure staffing levels, training and travel requirements are addressed to fully meet goals and mission of Department.



*The Special Projects Division manages and coordinates **County involvement in design and construction of the Silver Line Project**. The Division works with MWAA, the Commonwealth of Virginia, Loudoun County, NVTA, WMATA, DRPT, and other Fairfax County agencies on this project.*



CAPITAL PROJECTS, TRAFFIC ENGINEERING AND TRANSPORTATION DESIGN

Promote, facilitate, implement, and influence the development of a multimodal transportation system for the residents of Fairfax County that is balanced in terms of modes, efficiencies, costs, impacts, safety and service, and is in keeping with the public service policies and priorities established by the Board via the adopted Capital Improvement Plan (CIP) and Transportation Priorities Plan (TPP).

Team members in this LOB:

- **Implement and manage projects** of various size, complexity, and cost through all phases, including development, design, right-of-way and environmental analysis, land acquisition, utility relocations, construction, and VDOT acceptance;
- Work with other agencies to **improve the implementation process**;
- **Manage parking, traffic calming, and traffic engineering** and operations programs:
 - Residential Permit Parking District (RPPD) Program,
 - Residential cut-through traffic restriction,
 - \$200 fine for speeding,
 - Through truck traffic restriction,
 - Watch for Children signage, and
 - Traffic calming initiatives;
- Recommend, study, coordinate, and implement **spot roadway, safety, pedestrian and bicycle improvements**;
- Manage the **pedestrian and bicycle elements of the Comprehensive Plan**;
- Manage the **bus stop safety and accessibility improvements** program (in accordance with ADA);
- Initiate **streetscape improvements, utility undergrounding**, and installation of **wayfinding signage**; and





CAPITAL PROJECTS, TRAFFIC ENGINEERING AND TRANSPORTATION DESIGN

- **Assist and support other Departments and outside Agencies** in the implementation of transportation projects that **promote economic success and revitalization**, including:
 - Office of Community Revitalization
 - Department of Public Works and Environmental Services
 - Department of Planning and Zoning
 - Economic Development Authority
 - Fairfax County Park Authority
 - Virginia Department of Transportation
 - Virginia Department of Rail and Public Transportation
 - Federal Transit Administration
 - Washington Metropolitan Area Transit Authority
 - Metropolitan Washington Airports Authority
 - Federal Highway Administration



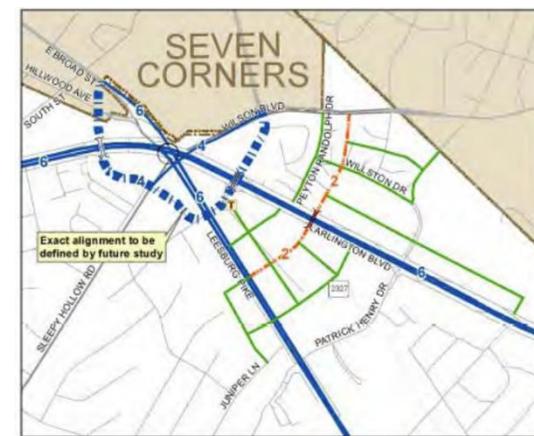


TRANSPORTATION PLANNING

Provides multi-modal transportation planning and analysis to develop and implement the County's transportation plan. Activities that evaluate and mitigate the impact of land development on the County's transportation system to improve mobility and accessibility for the users of the system which leads to the provision of transportation facilities and services within the Board's policy framework.

Team members in this LOB:

- **Manage the transportation element** of the County's Comprehensive Plan;
- **Conduct transportation planning activities** in areas important to the county's economic success, such as Tysons, Reston, Seven Corners, Richmond Highway and others;
- **Represent County on major regional transportation planning studies**, such as I-66;
- **Analyze the transportation impacts** of proposed development applications (e.g., Rezoning, Special Exceptions, etc.);
- **Negotiate and review proffers** related to transportation;
- **Review site plans** and associated roadway, pedestrian, and bicycle facility **waiver requests**;
- Manage initiatives including **developer Transportation Demand Management (TDM)** program submissions, **Urban Street Standards (USS)**, and evaluating **parking reduction requests**; and
- **Review requests to abandon and vacate right-of-way**





TRANSIT SERVICES

Provide management, oversight and coordination of the activities of the Fairfax Connector bus system:

- **84 routes** providing primarily intra-county service and connections to Metrorail and Virginia Railway Express.
- **295 buses**
- Approximately **10 million annual riders**.

Goal: reduce congestion by providing alternatives to the single occupancy vehicle.

Includes the **promotion of telecommuting and encouraging the use of ridesharing**. The Employer Services Program **works with employers** to implement various Travel Demand Management techniques that **encourage carpooling, vanpooling, teleworking, and public transportation**. These programs also seek to reduce congestion by providing alternatives to the single occupancy vehicle.





TRANSIT SERVICES

Team members in this LOB:

- Oversee of **one of the largest bus operations contracts** in the country covering **operations and maintenance of the Fairfax Connector**;
- Work closely with the bus service contractor to **improve safety oversight and practices**;
- **Refine service in a cost effective manner** to meet the goal of providing safe, reliable, customer-focused service within available resources;
- **Accommodate riders with varying levels of mobility** to travel and connect within the community with a fleet of buses equipped with bike racks to accommodate bicyclists and that meet the Americans with Disability Act (ADA) requirements;
- **Manage capital infrastructure projects** designed to improve operating efficiencies and to increase capacity to accommodate future growth plans;
- **Manage implementation of an advanced Intelligent Transportation System (ITS) and other technology** on the Fairfax Connector bus fleet, which will feature **real time bus arrival information** that will enhance the travel experience of Connector riders;
- Ensure **compliance** with federal mandated **Title VI (Civil Rights)** by conducting fare and service equity analyses;
- **Coordinate with WMATA regarding Metrobus service** in Fairfax and other regional providers;
- **Oversee Telephone Information Center and five "Connector Stores"** providing trip planning assistance, regional travel information, route maps and schedules, lost and found support, and record comments, commendations, and complaints; and
- **Implement employee commuter services, such as free ride matching services, transit benefits, reserved parking for carpools, van pools, public transit, and telework options.**

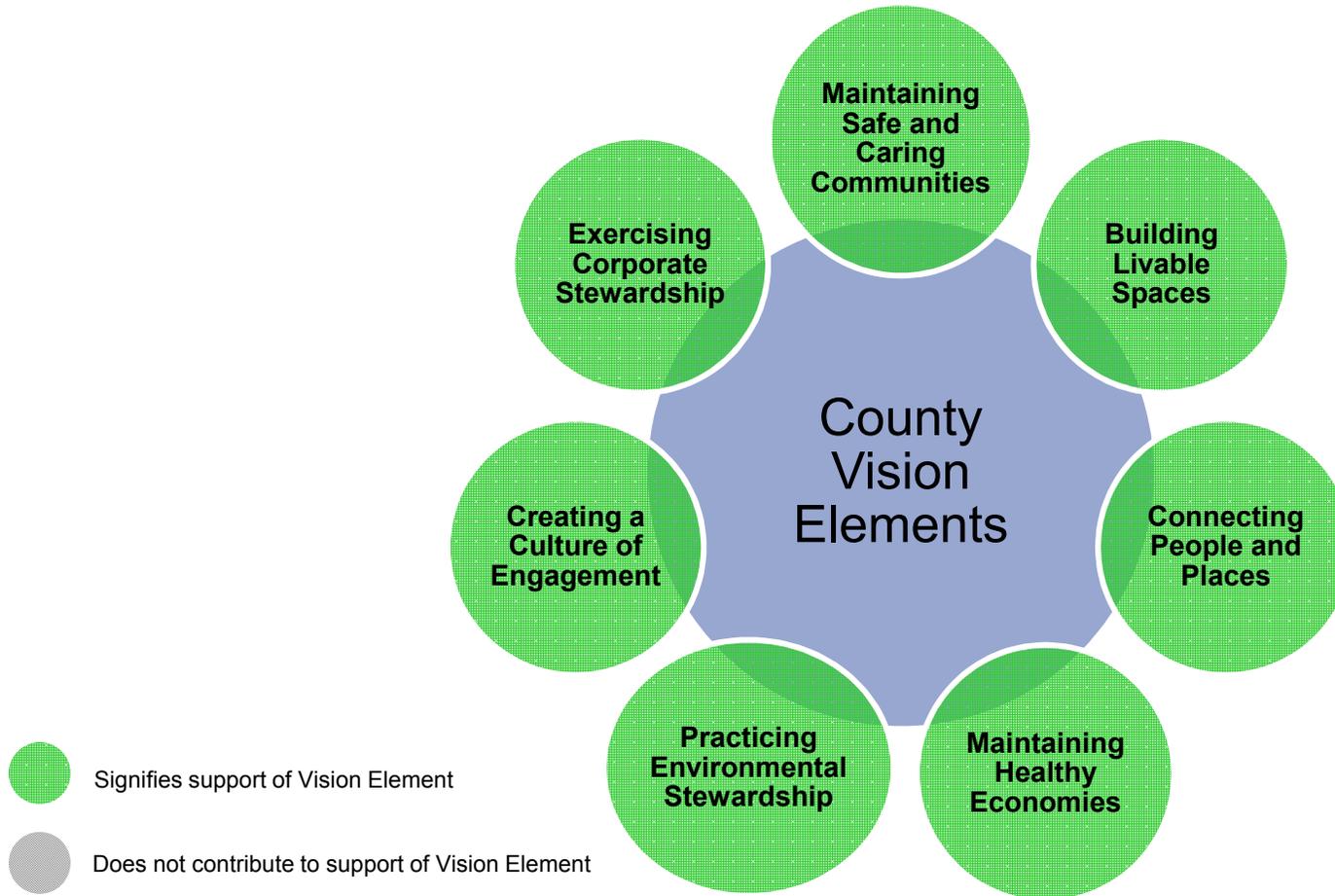
This LOB also provides support to the County's contribution to the Virginia Railway Express (VRE) Commuter rail service.





COUNTY VISION ELEMENTS

- The purpose of the LOBs process and the validation process performed by staff and management is to array the relevance of all LOBs according to the County’s Vision Elements. Our LOBs support all vision elements:





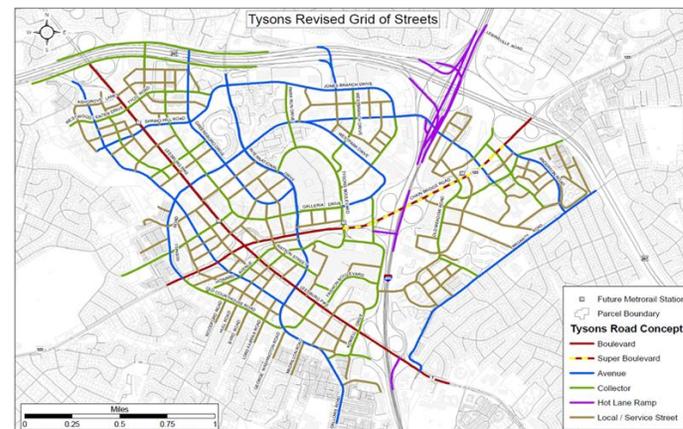
LOBS RELATION TO COUNTY VISION ELEMENTS

Maintaining Safe and Caring Communities

- Public Transportation is one of the **safest modes of travel**. FCDOT is improving safety by employing new technologies including **vehicle tracking using global positioning systems, video technology, and centralized dispatch operations**. Additional efforts include enhanced driver awareness programs and technology.
- Safety is also a key component of all new roadway, transit, bike and pedestrian capital projects** that are developed by FCDOT.

Building Livable Spaces

- FCDOT seeks **funding to implement transportation projects and services in the County that improve the quality of life, support community revitalization efforts, promote community connections and support the county's major activity centers**. Transportation investments are a key element to developing new, and improving existing communities, and in making these communities more attractive places to live.
- A **multi-modal transportation network is the lifeline** of functional and sustainable land development.
- FCDOT is focused on **reducing congestion and improving mobility** on the major corridors and between activity centers.
- Within activity centers, FCDOT designs streets to be more accessible to all users** and toward having them become a part of the community fabric. The streets are designed to slow vehicle traffic and accommodate bikes on the street, shorten pedestrian crossings, and integrate additional surface transit facilities.





Connecting People and Places

- The Fairfax Connector provides residents **improved access to local destinations and connections to major transit modes** such as Metro and VRE stations. The Connector **promotes improved access** for persons with disabilities and allows seniors more options to age in place.
- Gives people the **ability to access places and resources in a timely, safe, and convenient manner**. Projects that support road, transit, walkway and trail improvements, **help people to feel like part of a community**.
- The Connector **provides affordable transportation options**. By connecting people with jobs, education, medical services, shopping and other destinations, the Connector **promotes economic activity** at every level from the choice rider to those that depend on transit the most.
- All **buses meet Americans with Disabilities Act (ADA) requirements**, allowing riders with disabilities and seniors to age in place and maintain higher independence.
- The Connector is **implementing an advanced Intelligent Transportation Systems (ITS) solution** which will include computer-aided dispatching, and automatic vehicle locator system technology, mobile data terminals, automated passenger counters, stop annunciators, and real-time passenger information. **ITS will better connect the public to the system** and improve safety, route refinements, and allow for faster schedule development, increasing operational efficiency.
- The recently approved **Comprehensive Transit Plan will guide future investments** in the Connector and Metrobus service by focusing on **maximizing connections** to and between jobs, schools, Metrorail, Virginia Railway Express, and activity centers. Efforts include greater use of transit in Comprehensive Plans **focusing on high density development and enhanced transit corridors** that maximize the County's multimodal transportation system.
- The Ridesource and Employer Services Programs are working to **implement various travel demand management measures including carpooling, vanpooling, and public transit use**.





Maintaining Healthy Economies

- **Transportation projects and services are also key to the county's economic success efforts**, as they **allow for the flow of people** in and around the county to utilize the county's many programs and services, thereby **generating revenue, improving access** to education and health services, **improving health and fitness, and improving quality of life**.
- New **transportation infrastructure improves mobility and access to transit, enabling residents to become more self-sufficient** and pursue educational, employment and business endeavors which will in turn grow and develop their talent and income.
- Projects implemented are an investment in infrastructure, **providing work for local engineers and contractors**. Projects being implemented **can attract the private sector to invest in and redevelop adjacent parcels**, thereby spurring economic growth.
- Improving the ability for people to walk or bike to their destinations **reduces vehicle emissions and also improves individual health**.
- The provision of a functional transportation network contributes to economic success, as efforts to maintain or increase the capacity of freeways and arterial highways **enhance the ability to provide access for the transport of goods and provision of services**. Rail, transit and highway improvements **stimulate land use opportunities** in the station areas that **encourage higher density, higher value growth**. The contextual design of streets within communities of various types encourages land development that **fosters a live, work, play environment which attracts more residents and businesses** to these areas.
- **The Connector supports the County's major activity centers, and helps improve mobility and ease congestion**.
- The Connector service also **supports community revitalization efforts** and helps to further encourage transit oriented development.





Practicing Environmental Stewardship

- FCDOT works with representatives of other local governments, Board Members and legislators providing **recommendations for various funding programs and projects that improve the environment.**
- FCDOT **designs roadway, transit, pedestrian, and bicycle improvements that improve residents quality of life, and protect and enhance the County's natural environment and open spaces.**
- Improving **alternatives to the single occupant auto reduces vehicle emissions, air pollution and water pollution.**
- **Concentrating new growth** in activity centers, **makes it is easier to serve the residents and businesses with multiple modes of transportation.** This **fosters the use of non-motorized modes** of transportation and/or mass transportation options that reduce vehicle emissions and dependence on fossil fuels.
- The **Connector reduces congestion by removing personal vehicles from the road network and therefore reducing fuel consumption.** A single commuter switching his or her commute to the Fairfax Connector can **reduce a household's carbon emissions by 10 percent** (and up to 30 percent if he or she eliminates a second car).
- The Connector also supports the County's commitment to the Emission Reduction Program, by **purchasing vehicles equipped with the latest in emissions control technologies that exceed strict Environmental Protection Agency requirements, and products that improve fuel economy.**
- The Connector's vehicle replacement policy designed to **keep the fleet average age at optimal levels** as well as developed an aggressive mid-life rehabilitation program to help **ensure the bus fleet performs in a cost efficient and environmentally friendly manner,** and that the assets fully meet their expected life span.



County of Fairfax, VA – 2016 Lines of Business Presentation



Creating a Culture of Engagement

- The **development and implementation of the County’s transportation plan involves engaging the public and stakeholders** to seek their partnership in achieving common goals. Transportation **plans must be informed by a substantive public engagement** at all phases.
- **From the land development perspective, industry has an important role in executing the transportation plan** as the County seeks their financial and physical assistance to **ensure the network is able to accommodate the impacts** of their development, and to ensure the network **continues to serve the public safely and adequately**. Most enhancements to the network by industry are voluntary, as part of the land development review process. FCDOT **ensures that needs are clearly identified to industry, and that a constructive process to address these needs is in place** to create a successful outcome for both industry and the public.
- During 2012 and 2013, **FCDOT engaged the community in the County-wide Dialogue on Transportation**. This effort **reviewed** the County’s **transportation needs** and possible **sources of funding** to address them. Subsequently, FCDOT **sought input on the community’s project priorities and ranked projects** through various efforts including a cost-benefit tool. The Board adopted the Transportation Priorities Plan on January 28, 2014.
- **Project implementation is closely coordinated** with the neighborhoods in which they are located.
- **Public meetings and outreach promote dialogue** among community members and solicit public input.
- **Project designs are often modified** to address input or requests received from citizens. These measures promote a culture of open communication and engagement. Public input is a part of all projects.
- The **Connector is improving community engagement**. Fairfax Connector conducts **public meetings for major service changes and developed a Title VI Civil Rights program with community input**. The Connector developed a **Comprehensive Transit Plan**, a ten-year plan for Fairfax Connector and Metrobus service within the County that will guide strategic bus service recommendations to 2025. As part of that effort, Transit Services launched “Connections 2015” to gather public feedback on existing bus service and the potential for enhanced and expanded transit services. The effort resulted in a **more inclusive and robust outreach with positive public participation**.





Exercising Corporate Stewardship

- **FCDOT seeks additional, and often times, alternate funding sources** for transportation improvements.
- **Funding has been realized** through bond funds, federal grants, HB 3202 (2007) and HB2313 (2013), tax and service districts, other state and regional sources, and developer contributions.
- **FCDOT prepares numerous grant applications each year** to secure funding for transportation projects and services from sources outside Fairfax County.
- **Projects are designed in strict adherence not only to county, state, and federal standards, but also in open communication with the community, to produce the safest, most efficient, and useful improvements possible.**
- FCDOT **holds public meetings to solicit comments and gain support for the projects** we are entrusted to provide.
- FCDOT **works very closely with other county agencies, as well as other outside public agencies,** to provide superior service. **Value engineering (seeking cost savings) is part of all significant transportation projects.**
- Fairfax Connector **continues to respond to the diverse transportation needs of the County in the most cost-effective manner by:**
 - **adjusting services** in response to public feedback and with a focus on increasing efficiency,
 - **reducing passenger crowding,**
 - **improving reliability,** and
 - **responding to changing ridership and traffic patterns.**





METRICS

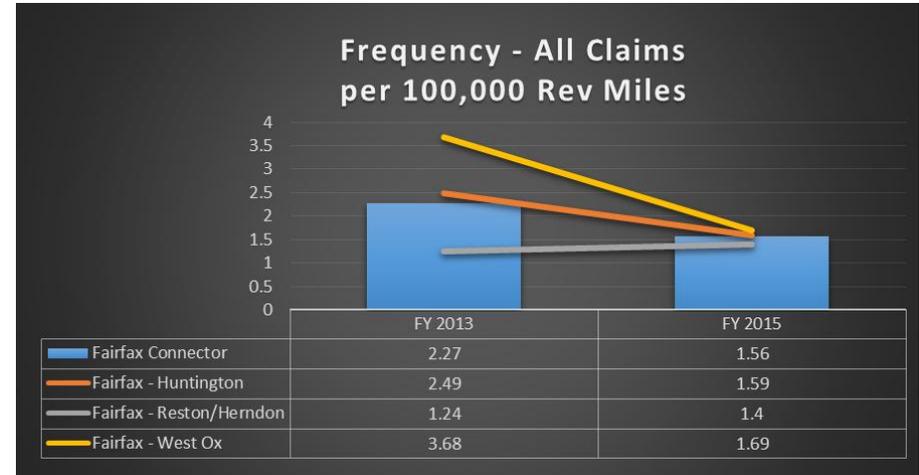
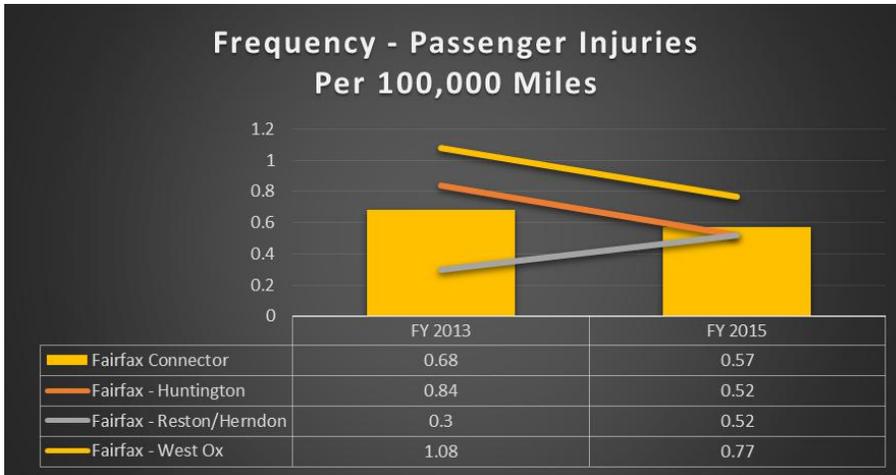
Metric Indicator	FY 2013 Actual	FY 2014 Actual	FY 2015 Actual	FY 2016 Estimate	FY 2017 Estimate
Value of grants awarded (in millions)	40.29	37.16	41.41	45.00	90.00
Total active capital projects (all types) – <i>projects managed by FCDOT Design Division</i>	203	193	168	234	226
Total FY cost of capital projects (all program types) – <i>Projects managed by FCDOT Design Division</i>	\$29,487,791	\$31,133,114	\$50,185,330	\$50,800,000	\$50,825,000
Traffic Calming studies	60	59	65	60	60
Bus Stop Improvements (annual investment)	\$1,817,872	\$1,621,622	\$1,765,568	\$1,775,000	\$1,650,000
Bus Stop Safety/Shelter Projects Completed	68	40	85	75	75
Number of zoning applications reviewed	198	278	303	200	210
Number of planning studies undertaken	30	31	30	35	35
Total passengers transported	10,650,401	10,655,021	9,764,166	9,917,787	10,016,965
Number of Senior and Disabled riders	570,055	648,347	652,988	662,783	669,411
Preventable accidents per 100,000 miles	1.24	1.03	0.99	0.90	0.85
Percentage of total complaints related to Unsafe driving	17.8%	17.7%	13.9%	10.0%	9.0%



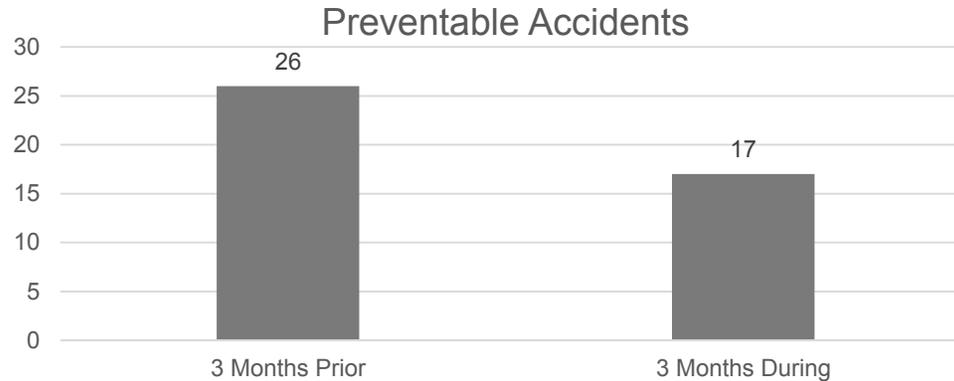
METRICS – FAIRFAX CONNECTOR

SAFETY

- Accidents**



- Preventable accidents since implementation of DriveCam in Fall 2015**





METRICS – FAIRFAX CONNECTOR

COMPARISON TO METROBUS

FY2015		
	Fairfax	
	<u>Connector</u>	<u>Metrobus</u>
On Time Performance	96%	79%
Accidents per 100,000 miles [1]	0.99	1.75
Average Fleet Age	4.8 years	7.0 years
[1] Metrobus data partial year		

COMPARISON TO OTHERS

	Fairfax	North County	Hampton	Greater	
	<u>Connector</u>	<u>Transit San Diego</u>	<u>Roads Transit</u>	<u>Richmond Transit</u>	<u>Montgomery Ride On</u>
Trips Per Revenue Mile	17	19	20	21	27
- Each system has different service characteristics					
- In Fairfax County, some of the most productive service is operated by Metrobus					

Source: Federal Transit Administration; National Transit Database



TRENDS AND CHALLENGES

- The Washington metropolitan **area is consistently ranked as one of the most congested** regions in the country.
- The region's **population and employment have grown faster than the transportation network.**
- Transportation **investments haven't always kept up with development.**
- **Much of the existing transportation network was established to serve commuting trips between the suburbs and the downtown core.** Over time, a **significant amount of employment has developed away from the traditional core.** This trend has resulted in a substantial **increase in suburb-to-suburb work trips.** These trips are **more difficult to serve** with transit, and expanding road networks is often very expensive.
- The region's severe **congestion can have an impact on economic success.** As **new comprehensive plans** have been adopted for Tysons, Reston and Seven Corners, there has been a **focus on trying to align new transportation investments with new development.** The Tysons Transportation Funding Plan is an example.
- The **region's air quality is also a significant concern.** The Intermodal Surface Transportation Efficiency Act of 1991 tied federal transportation funding to the Clean Air Act of 1990. The Washington metropolitan **area is a serious air quality non-attainment area.** If the region fails to significantly reduce air pollution, there is a very real **possibility that the federal government will freeze both transit and highway funding to the region.** This would further delay the implementation of transportation projects until air quality improves. FCDOT team members are involved in air quality conformity discussions and provide recommendations to the Board regarding proposed policy initiatives to improve the region's air quality.
- In 2013, the Virginia **General Assembly passed HB 2313** which significantly increased statewide and regional transportation funding.
- On January 28, 2014, the **Board of Supervisors approved \$1.4 billion in new multimodal transportation projects** to be implemented through FY 2020, as funding is made available. These projects will be funded by several revenue sources, including Federal, state, regional and local, the 2014 bond funds. **FCDOT members are now engaged in implementing these projects.** Considerable **efforts are underway** within FCDOT, and in conjunction with VDOT, **to streamline this implementation process.**



- **HB 2 (2014) and the Commonwealth Transportation Board (CTB) policy develop a new method of allocating limited state funding to projects that meet the most critical transportation needs in Virginia. Based on criteria developed by the CTB, FCDOT prioritized projects for funding in the Six Year Improvement Program (SYIP).** The first applications under the HB2 process were submitted in September 2015, following the Board's endorsement. **The Administration has released a draft list of funding priorities** as a result of the HB2 process. The CTB will adopt the SYIP in June 2016. **Fairfax County projects** that are part of the draft recommended funding list include:
 - I-66 Express Lanes (Outside the Beltway)
 - Route 28 Improvements (Prince William Line to Centreville)
 - Route 7 Improvements west of Tysons
- **Reviewing the draft recommendations has helped FCDOT to reach conclusions** that will assist in preparing more competitive HB2 grant applications in the future.
- **Growth in aging population and immigrant population and propensity of younger populations to drive less and for many to forgo auto ownership and rely on alternate means of transportation will add to the importance of transit.**
- As the County's **future growth will primarily occur in the county's activity centers**, mostly multifamily housing rather than single family housing, will be built. These alternative modes of transportation will become increasingly more important in the future.
- Higher density is concentrated in parts of the County:
 - inside the Capital Beltway, Annandale and Falls Church;
 - south of the Beltway and I-95, Franconia and Richmond Highway;
 - west of the Beltway in the Fairfax, Merrifield, and Vienna areas;
 - in Tysons, Herndon and Reston in the Dulles Corridor; and
 - Route 28 Corridor.
- Continued **population increases will present new challenges as the county grows in a denser, urban fashion.**
- These are areas where the Connector will continue to focus investments to better connect people and places. This is key to better manage congestion on the existing and future transportation network, as uncontrolled growth in single-occupancy vehicle traffic is unsustainable, impractical, and a risk to future development and investments in the County.



LOOKING FORWARD

- Implementation of the Board's \$1.4B Six-Year Transportation Priorities Plan



- Comprehensive Plan Implementation – Tysons, Seven Corners, Reston
- Comprehensive Plan Amendments – Fairfax Center, Richmond Highway, Lincolnia
- Improved Metrorail reliability and increased capital investments



LOOKING FORWARD

- Address Transit Ridership declines – current activities to resolve
 - **Targeted Efforts to Increase Fairfax Connector Ridership:**
 - Location-specific outreach campaigns on select routes
 - Social media advertising and outreach
 - Traditional media advertising and outreach
 - Direct mail campaigns and free ride coupons
 - Strategic partnerships (*such as Towns, Visit Fairfax, FCPS, the Smithsonian, etc.*)

Connect to Metro's Silver Line for work, catch a flight at Dulles International Airport, or visit shops and eateries at Reston Town Center! With improved frequency and all-day bus service, Fairfax Connector will take you there! <http://1.usa.gov/1LIRVZc>



**Where
Will You
Go Today?**

Reston Area Routes - Fairfax County, Virginia
Reston Area Routes
fairfaxcounty.gov

A Fairfax County, VA
Publication



Fairfax Connector

January 29 · 🌐



If you've been to the **National Air and Space Museum, Steven F. Udvar-Hazy Center, Smithsonian** you might want to think about going again tomorrow! As part of their Open House, you can get a behind-the-scenes look at items not on display. Connector Bus 983 will take you there; schedule info at www.fairfaxconnector.com!



Steven F. Udvar-Hazy Center Open House | National Air and Space Museum

airandspace.si.edu



LOOKING FORWARD

- Silver Line Phase 2
- I-66 Express Lanes
 - Outside the Beltway
 - Inside the Beltway
- I-395 Express Lanes
- Richmond Highway Bus Rapid Transit
- Route 7 Bus Rapid Transit
- Columbia Pike Corridor
- Other Corridor and Secondary Road Improvements (Route 28, Braddock Road, etc.)
- Bikeshare and other multimodal improvements





DISCUSSION

