

Transportation and Pedestrian Initiatives

Transportation and Pedestrian Initiatives Goals

- ✓ To provide long range transportation planning for new capacity roadway improvements.
- ✓ To identify potential locations for major transit facilities such as future rail stations and park-and-ride sites.
- ✓ To enhanced 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 and Pedestrian Initiatives

PROGRAM DESCRIPTION

Transportation facilities and services in Fairfax County are primarily provided by the Virginia Department of Transportation (VDOT) which owns, constructs, maintains and operates nearly all of the roads in Fairfax County, and by the Washington Metropolitan Area Transit Authority (WMATA) which provides the majority of all public transit service in the region. In addition to the transportation planning done by these two agencies, 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 has established a number of objectives and policies in order to:

- ✓ Maximize the efficient use of the existing and future County transportation system by reducing reliance on automobile travel.
- ✓ Provide public transportation facilities such as rail transit and commuter rail in major radial and intracounty commuter corridors.
- ✓ Provide local movement of people and goods through a multi-modal transportation system that provides transportation choices, reduces single-occupancy-vehicle use, and improves air quality.
- ✓ Provide park-and-ride lots along major intercounty and intracounty corridors and at transfer points such as rail stations.
- ✓ Provide a street network level of service as high as practical, recognizing the social, environmental and financial constraints associated with diverse areas of the County.
- ✓ Ensure that improvements to the transportation system are cost-effective and consistent with environmental, land use, social, and economic goals.
- ✓ Enhance public transportation corridors and conduct further studies to identify the feasibility of alternative modes and levels of service.
- ✓ Provide safe and convenient non-motorized access (e.g., sidewalks, pedestrian crosswalk signals and markings, trails, on-road bicycle routes and secure bicycle parking) and user amenities (e.g., paved waiting areas, bus shelters and route/schedule information) to make transit services and facilities more convenient and attractive.
- ✓ Improve the speed, quality, reliability, convenience and productivity of transit service.

Source: 2017 Edition of the Comprehensive Plan, Policy Plan Element, Transportation Section, as amended through 3-14-2017.

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)

Local/Regional

On September 10, 2007, the Board of Supervisors approved a code change to implement a Commercial and Industrial (C&I) tax for transportation projects in Fairfax County, authorized by the General Assembly in HB 3202. A specific project list was first approved by the Board of Supervisors on May 5, 2008, and again on July 13, 2009. In addition, on October 19, 2009, the Board of Supervisors approved a specific list of Spot Roadway, Pedestrian, Bike and Bus Stop projects supported by C&I tax revenues. On July 10, 2012, the Board of Supervisors approved the Four-Year Plan for Transportation which included allocation of C&I tax revenues through FY 2016. A rate of 12.5 cents will continue for FY 2020, and is expected to generate \$56 million. On January 28, 2014, the Board approved its six-year Transportation Priorities Plan (TPP) resulting from the Continued Dialogue on Transportation (CDOT) outreach effort which included available C&I tax revenues through FY 2020. The following links show the current list of projects and details:

- <https://www.fairfaxcounty.gov/transportation/6year-priorities>,
- <https://www.fairfaxcounty.gov/transportation/projects/approved>,
- <https://www.fairfaxcounty.gov/transportation/tpp-2017>,
- <https://www.fairfaxcounty.gov/transportation/countywide-dialogue-transportation>

C&I tax revenues also fund Fairfax Connector transit service. Some of this service includes the operation of 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. The Northern Virginia provisions of the plan were expected to provide approximately \$300 million in additional funding per year for the region.

Of the funds collected, 70 percent are provided to the Northern Virginia Transportation Authority (NVRTA) 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 NVRTA's regional transportation plan or for public transportation purposes. Localities are required to enact their



C&I tax at 12.5 cents or dedicate an equivalent amount to be used only for transportation. Those localities that do not do this or do so at a lower rate will have these revenues reduced by a corresponding amount.

In 2018, the General Assembly approved HB 1539 (Hugo) /SB 856 (Saslaw), which provides \$154 million per year in dedicated capital funding for the Washington Metropolitan Area Transit Authority (WMATA). Of this amount, \$102 million, annually, is being diverted from existing local and NVRTA regional sources. While HB 1539/SB 856 addressed WMATA funding needs, they did so at the expense of other significant projects throughout the region. The financial impact on Fairfax County transportation projects is expected to be approximately \$45-50 million per year.

Due to this change in legislation, in FY 2020, Fairfax County is now reasonably expected to benefit from approximately \$119 million of NVTAs regional funding for transportation improvements. The 30 percent share is expected to be approximately \$35 million, including the Towns of Herndon and Vienna, a reduction from \$42.4 million had the diversion of funds not occurred. For a list of projects being funded with local "30%" funds, please visit: <http://www.thenovaauthority.org/planning-programming/30-local-projects>.

Economic Development Authority (EDA) revenue bonds in the amount of \$100 million were included in the FY 2019 for Fund 40010 (County and Regional Transportation Projects), and are consistent with the Board of Supervisors TPP. Debt service on this bond 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 in account to cover project expenses; however, the authorization is important to advance projects expeditiously.

Fairfax County currently has two service districts created to support the advancement of transportation improvements. These service districts are located in Reston and Tysons, and were created and approved by the Board of Supervisors on April 4, 2017, for Reston, and December 4, 2012, for Tysons; and, support funding plans for transportation improvements. In FY 2020, the Reston and Tysons Transportation Service Districts are expected to generate approximately \$2 million, and \$8.1 million in tax revenues, respectively.

On November 4, 2014, voters approved a \$100 million bond referendum for transportation. This referendum included funding for spot roadway intersection improvements, pedestrian improvements, and bicycle projects. The \$100 million referendum, and projects funded by the referendum, are consistent with the projects approved by the Board on January 28, 2014, in the TPP. For additional project details, see <https://www.fairfaxcounty.gov/boardofsupervisors/sites/boardofsupervisors/files/assets/meeting%20materials/board/2014/june17-final-board-package.pdf>. The FY 2019 CIP and the proposed FY 2020 CIP include a Roads Bond Referendum in 2026. This referendum will continue to support roadway capital project priorities in Fairfax County.

At the regional level, NVTAs recently adopted its FY 2018-2023 Six Year Program (SYP), providing approximately \$1.285 billion in funding for regional transportation projects. The amount provided is below the \$1.5 billion that was expected for the SYP prior to the General Assembly session and far short of the \$2.5 billion in needs that had been requested.

NVTAs SYP included funding for several projects in Fairfax County, including:

- Richmond Highway Widening (Mt. Vernon Memorial Highway to Napper Road) – \$127 million
- Richmond Highway Bus Rapid Transit (BRT)- \$250 million
- Frontier Drive Extension – \$25 million
- Route 28 Widening (Route 29 to Prince William County Line) - \$16 million
- Richmond Highway/CSX Underpass – \$12 million
- Rolling Road (Hunter Village Drive to Old Keene Mill) - \$11.1 million
- Fairfax County Parkway (Ox Rd to Lee Highway, including Popes Head Interchange) - \$67 million
- Rock Hill Road Bridge - \$20.6 million
- Town of Vienna Mill Street NE Parking Garage – \$2.3 million

See <https://thenovaauthority.org/programming/fy2018-fy2023-six-year-program/> for project details and maps.

Federal

At the federal level, 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). Details can be found at: <https://thenovaauthority.org/programming/cmaq-rstp/>. In December 2015, Congress passed a new transportation authorization bill, entitled Fixing America's Surface Transportation (FAST) Act. The FAST Act provides \$305 billion for highway, transit and railway programs. Of that, \$233 billion is for highways, \$49 billion is for transit and \$10 billion is dedicated to federal passenger rail. The remaining \$13 billion will be used for other items related to transportation funding over the five-year period, such as helping to replenish the Highway Trust Fund. By the end of the bill's five-year duration, highway investment would rise by 15 percent, transit funding would grow by nearly 18 percent, and federal passenger rail investment would remain flat. The bill also increases the amount of this funding that is sub-allocated to metropolitan areas on the basis of population from the current 50 percent to 55 percent over five years. The bill reclassifies TAP as the "Surface Transportation Program (STP) Set-Aside" within the broader Surface Transportation Block Grant Program (STBGP) and provides approximately \$840 million per year. Guidelines, regulations and rules will need to be created for any new or amended provisions included in the final reauthorization legislation.

The Clean Air Act Amendments of 1990, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the Transportation Equity Act for the 21st Century (TEA-21) approved in 1998, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) approved in 2005, Moving Ahead for Progress in the 21st Century (MAP-21) approved in 2012, and the FAST Act require a rigorous air quality impact assessment of all transit and highway projects both at the programming level and at the specific project level. In addition to air quality legislation, the Americans with Disabilities Act (ADA) requires all public and private providers of transportation services to provide accessible services to those with disabilities. These provisions impact transit and paratransit services operated by WMATA and Fairfax County. SAFETEA-LU emphasized intermodal funding flexibility between highways and transit, especially through the CMAQ improvement program. The CMAQ program, which was continued in the new surface transportation bill at an average annual funding level of \$2.4 billion, provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding provided through the CMAQ program is designed to assist states in attaining the federal air quality standards for ozone and carbon monoxide. This changing regulatory and funding environment provides the County with special challenges and opportunities. One of the important results is increasing multimodal competition for project programming and implementation. In addition, air quality considerations may delay or scale back major roadway projects, while supporting short-term Transportation System Management (TSM) and Transportation Demand Management (TDM) solutions. Additional information can be found at <https://www.fairfaxcounty.gov/transportation/tdp>.

MAP-21 also created new performance-based features for CMAQ. The FAST Act is now in the process of finalizing these performance measures through Federal Rules. The United States Secretary of Transportation is working to establish measures for States to use to assess traffic congestion and on-road mobile source emissions. Each Metropolitan Planning Organization (MPO) with a transportation management area of more than one million in population representing a nonattainment or maintenance area is required to develop and update biennially a performance plan to achieve air quality and congestion reduction targets. Currently, the National Capital Region, is in an Environmental Protection Agency Air Quality 8-Hour Ozone Maintenance Area. A CMAQ Outcomes Assessment Study for the program is also required. To support many of the federal transportation initiatives to reduce congestion and air pollution, the County and VDOT have advanced an ambitious multimodal program for interstates and primary arterials, which involves building High Occupancy Vehicle (HOV) lanes, High Occupancy Toll (HOT) lanes, park-and-ride lots and new transit facilities. These improvements have significantly improved commuting for those who rideshare or use public transit. This has resulted in an appreciable increase in transit ridership which, in turn, lessened the demands on the area highways.

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 will deliver \$3.7 billion of transportation improvements in the I-66 corridor. The project will transform I-66 into a multimodal corridor that moves more people by providing more reliable and new travel options.

As part of the Transform 66 Outside the Beltway agreement, the Commonwealth Transportation Board (CTB) designated NVTA as the agency to select additional transportation projects that will augment the effectiveness of the other I-66 improvements, through a \$500 million concessionaire payment. Following the submission of proposals by localities, on December 5, 2017, the CTB approved the list of NVTA recommended projects, in addition to one additional project located in Fairfax County. Fairfax County had a total of nine projects funded, with a total award of \$122,169,000. See www.transform66.org for more information.

State

During the 2014 Session, the Virginia General Assembly passed HB2, which directed the development of a prioritization process (now called Smart Scale) for projects funded by the CTB. The Smart Scale process was used for the first time in the development of the FY2016-FY2021 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. Smart Scale requires congestion mitigation to be weighted highest in Northern Virginia.

The Weighting Framework for Northern Virginia is:

- Congestion Mitigation (45%)
- Land Use Coordination (20%)
- Accessibility (15%)
- Environmental Quality (10%)
- Economic Development (5%)
- Safety (5%)

The Code of Virginia allocates highway construction funding using the following formula:

- 45 percent of the funding to a "state of good repair", for the rehabilitation of structurally deficient bridges and deteriorating pavement;
- 27.5 percent of the funding to the statewide High-Priority Projects program, for projects of statewide significance to compete under Smart Scale; and
- 27.5 percent of the funding to highway construction District Grant Programs, with funds allocated regionally, competing under Smart Scale.

Under these new processes, the County must apply for most state roadway construction funds. Applications for the current round of Smart Scale were due in August 2018. On July 10, 2018, the Board of Supervisors authorized the submission of Smart Scale applications for the following projects for up to the amounts listed:

- Richmond Highway Widening (Napper Road to Mount Vernon Highway) - \$90 million
- Fairfax County Parkway Widening (Route 29 to Route 123) - \$60 million
- Soapstone Drive Extension/Dulles Toll Road Overpass - \$50 million
- Richmond Highway Bus Rapid Transit (BRT) (Huntington Metrorail Station to Fort Belvoir) - \$50 million
- Frontier Drive Extension - \$85 million
- Braddock Road Improvements Phase I (Wakefield Chapel Road to Ravensworth Road) - \$70 million
- Braddock Road Improvements Phase II (Guinea Road to Wakefield Chapel Road) - \$70 million
- Davis Drive Extension/ Dulles Toll Road Overpass - \$30 million
- Seven Corners Ring Road (Phase 1A/Segment 1A) - \$75 million
- Route 28 Northbound Widening (McLearen Road to Route 50) - \$20 million

See www.ctb.virginia.gov/resources/2018-fall-transportation...novasmartscalefy20.pdf for more information.

Because Smart Scale is a competitive process, there is no means to accurately forecast funding for projects in Fairfax County. As such, for planning purposes, DOT staff uses an average of previous awards in assuming revenues for the TPP, and CIP.

The Revenue Sharing program is administered by VDOT, in cooperation with the participating localities, under the authority of Section 33.2-357 of the Code of Virginia and the CTB Revenue Sharing Program Policy. The Revenue Sharing Program provides additional funding for use by a county, city, or town to construct, reconstruct, improve or maintain the highway systems. These funds must be equally matched by the locality. For Fairfax County, this program has been very successful in helping to fund some of the County's major road and transit projects. State law provides that the program shall receive up to \$100 million in each fiscal year for improvements to the secondary and primary road systems, with these funds to be equally matched by locality funds. The Code also caps annual allocations to localities at \$5 million per year, and a total project limit of no more than \$10 million in Revenue Sharing awards. Additional information can be found at: www.virginia.org/.../Fiscal_Year_2019-2020_Revenue_Sharing_allocations.pdf.

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 third, to projects that 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.

Anticipated FY 2020 – 2029 revenues for the Transportation Priorities Plan

Commercial and Industrial Taxes (C&I)	\$294,247,000
Northern Virginia Transportation Authority (NVTA) 30/70%	\$623,000,000
Economic Development Authority (EDA) Revenue Bonds	\$100,000,000
Transportation Service Districts (Reston and Tysons)	\$54,427,000
General Obligation Bonds	\$50,000,000
CMAQ/Regional Surface Transportation Program (RSTP) Funds	\$175,000,000
Private Contributions/I-66 Concession Funds	\$152,680,000
Smart Scale/Revenue Sharing Funds	\$244,000,000

The General Obligation bond funding is anticipated to total \$100 million, with \$50 million anticipated in FY 2026.

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

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

Metrorail

The Washington Metropolitan Area Transit Authority (WMATA) currently operates the 117 miles long rapid transit rail system with 86 stations serving the National Capital Region. The following ten Metrorail stations are located in Fairfax County: the West Falls Church-VT/UVA, Dunn Loring-Merrifield and Vienna-Fairfax/GMU Stations on the Orange line, the Franconia-Springfield Station on the Blue line; the Huntington Station on the Yellow line, and the McLean, Tysons Corner, Greensboro, Spring Hill, and Wiehle-Reston East Stations on the Silver Line. The Van Dorn Station on the Blue line is located in Alexandria, but also serves transit riders of Fairfax County. See <https://www.fairfaxcounty.gov/transportation/projects/silver-line> for more information.



Stringfellow Transit Center

WMATA Capital

In September 2003, the WMATA Board and the General Manager launched the Metro Matters campaign to highlight the need for \$1.5 billion in urgent capital funding needed to maintain the current system and respond to the increasing ridership demands for transit services in the region. The Metro Matters Funding Agreement between all WMATA jurisdictions included the entire Metro CIP and all of the capital needs identified in the Metro Matters campaign, such as 120 new railcars, 185 new buses and the ancillary facilities associated with operating and maintaining these vehicles.

As part of the federal Passenger Rail Investment and Improvement Act (PRIIA) of 2008, Congress authorized \$1.5 billion for WMATA over ten years to address urgent capital needs, if the region provides \$1.5 billion to match the federal funds. All three signatory jurisdictions (Virginia, Maryland, and the District of Columbia) 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, fixing broken escalators and elevators, and rehabilitating decaying rail stations and platforms.

Following the Metro Matters Funding Agreement, the Capital Funding Agreement (CFA) was signed by the WMATA jurisdictions in 2010, and is very similar to the Metro Matters Funding Agreement. The CFA included all the planned capital expenditures for Metrorail, Metrobus, and Paratransit for FY 2011 through FY 2016. This six-year capital funding plan is reviewed and updated annually. The CFA was extended one year for FY 2017, FY 2018, and again in FY 2019. WMATA funding jurisdictions are currently working on the next Capital Funding Agreement which may require another one year extension or could be a multi-year agreement. This agreement will provide 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.

Significant regional, state, and federal efforts were undertaken to secure an additional \$500 million per year in capital funding for WMATA to bring the Metrorail system, in particular, back to a “State of Good Repair” and to keep it that way. In Virginia, the General Assembly passed HB 1539 (Hugo)/SB 856 (Saslaw), the WMATA/Transit Funding Bill, which provides dedicated capital funding for WMATA as well as governance reforms.

The reforms include:

- Restricting participation of alternates on the WMATA Board
- Withholding 35 percent of state funds if Virginia operating assistance increases by more than three percent annually
- Requiring WMATA to adopt a CIP and strategic plan
- Requiring a Performance Annual Report on the performance and condition of WMATA
- Requiring annual certification by NVTC of receipt of various items from WMATA

Metrorail Safetrack: To address safety concerns stemming from years of deferred maintenance, WMATA instituted an aggressive program of track infrastructure repair and reconstruction that is known as Safetrack. Starting in June 2016 and running through April of 2017, the agency conducted 15 safety surges that closed rail segments for extended periods to allow for replacement of ballast, track, ties, power cables, turnouts, and signal infrastructure. The surges significantly impacted rail operations along the affected corridors.

Dulles Corridor Rail Project

The extension of the Metrorail system to Tysons and Dulles International Airport (IAD) has been identified as a transportation priority for Fairfax County and the Commonwealth of Virginia for several decades. It has been Fairfax County’s highest transportation priority since 1999. This project includes the completion of a 23-mile extension of the Metrorail line, beginning between the East and West Falls Church Stations located along I-66, extending along the Dulles Connector Road (DCR) to Route 123, then through Tyson’s Corner to Route 7, turning west to reconnect with the Dulles International Airport Access Highway (DIAAH) and then to Dulles Airport and into Loudoun County. When complete, the new line will have eleven stations, including eight in Fairfax County. There will be four in Tysons, as well as stations at Wiehle Avenue, Reston Town Center, Herndon, and Innovation Center. Outside of Fairfax County, there will be a station at Dulles International Airport, and two stations in Loudoun County.

The project is being constructed in two phases. Phase 1, estimated to cost \$2.9 billion, will begin at the Orange line and extend the line to Wiehle Avenue in Reston, including five stations in Fairfax County. Phase 2 will complete the rail line through Dulles International Airport to its final stop at Route 772/Ashburn Station in Loudoun County, including three more stations in Fairfax County, an airport station, two in Loudoun County, and a rail maintenance and storage facility at Dulles International Airport. The Washington Metropolitan Airports Authority (MWAA) has completed the preliminary engineering and awarded the Phase 2 construction contract in May 2014. Phase 2 is estimated to cost \$2.8 billion. Fairfax County and Loudoun County are funding the parking garages separately from the project. In late 2008, the Commonwealth of Virginia completed the transfer of the Dulles Toll Road from state control to the Metropolitan Washington Airports Authority (MWAA), which will manage construction of the rail line. The primary source of funding to complete the rail line will be toll road revenues (50.9 percent), with \$900 million, or 15.8 percent, expected from the Federal government, 16.1 percent from Fairfax County, 4.8 percent from Loudoun County, 4.1 percent from MWAA airport revenues, and 10.1 percent from the Commonwealth of Virginia. A design build contract for Phase 1 was approved with Dulles Transit Partners under the state’s Public-Private Transportation Act (PPTA) authority. The official project start for final design and construction activities began in March 2009 upon approval and issuance of a Full Funding Grant Agreement (FFGA) by the Federal Transit Administration. The Washington Metropolitan Area Transit Authority (WMATA) began revenue operations for Phase 1 on July 26, 2014.

Fairfax County, in addition to the other local funding partners, approved the Memorandum of Agreement (MOA) in late 2011 to proceed with Phase 2 of the Project. The MOA explicitly recognizes that Fairfax County will pay no more than 16.1 percent of the total project cost as previously agreed in the Funding Agreement. Phase 2 is slated to begin revenue operations in 2020.

A portion of Fairfax County’s share of Phase 1, in the amount of \$400 million, will be funded through a special transportation improvement district established in 2004. Landowners petitioned the Board of Supervisors to establish a special district for the express purpose of providing funds for the construction of rail to Wiehle Avenue, assuming another tax district would be established to fund the portion of the rail line

beyond Wiehle Avenue. In the fall of 2013, the County completed its \$400 million payment for Phase 1 construction costs from the Phase 1 tax district through a combination of tax collections and bond proceeds. The current tax rate for the Phase 1 district is \$0.13 cents per \$100 of assessed value. The tax rate is evaluated and voted upon by the Phase 1 Tax District Commission annually.

For Phase 2, landowners in the western part of the line petitioned the County to form a special district to provide up to \$330 million of the County's Phase 2 costs to take the project from Wiehle Avenue to Loudoun County. A special tax rate has been assessed to provide financing for construction at an initial tax rate of \$0.05 per \$100 of assessed value beginning in FY 2011, with annual increases of \$0.05 up to a maximum of \$0.20 per \$100 of assessed valuation as incorporated in the FY 2014 through FY 2019 Adopted Budget Plans. Per the petition, the tax rate in FY 2020 will remain at \$0.20 per \$100 of assessed value until full revenue operations commence on Phase 2, which is tentatively expected in early 2020. At that time, the rate may be set at the level necessary to support the District's debt obligations.

The balance of the total project funds owed by Fairfax County net of the two tax districts and regional transportation funding is approximately \$187 million for both phases of the project. These funds are expected to be paid from future special Commercial and Industrial (C&I) tax revenues along with \$10 million in 70 percent regional funding from the Northern Virginia Transportation Authority (NVTA). In addition, the Funding Partners closed on a United States Department of Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. This loan offers competitive interest rates, and unique financing provisions and will fund a majority of the funding partners remaining project costs. Fairfax County closed on its \$403.3 million TIFIA loan in December 2014. For more information on the funding breakdown for this project, visit the Dulles Corridor Metrorail Project website, <http://www.dullesmetro.com/> and <https://www.fairfaxcounty.gov/transportation/projects/silver-line>.

Commuter Rail

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

In 2011, the VRE Operations Board adopted the VRE System Plan 2040. This plan, 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 the supplemental revisions. VRE is now providing a framework for growing the system and responding to current and future travel needs in the northern Virginia, and Washington, D.C. regions. The Plan will evaluate potential service improvement 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. While the Plan will not guarantee specific levels of service or funding, it will inform VRE Operations Board decision-making and will reflect VRE's priorities and roles in the region's transportation system. Ridership in the VRE system, including Fairfax County, is averaging over 19,000 daily riders. More parking, rail cars, new stations, station improvements, rolling stock storage and track improvements are needed to keep pace with the demand and are continuously being added system wide. Details of these capital improvement needs are outlined in the new System Plan 2040 as well as VRE's new Six-Year Financial Forecast and Capital Improvement Program on VRE's website, www.vre.org.

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, from the imposition of a floor on the regional gas tax, which was imposed separately through SB 896/HB 768. VRE will be addressing the use of these funds throughout the remainder of FY 2019. Tentatively, the VRE Operations Board has agreed to the major criteria for the use of these funds.

They include:

- 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
- Continue to use Capital Reserve to fund small cost/scope changes
- Replacement of major existing assets such as railcars

All of Fairfax County’s VRE stations (Burke Centre, Rolling Road, Lorton, Backlick and Franconia-Springfield) are affected by or will affect the system’s growth. Fairfax County continues to monitor the parking situations at all VRE Stations to identify any improvements required for safety and/or capacity. The County is also in partnership with VRE to extend all the station platforms within the County to accommodate longer train sets proposed by VRE. The Lorton Station platform extension was completed in October 2017. Design and environmental work for the Rolling Road, Franconia-Springfield and Backlick Stations will continue in 2019 for extensions. Environmental and design work has also begun for a second platform at the Lorton Station. In addition, canopy roof replacements will occur at the Backlick and Rolling Road Stations in 2019.

Metrobus

The WMATA Board of Directors payment policy requires local jurisdictions to pay their respective shares of the estimated operating costs of the bus system and capital costs for new buses, old vehicle refurbishment, maintenance facility modernizations, bus shelter installation and other miscellaneous improvements. The non-federal share of capital expenditures for the WMATA bus system are shared by Fairfax County and other local jurisdictions in the Washington metropolitan region.

Fairfax Connector

In 1985 the Fairfax Connector system began operations providing service to the Huntington Metrorail Station. This service consisted of ten routes with 33 transit buses. Fairfax Connector was created as a cost effective public transportation system for Fairfax County to operate as an alternative to Metrobus. The system now provides service to approximately 29,000 weekday riders on 86 routes with 308 transit buses. Additional information can be found at: <https://www.fairfaxcounty.gov/transportation/connector/>.

The following provides an update on capital projects for the Fairfax Connector system:

- *ADA Remediation:* This is a continuing project to support County compliance with the Americans with Disabilities Act at Transportation facilities. This program supports the continuation of improvements required as part of the Department of Justice audit and identified in the settlement agreement signed by the Board of Supervisors on January 28, 2011.
- *Huntington Operating Facility and Huntington Service Lane Renovation/Expansion:* These projects expand the Huntington Garage maintenance bay, and includes two new maintenance bays, a storage facility, and a parking lot realignment. The projects also support a bus wash, cameras, probing lane, and Diesel Exhaust Fluid (DEF) tank. The Huntington Operating Facility has a budget of \$6 million.

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 Interstate and Primary Six Year 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:

- **Herndon Metrorail Station Parking Garage:** The Herndon Metrorail Station Parking Garage is part of the Phase II Dulles Rail project and is in addition to the existing Herndon Monroe garage. Fairfax County is responsible for the design, construction, operations and maintenance of the garage which is required to be operational by the WMATA announced start date of revenue service for Phase 2. The new garage will have approximately 2,007 parking spaces, bicycle amenities, pedestrian and vehicular bridges connecting to the existing garage, associated stormwater management, roadwork and transportation improvements. The project is in the construction phase, with construction anticipated to be complete in summer 2019. The total cost is \$44.9 million and is supported by Commercial and Industrial Tax revenues and parking revenue bond proceeds.
- **Innovation Center Metrorail Station Parking Garage:** The Innovation Center Metrorail Station Parking Garage is part of the Phase 2 Dulles Rail project is required to be operational by the WMATA announced start date of revenue service for Phase 2. Fairfax County is responsible for the design, construction, operations and maintenance of the garage. The garage will have approximately 2,100 parking spaces, bicycle amenities, and associated stormwater management, roadwork and transportation improvements. The garage is required to accommodate the anticipated parking requirements for the Metrorail station and is being planned and coordinated in partnership with adjacent property owners as part of a Transit Oriented Development. The project includes a real estate exchange, joint rezoning, and shared public-private site infrastructure. The garage project is in the construction phase, with construction anticipated to be complete in fall 2019. The total cost is \$52.0 million and is supported by Commercial and Industrial Tax revenues and parking revenue bond proceeds.
- **Springfield CBD Commuter Parking Garage:** The Springfield CBD Commuter Parking Garage is a new parking garage to accommodate approximately 1,000 commuter parking spaces and provide a bus transit location on the ground level. This multi-year project is currently in land acquisition with construction anticipated to begin in early 2020. The estimated total cost of this project is \$63.8 million to be funded with federal, and local C&I tax funding sources.
- **Monument Drive Commuter Parking Garage and Transit Center:** The Monument Drive Commuter Parking Garage and Transit Center is a new parking garage with a minimum of 820 parking spaces and will include a transit center of eight/twelve bus bays, kiss-and-ride facility, one shuttle bus bay, bicycle storage, restroom facility, and Connector store. This project is currently in the design phase with construction anticipated to begin in fall 2021. The estimated total cost of this project is \$38.5 million to be funded with Transform 66 Concession Funds.

- **Transit Centers:** \$2,000,000 for two new transit centers for use by general public and students.
 - George Mason University (Sandy Creek Way): 6 bus bays; bus shelters; benches; trash receptacles; and space for a possible future transit store. George Mason University administered the contract and the transit center was dedicated on March 15, 2018.
- **Reston Metrorail Access Group (RMAG) Program:** This Program provides for the construction of missing sidewalk links and improvements to the pedestrian access to intersections located near Phase II of the Dulles Rail Metro stations.
- **Lorton Arts Access Road:** \$1,600,000 to fund an access road required to enter the Workhouse Lorton Arts site after completion of the reconfiguration of Lorton Road.
- **Traffic Calming Program:** This program provides for staff review of roads for traffic calming measures when requested by a Board member on behalf of a homeowners' or civic association. Traffic calming employs the use of physical devices such as multi-way stop signs, speed humps, raised pedestrian crosswalks, median islands, or traffic circles to reduce the speed of traffic on a residential street.
- **Jefferson Manor Phase IIIA:** \$4,000,000 will provide for road, sidewalk and storm drainage improvements on Albemarle Drive. Phase I (road and storm drainage improvements on Farmington Drive, Farnsworth Drive, part of Edgehill Drive design); Phase II-A (road and storm drainage improvements on Jefferson Drive, and Monticello Road) and Phase II-B (land acquisition, utility relocation and construction on Fort Drive) are complete.
- **Walkway Improvements in Tysons:** As part of the Transportation improvements in the Tysons area, several new trails are proposed that will connect residential areas south and east of Tysons with the new Silver Line Metrorail stations. Since these trails will potentially serve a high volume of pedestrian and bicycle users during periods of darkness, pedestrian scale lighting will be included as part of each project. The County does not currently have a funding mechanism in place to operate and maintain these lighting systems. In cooperation with DPWES, a funding mechanism will be identified and appropriate agency agreements developed for the long term operation and maintenance of these facilities and other future trail lighting projects as they are identified and adopted by the Board. 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 Phase I	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
B. Tysons-wide Road Improvements			
Roads – Connecting Bridge	Bridge connecting Jones Branch Drive to Scotts Crossing Road	Tysons-wide	Construction Stage
Roads – Arterial Widening	Widen Route 7 from 4 to 6 lanes from the Dulles Toll Road to Reston Avenue	Tysons-wide	Design
Roads – Arterial Widening	Widen VA 123 to 8 lanes from Route 7 to I-495	Tysons-wide	Planning Stage
Roads – Arterial Widening	Widen VA 123 from 4 to 6 lanes between Route 7 and Old Courthouse Road	Tysons-wide	Planning Stage
Roads – Arterial Widening	Widen Route 7 from 4 to 6 lanes between I-495 and I-66	Tysons-wide	Planning Stage
Roads – Arterial Widening	Widen Route 7 from 6 to 8 lanes from VA 123 to I-495	Tysons-wide	Planning Stage
Roads – Arterial Widening	Complete widening of Rt. 7 to 8 lanes from the Dulles Toll Road to Rt. 123	Tysons-wide	Programmed and Construction Completed
Roads – Freeway Widening	Widen I-495 from 8 to 12 lanes to provide 4 HOT lanes between the Springfield Interchange and the 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 Stage
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 Stage

PEDESTRIAN AND BICYCLE INITIATIVES

Pedestrian Initiatives

Since 2002, Fairfax County has been aggressively implementing the Pedestrian Initiative, utilizing the three E's approach – Engineering, Education and Enforcement. The County has programmed significant funding to improve pedestrian safety and access by building sidewalk and trail projects, retrofitting intersections with pedestrian accommodations, improving bus stops, and installing countdown pedestrian signals. Fairfax County partners with MWCOC for the twice-yearly *Street Smart* Pedestrian Safety Campaigns, providing pedestrian safety messages in native languages with radio, transit and collateral advertising in English, Spanish, Korean, Vietnamese, Chinese and Amharic. The Fairfax County Police Department conducts pedestrian enforcement and public awareness through all District Stations as part of traffic enforcement plans each year. Funding for the Pedestrian Program currently totals over \$300 million and has been supported by several sources, including: the Board of Supervisor's 2014 TPP, the Board of Supervisor's First, Second and Third "Four-Year Transportation Plans"; the General Fund; the 2007 and 2014 Transportation Bonds; the Board-prioritized VDOT Secondary Program; the Board-prioritized CMAQ and RSTP allocations; and revenues associated with the C&I tax for transportation. Additional details can be found at: <https://www.fairfaxcounty.gov/transportation/walk/projects>.

Some of the current project initiatives include:

- **Pedestrian Improvements:** Complete missing links and add new trails at approximately 414 locations. These projects will provide neighborhood connectivity to transit and to local and major activity centers. Twenty-two pedestrian projects were completed in FY 2018.
- **Bus Stop Improvements:** Improve bus shelters, benches and pads, as well as ADA accessibility and pedestrian links at numerous locations throughout the County. Forty-four bus stop sites were improved in FY 2018, and approximately 755 total improvements have been completed through FY 2018.
- **HAWK Pedestrian Beacon:** Fairfax County's first HAWK (High-Intensity Activated CrossWalk) Pedestrian Beacon was constructed and activated in the Lee District in the summer of 2016. Pedestrians crossing Backlick Road in Springfield between Highland Street and the Beltway overpass now have a safer walkway due to the new HAWK Signal. The HAWK increases pedestrian safety by improving motorist stopping behavior. The signal is located between two signalized intersections and will remain dark when not in use. Once a pedestrian pushes the button to cross, the follow sequence is activated:
 - The HAWK beacon begins flashing yellow to indicate someone will be using the crosswalk. The signal turns solid yellow, advising drivers to stop if it is safe to do so. The beacon then turns solid red, requiring drivers to stop. When the beacon flashes red, drivers can proceed with caution if the crosswalk is clear. The beacons then return to a dark state.
 - After pressing the button to cross, pedestrians need to wait for the HAWK signal to engage with traffic before crossing the street. Pedestrians should only cross when the sign is lit indicating it is safe to cross.
 - The HAWK signal, and complementing reconstructed sidewalk, were designed and constructed in a joint effort by FCDOT, VDOT, DPWES and FCPS.

Bicycle Initiative

In late 2005, the Board of Supervisor's approved the Comprehensive Bicycle Initiative, a program committed to make Fairfax County bicycle friendly and bicycle safe. Work began immediately on the priority elements as defined by the Board: developing a County bicycle route map, creating a pilot program for a network of interconnected bike routes that supports both non-motorized commuting and recreational trips, and examining roads and streets that may accommodate "on-road bike lanes" with no or minimal construction. Additional details can be found at: <https://www.fairfaxcounty.gov/transportation/bike/master-plan>, and <https://www.fairfaxcounty.gov/transportation/bike/repaving-2017>. Some of the major activities and achievements for FY 2018 include:

- **On-Road Bike Lane Initiative:** This is a cooperative program between FCDOT and VDOT. As part of VDOT's summer repaving program, bicycle facilities are evaluated and incorporated into the roadway paving project. These can include sharrows, bike lanes, wide curb lanes or bike shoulders. Working with VDOT during the FY 2018 repaving cycle, Fairfax County was able to add over 30 miles of on road facilities, which include bike lanes and buffered bike lanes. Bike lanes were added in Braddock District, Dranesville District, Mason District, Hunter Mill District, Mount Vernon District, Springfield District, Sully District and Lee District. This brings the total of on-road facilities to more than 112 miles.
- **County Bicycle Parking Policy and Guidelines:** The Board of Supervisors endorsed these standards in FY 2017. The policy and guidelines address such topics as: bicycle parking requirements, rack and locker specifications, equipment choices and placement throughout the County, and provide ratios based on County land uses.
- **Increase and Enhance Bicycle Parking:** As part of FCDOT's bicycle parking improvement program, FCDOT continues to add new bicycle racks to public buildings, parks, bus stops, and at key destinations within the public Right-of-Way.
- **Bicycle Route Signage-Countywide:** Staff completed the design of bicycle wayfinding signs along the entire length of the Fairfax County Parkway Trail from Route 7 to Route 1. Installation began in FY 2017 and completed in FY 2018. Wayfinding to Tysons Metro stations, and an Annandale to Springfield route are scheduled for implementation in FY 2019.
- **Western Fairfax Bike the Sites:** The County was awarded Federal Enhancement Funds to create a family-friendly non-motorized route to Historic sites and buildings located in the Western region of Fairfax County, mostly in the Sully District. The project consists of a bicycle map pinpointing historical locations over an approximate 23-mile bike loop, including wayfinding signage. Ten thousand copies of the tour brochure have been printed, and staff is working on finalizing the wayfinding signage plan and installations.
- **Capital Bikeshare:** Capital Bikeshare launched in Reston and Tysons on October 21, 2016. The system launched with eight stations in each location, and stations are being added. In FY 2017, FCDOT received a Transportation Alternatives Program (TAP) grant for additional stations in Reston and the Providence District. Staff is currently working with the development community in Merrifield on launching bikeshare there in late 2018. Staff is also working with the City of Fairfax, George Mason University and the Town of Vienna, on a bikeshare feasibility study.
- **Bike Map:** The Fairfax County bike map was redesigned in FY 2017 and updated in FY 2018. The new map shows more on and off-street bike routes, rates the routes by comfort level, and provides important information on bike safety, regional trails, bike parking, bike theft prevention, and other bike-related resources.
- **Bicycle and Pedestrian Ambassador Program:** To increase bicycle and pedestrian safety education and encouragement efforts, staff developed a volunteer-based bicycle and pedestrian ambassador program in FY 2017. To date, 9 members of the public have been trained and accepted into the program.

CURRENT PROJECT DESCRIPTIONS AND APPROVED TRANSPORTATION PLANS

1. **Board of Supervisors Transportation Priorities Plan** (Countywide): Funding of \$1.8 billion between FY 2020 and FY 2029 is anticipated to be supported by local, regional and state funding sources. The \$1.8 billion approved for funding transportation projects in the county will provide for building new roads, sidewalks, bike lanes and transit facilities and improving existing roads, sidewalks, bike lanes and transit facilities. There are several programs which support the TPP including:
 - **The Reston Funding Plan** (Hunter Mill District): On February 28, 2017, the Board of Supervisors approved \$2.27 billion for transportation infrastructure improvements to support recommendations in the Reston Phase I Comprehensive Plan Amendment. The proposed plan allocates roughly \$1.2 billion of the improvements over 40 years from public funds, federal, state, local, and regional funds that are anticipated for countywide transportation projects. Approximately \$1.07 billion of the improvement costs will be raised from private funds, sources of revenue that are generated within the Reston Transit Station Areas (TSA) and used exclusively for transportation projects in the Reston TSAs. Additional information can be found at: <https://www.fairfaxcounty.gov/transportation/study/reston-network-analysis>.
 - **The Richmond Highway Public Transit Initiatives (RHPTI)** (Lee/Mt Vernon Districts): \$55,000,000 is estimated for this initiative, based on the U.S. Route 1 Corridor Bus Study conducted by the Northern Virginia Transportation Commission and an update prepared by Fairfax County. The project involves establishing several major and minor transit centers, improving bus stops, implementing Richmond Highway Express (REX) bus service throughout the corridor, enhancing the advanced public transportation system aided by bus signal priority and bus pre-emption signalization, connecting gaps in the pedestrian network and establishing additional park-and-ride facilities. Fairfax County needs \$55.0 million to meet the goals of the initiative and has obtained over \$38 million from various sources. Additional information can be found at: <https://www.fairfaxcounty.gov/transportation/richmond-hwy-brt>
 - **The Third Four-Year Transportation Plan** (Countywide): On July 10, 2012, the Board of Supervisors approved their Third “Four-Year Transportation Plan” designed to enhance mobility, promote and increase safety, and create choices for the commuting public with multi-modal projects that add capacity, reduce congestion, connect missing sidewalk and bicycle links, and provide safe access to transit facilities. Projects were funded with \$937 million from the following sources: \$237 million in Federal Regional Surface Transportation Program and Congestion Mitigation and Air Quality funds anticipated to be received by the county; \$245 million in existing and proposed County General Obligation and Revenue Bonds; \$262 million in County C&I Tax revenues; and \$193 million in federal and private sources. The latest status report can be found at: <https://www.fairfaxcounty.gov/transportation/sites/transportation/files/assets/documents/pdf/status-report/2007-2012/status-report-june-2013.pdf>
 - **The Contributed Roadway Improvements Fund** (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 Corner 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 Tysons Transportation Funding Plan** (Providence, Hunter Mill and Dranesville Districts): On October 16, 2012, the Board of Supervisors approved \$3.1 billion in public and private funding for transportation infrastructure improvements to support recommendations in the Tysons Comprehensive Plan. The proposed plan includes various transportation improvements including: a grid of streets network, neighborhood intersection improvements, major roadway projects in and around Tysons, and a transit circulator service. The Fairfax County share during the CIP period is \$855 million.
2. **Capital Sinking Fund for County Roads** (Countywide): \$3,839,890 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: 55 percent for FMD, 20 percent for Parks, 10 percent for walkways, 10 percent for County maintained Roads and Service Drives, and 5 percent for revitalization maintenance. The Sinking Fund for County Roads will support an amount of \$4 million in reinvestment funding required for the roadways with the most hazardous conditions, as identified in the 2015 Rinker study.
 3. **Capital Sinking Fund for Walkways** (Countywide): \$4,421,463 has been allocated to date for the capital sinking fund for County Walkways. The Capital Sinking Reserve 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: 55 percent for FMD, 20 percent for Parks, 10 percent for walkways, 10 percent for County maintained Roads and Service Drives, and 5 percent for revitalization maintenance. The Sinking Fund for Walkways supported an amount of \$3 million in reinvestment funding required for the walkways in the poorest condition, as identified in the 2013 Rinker study. In addition, the sinking fund is supporting the next level of reinvestment required for deteriorating trails throughout the County. As part of the *FY2018 Carryover Review*, a one-time shift in the sinking fund allocation was approved by the Board based on expenditures to date and work in progress. In order to address a growing need for walkway reinvestment funds, the Board approved a redirection of the revitalization 5 percent. The specific allocation for FY 2018 included: 55 percent for FMD, 20 percent for Parks, 10 percent for County-Owned Roads, and 15 percent for Walkways.
 4. **District Walkway Projects** (Countywide): This Program supports District specific unfunded walkway improvements. Funding was approved for this Program for each District and the Chairman. Board members can fund or leverage grant funding to support walkway projects within their District.
 5. **Dulles Rail Phase 2** (Providence, Hunter Mill, and Dranesville Districts): A total of \$527,000,000 has been approved for this project. See Dulles Corridor Rail section above.
 6. **Herndon Monroe Area Development Study** (Hunter Mill District): \$550,000 is currently available to support the master planning effort associated with County owned property at the west side of the Herndon Monroe Park and Ride facility/Herndon Monroe Garage site. The goal of the study is to determine the development potential for a 10-acre portion of the site and define possible conceptual design options for its use. The study will include land planners, civil and traffic engineers, wetland and environmental consultants, evaluating opportunities for a Transit Oriented Development consistent with the Comprehensive Plan goals on this site.
 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 spaces. The program also includes railcar rehabilitations, escalator overhauls, station enhancements, as well as 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 \$211.1 million from FY 2020 to FY 2024. Amounts for FY 2020 and beyond are estimated for planning purposes only and will be updated annually. These estimated capital expenses are paid with a combination of County General Obligation Bonds and state aid.

8. **Reinvestment and Repairs to County Roads** (Countywide): This is a continuing project which supports the Emergency Road Repairs Program and the Road Maintenance Program. Staff prioritize funding for projects including emergency safety and road repairs to County-owned service drives and County-owned stub streets which are currently not accepted by the Virginia Department of Transportation (VDOT) into the state highway system for maintenance. On-going road maintenance includes, but is not limited to, pothole repair, pavement rehabilitation, sidewalk and curb repairs, traffic and pedestrian signage, hazardous tree removal, grading, snow and ice control, replacement of substandard materials, patching of existing travelways, minor ditching and stabilization of shoulders, slopes and drainage facilities. The County is responsible for 38 miles of roadways not maintained by VDOT. The 2015 Rinker study identified an amount of \$4 million in reinvestment funding requirement for the roadways with the most hazardous conditions, as well as increased funding for annual emergency repairs. In FY 2020, an amount of \$800,000 is included for annual emergency upgrades.
9. **Reinvestment and Repairs to Walkways** (Countywide): This is an on-going project which provides for upgrading and emergency maintenance of existing trails. These upgrades to public standards address safety and hazardous conditions such as damaged trail surfaces, retaining wall failures, handrail repairs and rehabilitation of pedestrian bridges. Several older trails do not meet current standards, and projects have been designed to alleviate safety problems, including incorrect grades, steep slopes or obstructions (i.e., power poles/trees that are located too close to the trail). The Department of Public Works and Environmental Services and the Fairfax County Department of Transportation are responsible for maintaining approximately 673 miles of walkways and 69 pedestrian bridges. The 2013 Rinker Study revealed that there were approximately 10 miles of trails in extremely poor condition requiring \$3 million in reinvestment as well as increased funding for annual emergency repairs. The \$3 million reinvestment program was funded from the Capital Sinking Fund for Walkways. In FY 2020, an amount of \$700,000 has been funded to meet annual emergency requirements for County trails, sidewalks and pedestrian bridges.
10. **Transportation Planning Studies** (Countywide): \$623,593 to provide initial funding for transportation planning studies associated with the Lincolnia Planning District Phase II, Fairfax Center Area Phase II, and the Dulles Suburban Center; a construction feasibility study for a connector between Oakwood Road and Vine Street over I-495; and analysis and planning tools for travel demand forecasts used for transportation studies, Comprehensive Plan amendments, rezoning cases, corridor and subarea studies, and citizen requests.
11. **Tysons Transportation Planning Studies** (Providence, Hunter Mill and Dranesville Districts): \$1,250,000 has been approved to date to support transportation planning in the Tysons area.

VDOT SIX-YEAR PROGRAM

More Detailed information may be found on these projects using VDOT's web site, at www.virginiadot.org. Specific Fairfax County projects can be found by entering: Projects and Studies, Transportation Program, Transportation Financing, Six Year Improvement Program, with the following parameters, FY 19 Final, All Districts, Fairfax County and All Road Systems. Click on any individual project for the detailed information.

**PROJECT COST SUMMARIES
TRANSPORTATION AND PEDESTRIAN INITIATIVES
(\$000's)**

Project Title Project Number	Source of Funds	Budgeted or Expended Through FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Total FY2020- FY2024	Total FY2025- FY2029	Total Project Estimate
1 Board of Supervisors TPP*	X, B, F, S	C	\$361,320	\$361,320	\$361,320	\$361,320	\$361,320	\$1,806,600		TBD
Reston Funding Plan	X, F, S	\$3,183	\$9,275	\$10,275	\$13,388	\$53,488	\$52,488	\$138,914	\$284,221	\$426,318
Richmond Hwy Public Transit (RHPTI)	F, G, S, U	\$34,751	\$8,000	\$8,000	\$4,249			\$20,249		\$55,000
Third Four-Year Transportation Plan 2012	X, B, F, S	\$702,750	\$234,250					\$234,250		\$937,000
Contributed Roadway Improvements	X	\$30,389						\$0		\$30,389
Tysons Transportation Funding Plan	X, F, S	\$264,623	\$49,671	\$72,926	\$78,775	\$57,999	\$38,692	\$298,063	\$292,524	\$855,210
2 Capital Sinking Fund for County Roads RC-000001	G	\$3,840						\$0		\$3,840
3 Capital Sinking Fund for Walkways ST-000042	G	\$4,421						\$0		\$4,421
4 District Walkway Projects ST-000023 - ST-000031	G	\$1,341						\$0		\$1,341
5 Dulles Rail Phase 2	X, B, F	\$461,900	\$65,100					\$65,100		\$527,000
6 Herndon Monroe Area Development Study 2G25-100-000	G	\$550						\$0		\$550
7 Metro CIP **	B, S, U	C	\$39,400	\$40,600	\$42,000	\$43,800	\$45,300	\$211,100		\$211,100
8 Reinvestment and Repairs to County Roads 2G25-021-000	G	C	\$800	\$900	\$900	\$900	\$900	\$4,400	\$4,500	\$8,900
9 Reinvestment and Repairs to Walkways 2G25-057-000	G	C	\$700	\$800	\$800	\$800	\$800	\$3,900	\$4,000	\$7,900
10 Transportation Planning Studies 2G40-133-000	G	\$624						\$0		\$624
11 Tysons Transportation Studies 2G40-041-000	G	\$1,250						\$0		\$1,250
Total		\$473,926	\$467,320	\$403,620	\$405,020	\$406,820	\$408,320	\$2,091,100	\$8,500	\$2,573,526

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

* The spending plans for several of the large programs contained in the TPP are reflected for information only.

** These estimates assume the continuation of PRIIA funding from the Federal Government and the State through 2023.

Key: Source of Funds

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