

Transportation Advisory Commission Update

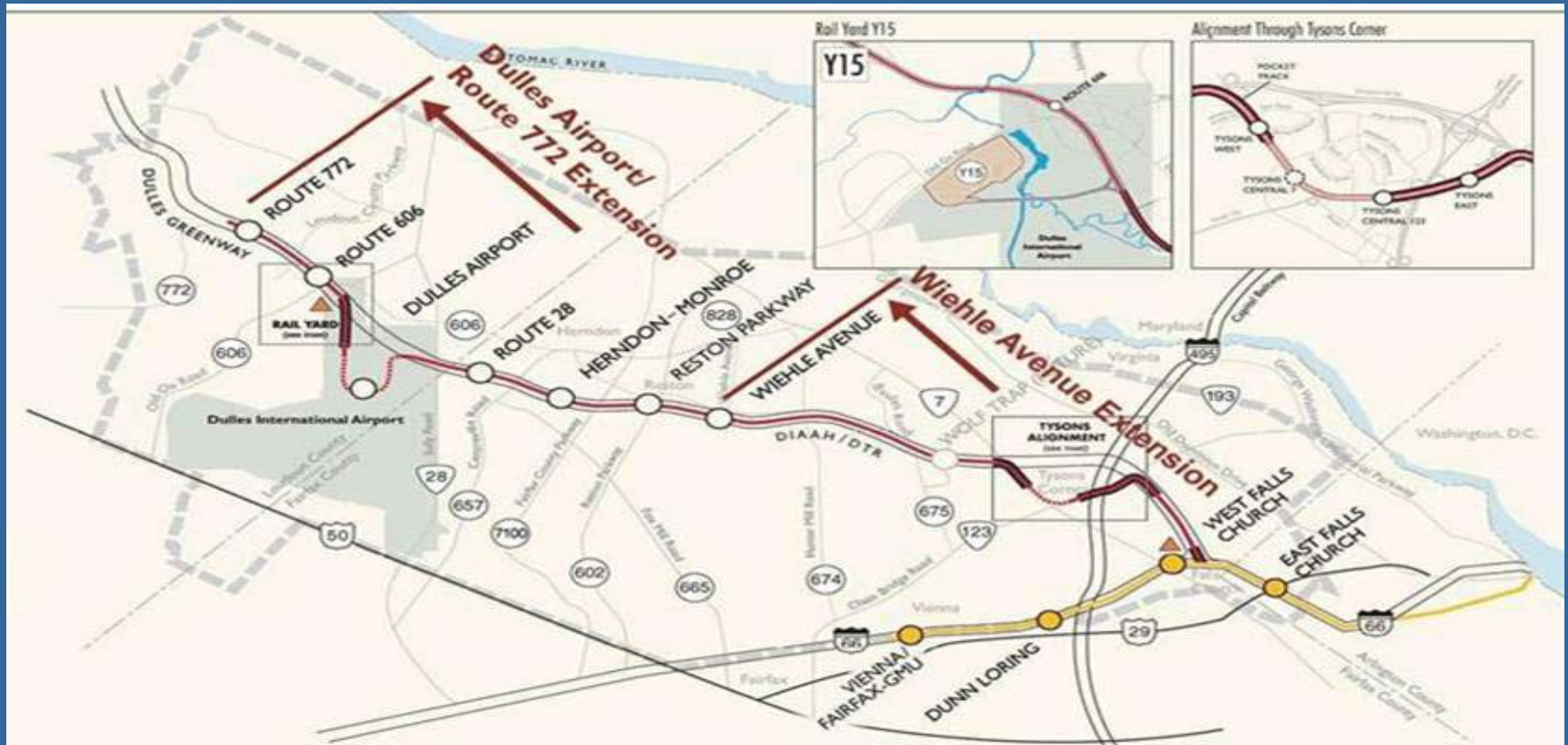
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Director, Fairfax County DOT
September 4, 2007

Major Happenings!!!

- ▶ Dulles Corridor Metrorail Extension
- ▶ State Transportation Funding
- ▶ County Transportation Funding
- ▶ Base Realignment and Closure

Dulles Corridor Metrorail Extension to Wiehle Avenue

Dulles Corridor Approved Project and Phase I Extension to Wiehle Ave



Dulles Corridor Metrorail Extension to Wiehle Avenue

► Project Description

- System
 - Phase 1 – 11.6 miles; 5 stations, all in Fairfax County: 4 stations in Tysons Corner, Wiehle Ave station
 - Phase 2 – 11.5 miles; 6 stations, 3 stations in Fairfax County, Dulles Airport station, 2 stations in Loudoun County
- Ridership
 - 63,000 daily person trips – Phase 1
 - 95,000 daily person trips – Phases 1 & 2
 - 10,000 parking spaces – Phases 1 & 2
- Improves mobility options in the Dulles Corridor by increasing person travel capacity by as much as 50%

Dulles Corridor Metrorail Extension to Wiehle Avenue

Project Schedule – Phase 1

- ✓ Environmental Impact Statement
- ✓ Record of Decision by FTA and FAA
- ✓ Preliminary Engineering
- ✓ Board of Supervisors Authorization to Execute Local Funding Agreement and Cooperative Intergovernmental Agreement – June 18, 2007
 - Local Funding Agreement with MWAA for the construction of Phase 1 of the project
 - Cooperative Agreement between Fairfax County and MWAA defining the policies and procedures to be used to design, review, and approve Phases 1 and 2

Dulles Corridor Metrorail Extension to Wiehle Avenue

▶ Local Funding Agreement

■ Distribution of Phase 1 Project Cost

▶ FTA 'New Starts'	\$0.900 billion
▶ State contribution	\$0.051 billion
▶ Fairfax County	\$0.400 billion (16.1% share of project cost)
▶ Dulles Toll Road	<u>+ \$1.296 billion</u>

Phase I project cost \$2.647 billion

Dulles Corridor Metrorail Extension to Wiehle Avenue

Dulles Rail Funding Requirements (derived from MWAA Board presentation)

- ▶ Phase 1 and 2 Combined cost estimated at \$5.147 Billion*
 - Commonwealth: capped at \$75 million
 - Federal New Starts: capped at \$900 million
 - MWAA (airport revenues): \$211 million or 4.1% of final costs
 - Loudoun: \$247 million or 4.8% of final costs
 - Fairfax: \$829 million or 16.1% of final costs
 - Dulles Toll Road: \$2.885 billion ~ 56% of the total

*May 2007 MWAA estimate.

Dulles Corridor Metrorail Extension to Wiehle Avenue

Dulles Toll Road Rates (derived from MWAA Board presentation)

- 2007
 - Average Toll: 60 cents
- 2010
 - Average toll: 85 cents
(increase pre-approved by CTB
in 2005)
- 2013
 - Average toll: \$1.10
 - PV avg. toll: 90 cents
- 2016
 - Average toll: \$1.35
 - PV avg. Toll: \$1.01
- 2025
 - Average toll: \$1.83
 - PV avg. toll: \$1.04
- 2035
 - Average toll: \$2.47
 - PV avg. toll: \$1.05

Dulles Greenway tolls currently \$3.20, rising to \$4.00

Dulles Corridor Metrorail Extension to Wiehle Avenue

Project Schedule – Phase 1 (cont.)

- Final Design Approval – November 2007
- MWAA Takeover of DTR – November 2007
- Utility Relocation Begins – Fall 2007
- Full Funding Grant Agreement (FFGA)
Application – Nov 2007



Dulles Corridor Metrorail Extension to Wiehle Avenue

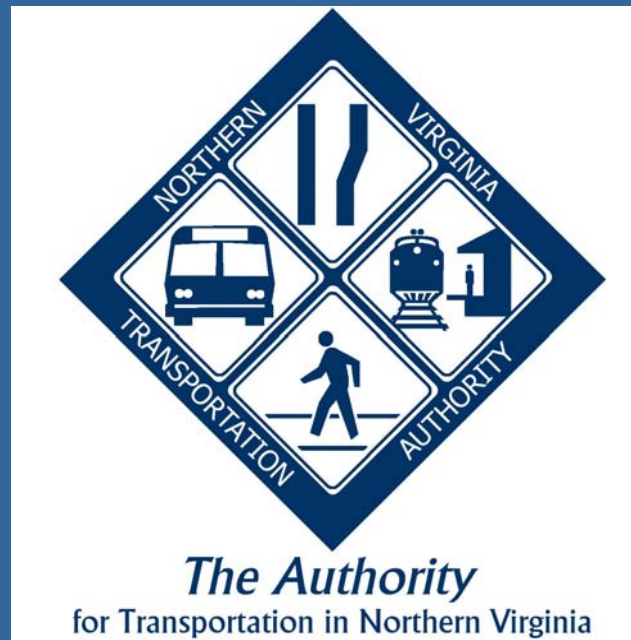
Project Schedule – Phase 1 (cont.)

- Issue FFGA – 1st Quarter 2008
- Initiate Full Notice to Proceed for Construction – 1st Quarter 2008
- Begin Revenue Service – mid 2013

Project Schedule – Phase 2

- Phase 2 construction anticipated prior to Phase 1 operations
- Phase 2 rail operations anticipated 2015

State Transportation Funding: Northern Virginia Transportation Authority (NVRTA) and Implementation of HB 3202



What is the NVTA?



- The Northern Virginia Transportation Authority (NVTA) was created in 2002, through Senate Bill 576, to provide Northern Virginia communities with a regional organization responsible for 1) improving air quality, 2) developing a long range transportation plan, and 3) advocating for transportation needs before State and Federal Governments.
- NVTA has remained active in Northern Virginia transportation matters by completing its regional long range plan, advocating for additional transportation funding, supporting efforts to improve pedestrian safety, encouraging growth near transit and providing jurisdictions with a streamlined CMAQ and RSTP process.
- NVTA continues to provide a forum for discussing and coalescing Virginia's position on regional transportation matters.

NVTA



Authority Responsibilities:

- ▶ The Authority shall be responsible for long-range transportation planning for regional transportation projects in Northern Virginia.
- ▶ In carrying out this responsibility, the Authority shall, on the basis of a regional consensus, whenever possible, set regional transportation policies and priorities for regional transportation projects.
- ▶ The policies and priorities shall be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner.

NVTA



Other responsibilities of the Authority include:

- ▶ Recommending to state, regional, and federal agencies regional transportation priorities and funding allocations.
- ▶ Allocating to priority regional transportation projects any funds made available to the Authority and, at the discretion of the Authority, directly overseeing such projects.
- ▶ Serving as an advocate for the transportation needs of Northern Virginia before the state and federal governments.
- ▶ Acting as a "responsible public entity" for the purpose of the acquisition, construction, improvement, maintenance and/or operation of a "qualifying transportation facility" under the Public-Private Transportation Act of 1995.

NVTA: Additional Background



The Authority
for Transportation in Northern Virginia

- ▶ The NVTA encompasses the Counties of Arlington, Fairfax, Loudoun and Prince William and the Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park.
- ▶ The NVTA has 16 members: 9 jurisdiction representatives, 2 Delegates, 1 Senator, 2 Gubernatorial Appointees and 2 non-voting members, VDOT & DRPT.
- ▶ Approval of actions by NVTA requires that three tests be met:
 - 2/3 of the voting members present; i.e. 10 of 14, if all voting members are present; and
 - 2/3 of the local government members present, i.e. 6 of 9, if all jurisdictions are represented; and
 - the local government members voting in favor must represent 2/3 of the population of jurisdictions embraced by NVTA as of 2005.

Implementation of HB 3202



- This year, the General Assembly granted NVTA authority to toll, raise, and collect up to seven taxes and fees to support transportation in Northern Virginia.
- Although HB 3202 provides significant transportation revenues, work to secure additional transportation funding is not complete. For instance, NVTA's TransAction 2030 indicated that Northern Virginia needs an additional \$700 million per year to invest in transportation projects and services.
- The combined state and regional impact of HB 3202 in Northern Virginia could be potentially as much as \$550 million per year.

Implementation of HB 3202



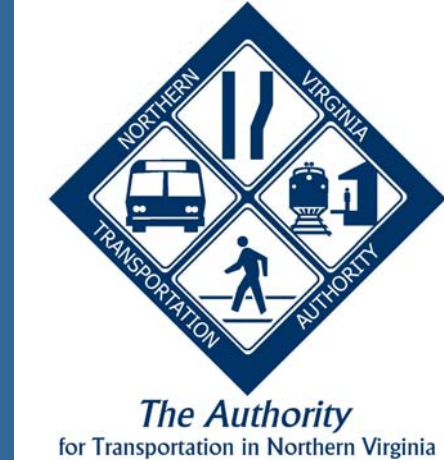
NVTA Implementation Actions:

- ▶ Public comment period held on May 10, 2007.
- ▶ At May 10, 2007, meeting, established 5 working groups, composed of NVTA members, local government representatives, and transportation and planning agency representatives, to review various aspects of the bill and NVTA's authorizing legislation, and to make recommendations to the NVTA.
- ▶ Formal presentations of recommendations of Legal, Financial, Project Implementation, Public Outreach, and Organizational Working Groups made to NVTA on June 6, 2007.
- ▶ Public meetings and briefings held throughout the region between the June 6 and July 12, NVTA meetings.
- ▶ Public hearing held on July 12, 2007.

Status of Implementation

NVTA Actions on July 12, 2007

- ▶ Following the public hearing, NVTA:
 - adopted each of the seven taxes and fees by large margins;
 - approved the short term project list;
 - approved the issuance of bonds to fund these projects;
 - approved a bond validation suit to test the revenue sources;
 - approved a request for short term financial assistance;
 - approved establishing legal support;
 - approved a number of actions to establish NVTA's financial processes;
 - approved a job description for an executive director;
 - approved the establishment of several committees to assist with long term planning and project selection;
 - approved a position regarding unsolicited Public Private Transportation Act proposals.



Authorized Taxes & Fees Resulting from HB 3202



<u>Tax/Fee Authorized</u>	<u>Rate</u>
▶ Grantor's Tax	40¢/\$100 valuation
▶ Motor Vehicle Rental Tax	2% of total
▶ Transient Occupancy Tax	2% of total
▶ Safety Inspection Fee	\$10/year
▶ Sales Tax on Auto Repairs	5% of total
▶ Regional Registration Fee	\$10/year
▶ Initial Vehicle Registration Fee	1% of value

Allocation for NVTA Funds Resulting from HB 3202



- ▶ 40% to localities in which funds are raised
 - Priorities:
 - ▶ 50% on urban and secondary roads, except Alexandria, Arlington and Falls Church.
 - ▶ Remainder for urban and secondary road projects, projects in long range plan (TransAction 2030) or transit.

- ▶ 60% to NVTA
 - Priorities:
 - ▶ debt service on any bonds issued;
 - ▶ \$50 M per year for Metro capital expenses;
 - ▶ \$25 M per year for VRE capital and operating expenses.

- ▶ Alexandria, Arlington and Falls Church can use all of their revenues for urban and secondary road projects, projects in the long range plan or transit.

- ▶ Overall, funds must generally be distributed to projects and services benefiting the localities proportionally, based on where the funds were raised.

Initial Bond Project List



The Authority
for Transportation in Northern Virginia

Transit Projects	\$ 39,208,820
Multi-modal Projects	\$ 6,246,000
<u>Highway Projects</u>	<u>\$ 56,545,180</u>
TOTAL	\$102,000,000

Transit Projects



The Authority
for Transportation in Northern Virginia

Project Title

- ▶ The Crystal City/Potomac Yard Transit Improvements (Arlington County and Alexandria)
- ▶ Richmond Highway Public Transportation Initiative
- ▶ Purcellville Park-and-Ride Lot
- ▶ Route 15 Park-and-Ride Lot
- ▶ Escalator Canopy at Huntington Metrorail Station
- ▶ Upgrade of station signage at 20 Virginia Metrorail Stations
- ▶ Upgrade of platform at West Falls Church and Vienna Metrorail Stations
- ▶ VRE Locomotives

Funding

\$11,458,820

\$10,000,000

\$ 1,400,000

\$ 1,000,000

\$ 2,000,000

\$ 6,100,000

\$ 3,500,000

\$ 3,750,000

TOTAL

\$39,208,820

Multi-modal Projects



The Authority
for Transportation in Northern Virginia

Project Title

- ▶ Wilson Boulevard improvements; to Randolph (Phase II)
- ▶ Old Dominion Drive Multi-modal Improvements (Phases 2-5)
- ▶ Improvements at Chain Bridge Road (Route 123) Eaton Place
- ▶ Citywide sidewalk replacement and construction (Falls Church)

Funding

\$ 2,000,000 Oakland

\$ 1,500,000

\$ 2,500,000 and

\$ 246,000

TOTAL

\$ 6,246,000

Highway Projects



The Authority
for Transportation in Northern Virginia

Project Title

▶ Intersection improvements at Lee Highway and Harrison Street	\$ 800,000
▶ Fairfax County Parkway/Fair Lakes Parkway and Monument Drive Interchange	\$28,850,000
▶ Pacific Boulevard between Nokes Boulevard and Severn Way	\$ 2,600,000
▶ Complete Battlefield Parkway between Route 621 and New Bridge	\$ 3,000,000
▶ Intersection improvements at Loudoun County Parkway and Evergreen Mills Road	\$ 230,000
▶ Bull Run Post Office Road Improvements	\$ 1,500,000
▶ Traffic calming on Route 50 at Village of Aldie	\$ 915,180
▶ Maple and Main Intersection Improvements (Purcellville)	\$ 1,150,000
▶ Route 28 Overpass in Manassas	\$ 2,000,000
▶ Intersection improvements on Manassas Drive in Manassas Park	\$ 350,000
▶ Prince William Parkway widening from Hoadly Road to Old Bridge Road	\$14,900,000

TOTAL

\$56,545,180

Status of Implementation

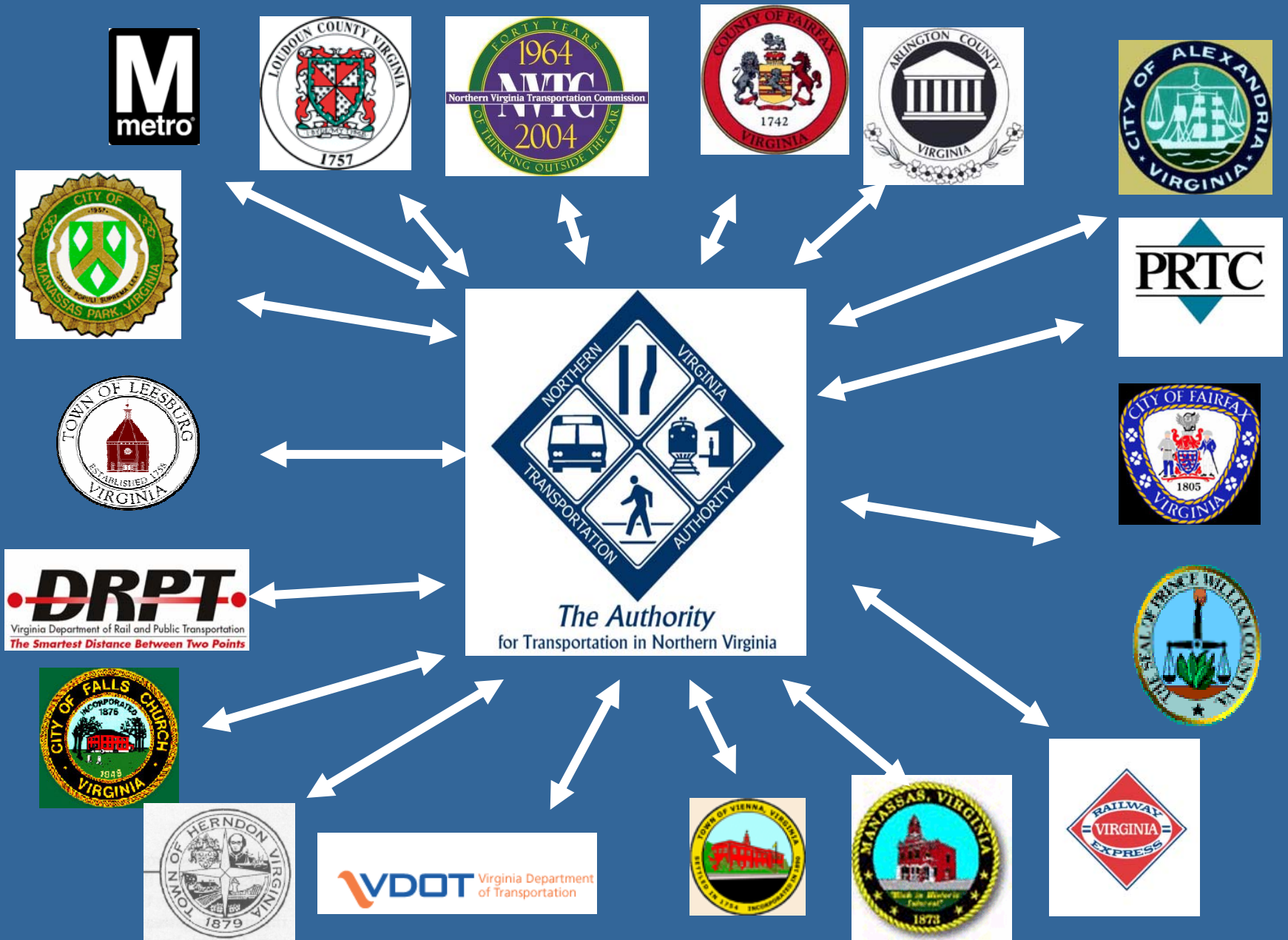
Next Steps:

- ▶ In September, NVTA will be interviewing Executive Director candidates.
- ▶ The bond validation suit was heard by the Circuit Court on August 28, 2007.
- ▶ In September, NVTA will be considering MOUs with several state agencies, the clerks of court and the local jurisdictions to collect the taxes and fees.
- ▶ Between now and November, various NVTA committees and working groups will be preparing recommendations regarding the development of a Six Year Program for NVTA, procedures for selecting future projects and services, a model project management agreements and a formal communications plan.
- ▶ Collection of the taxes and fees is expected to begin on January 1, 2008.
- ▶ Local government consideration of commercial property tax increase, local registration fee and impact fees.



The Authority
for Transportation in Northern Virginia

NVTA – Regional Partners Working Together



Fairfax County Transportation Funding

- ▶ 1981 - 2003 Fairfax County spent \$575 million on transportation from G.O. Bonds
 - Transit – Metrorail, Bus Garage, Commuter Park and Ride Lots
 - Fairfax County Parkway
 - Approximately 100 transportation projects including VDOT secondary, intersection improvements, and advance land acquisition
- ▶ BOS launched a \$215 million Four-Year Transportation Plan in 2004 including a \$165 million Fall 2004 Transportation Referendum
- ▶ 62 capital projects in the Four-Year Plan already completed; 7 more by end of the year

Fall 2007 Transportation Referendum

- ▶ \$110 Million in Transportation Investment
 - **Transit Improvements -- \$16 Million**

Funds will be used to provide improved passenger access and amenities at the Vienna Metrorail Station and the Fairfax Connector Herndon Bus Facility, two new bus transit centers in the County, and expansion of the Stringfellow Park-and-Ride facility.
 - **Spot Improvement Projects -- \$7.75 Million**

Minor capacity and safety improvements, such as turn lane additions and extensions and an on-road bicycle lane, will be completed at seven locations throughout the County.

Fall 2007 Transportation Referendum

► \$110 Million in Transportation Investment

■ **Bus Stop Inventory, Safety, and Access Improvements -- \$7.75 Million**

Safety and access improvements will be funded at bus stops countywide.

■ **Countywide Pedestrian Enhancements -- \$15 Million**

Pedestrian amenities will be funded in each County magisterial district. These improvements will focus on enhancing safety and completing missing pedestrian links that connect neighborhoods to transit facilities and growth centers.

Fall 2007 Transportation Referendum

- ▶ \$110 Million in Transportation Investment
 - **Roadway Improvements -- \$55 Million**

Funds will be used at five specific locations (Stringfellow Road, Lorton Road, Route 29, Poplar Tree Road, and Cinderbed Road) to widen roads to accommodate existing and future capacity requirements and safety needs and accelerate construction on existing projects. Pedestrian and trail improvements are included in these projects.
 - **Base Realignment and Closure (BRAC) -- \$8.5 Million**

Funds will be used for transportation needs, such as highway widening, spot improvements, or other critical transportation infrastructure, associated with the relocation of approximately 22,000 jobs to Fort Belvoir and the Engineering Proving Grounds under the federal Base Realignment and Closure Act. \$110 m for Metro capital

BRAC at Fort Belvoir

Final Environmental Impact Statement was released on July 6, 2007, followed by release of the Record of Decision on August 10, 2007:

- ▶ NGA and hospital to go forward; NGA at EPG site and hospital at Belvoir South Post
- ▶ Development at EPG site would be capped at 8500 (i.e., only NGA)
- ▶ WHS/DoD move would be capped at 6500 vs. 9500; location for these installations not yet determined
- ▶ GSA site to be evaluated further
- ▶ NO money provided for transportation off-post
- ▶ Parkway issues ongoing
- ▶ Several follow-on NEPA documents related to transportation required along with review of potential for use of the GSA site

BRAC at Fort Belvoir

Transportation Issues

- County estimates that \$1.6 billion in road and transit improvements will be necessary to serve the BRAC installations
- Army estimates that \$458 million is needed
- However, there are no funding commitments from the Army for transportation for any of the mitigation projects identified in the EIS
 - ▶ Currently only funding available is from County, State, and already committed Federal funding sources prior to BRAC (approximately \$220-240 million)
- Potential Major Congestion Areas
 - ▶ Route 1 Corridor, I-95 Corridor, Fairfax County Parkway
 - ▶ I-95 / Fairfax County Parkway Interchange
 - ▶ Telegraph Road
- Transportation projects require a great deal of time to plan, design and construct

BRAC at Fort Belvoir

Seeking Funding Grants - County Initiatives

Federal Earmarks

Defense Access Road Program (DAR)

- ▶ Provides a means for the military to pay their fair share of the cost of public highway improvements necessary to mitigate an unusual impact of a defense activity
- ▶ No regular budget, services program and budget DAR Funds. Military Construction (MILCON) are specifically budgeted, authorized, and appropriated for justified DAR projects.
- ▶ FHWA plays a key role in the DAR program
- ▶ \$10M - \$15M annual average

Virginia National Defense Industrial Authority Funding - \$2.5 million from VNDIA's Military Strategic Response Fund for BRAC-related improvements

- ▶ \$ 1 million design of improvements to Telegraph Road from Beulah Street to South Kings Highway
- ▶ \$ 1.5 million for various spot improvements and a Transportation Demand Management Program
- ▶ Second application submitted for additional funds

DOD Office of Economic Adjustment – \$1.54 million in grants from OEA for 3 BRAC related studies and staff

- ▶ Springfield Connectivity Study (Identify transportation, land use, and public facility improvements)
 - Springfield Community Business Center
 - Franconia/Springfield Transit Station
 - Area around EPG
- ▶ BRAC-related Land Use Study (Identify existing conditions and consider Comprehensive Plan changes)
 - Springfield Community Business Center
 - Portions of Franconia/Springfield Transit Station Area
 - Beltway South Industrial Area
 - Richmond Highway Corridor
 - Huntington Transit Station
 - I-95 Industrial Area
 - Portions of Lorton South-Route 1 Community Planning Sector
- ▶ Outreach Initiative
 - Invite public involvement in BRAC related planning process

Other Active Transportation Initiatives of Note

- Capital Beltway and I-95 Corridor– HOT Lanes
- Parking Expansions at Burke Centre, Huntington, and Dunn Loring
- West Ox Bus Garage Construction (Connector and Metrobus)
- Takeover of the Metrobus 12s and 20s Routes
- SmartTrip Card Readers and Bike Racks on Connector Buses
- Pedestrian and Bicycle Programs
- TDM and TOD Programs
- Programs for Seniors and the Disabled (MetroAccess, Seniors-on-the-Go, Taxi Access, Travel Training) Including a “One-Stop-Shop”
- Bus Shelter Advertising and Bus Stop Improvement Programs
- Transit Development Plan
- On-Call Consultant Contracts
- Route 28 Grade-Separated Interchanges (Willard Road and Frying Pan Road)
- Metrorail CIP – *“Metro Matters”*

Questions



For More Information on Transportation Programs in Fairfax County

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