

DATA Annual Transportation Roundtable: Fairfax County Perspective

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We're On A Roll!!!

- ▶ Dulles Corridor Metrorail Extension
- ▶ State Transportation Funding
- ▶ County Transportation Funding
- ▶ Other Initiatives of Note

Dulles Corridor Metrorail Extension to Wiehle Avenue

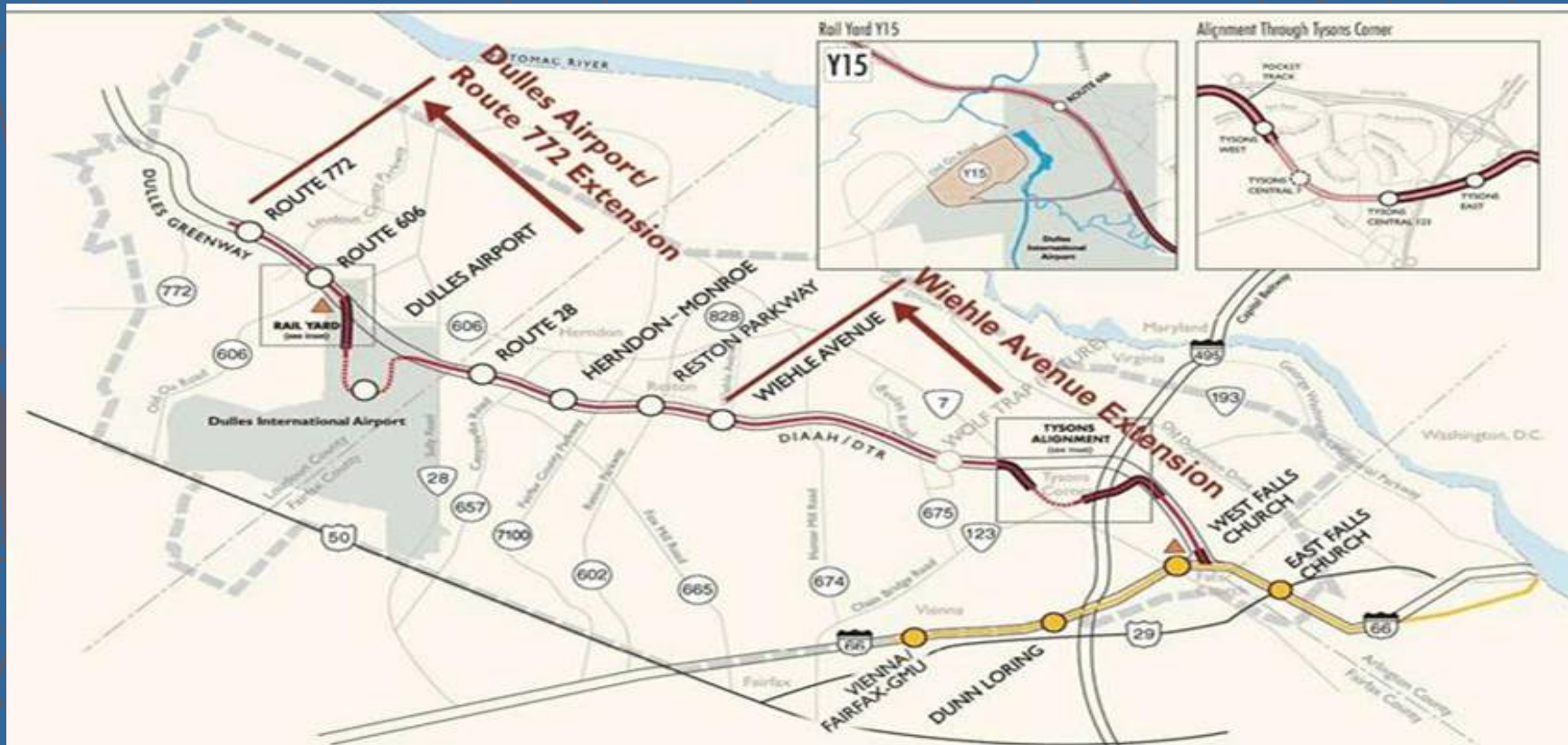
Fairfax County Board of Supervisors Action
June 18, 2007 Authorized Execution of:

- ▶ Local Funding Agreement with MWAA for the construction of Phase 1 of the Dulles Corridor Metrorail Project
- ▶ Cooperative Agreement between Fairfax County and MWAA which defines the policies and procedures that will be used to design, review, and approve Phases 1 and 2 of the Dulles Corridor Metrorail Project



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%

Wiehle Avenue Station

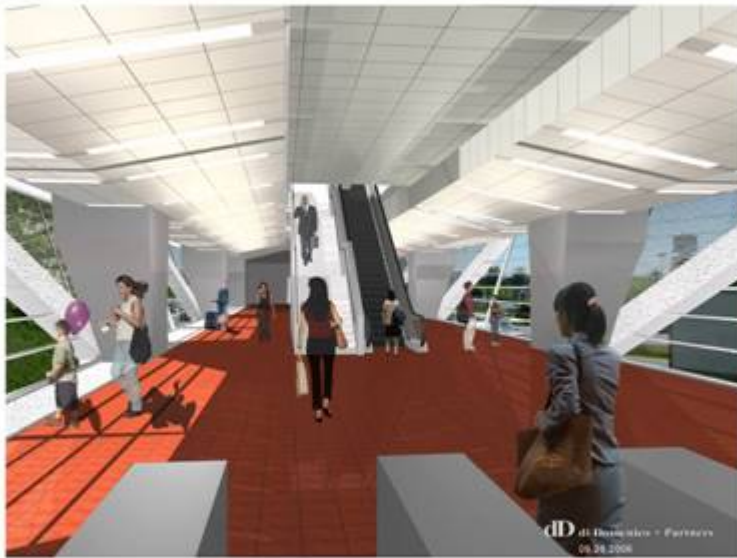


Plan View



Photo Simulation

Dulles Corridor Metrorail Extension to Wiehle Avenue



Typical Mezzanine (paid area)



Typical Elevated Platform

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 Authorize Execution of Intergovernmental Agreement and Local Funding Agreement – June 18, 2007
- Final Design Approval – August/September 2007
- MWAA Takeover of DTR – August/September 2007
- Utility Relocation Begins – August/September 2007

Dulles Corridor Metrorail Extension to Wiehle Avenue

Project Schedule – Phase 1 (cont.)

- Full Funding Grant Agreement (FFGA) Application – Nov 2007
- Issue FFGA – February 2008
- Initiate Full Notice to Proceed for Construction – Feb 15, 2008
- Begin Revenue Service – mid 2013

Project Schedule – Phase 2

- Phase 2 construction anticipated prior to Phase 1 operations
- Phase 2 rail operations anticipated 2015/2016

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

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.

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 Actions:

- ▶ On May 10, 2007, NVTA established five working groups to review various aspects of the bill and NVTA's authorizing legislation, and to make recommendations to NVTA.
- ▶ The five working groups are: Legal, Financial, Project Implementation, Public Outreach and Organizational.
- ▶ Working groups are composed of NVTA members, local government representatives, and transportation and planning agency representatives.
- ▶ NVTA held a public comment period on May 10, 2007.
- ▶ Working groups were directed to prepare recommendations by June 1, 2007.
- ▶ On June 6, 2007, each working group formally presented their recommendations to NVTA.

Authorized Taxes & Fees Resulting from HB 3202



Tax/Fee Authorized

Rate

- ▶ 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.

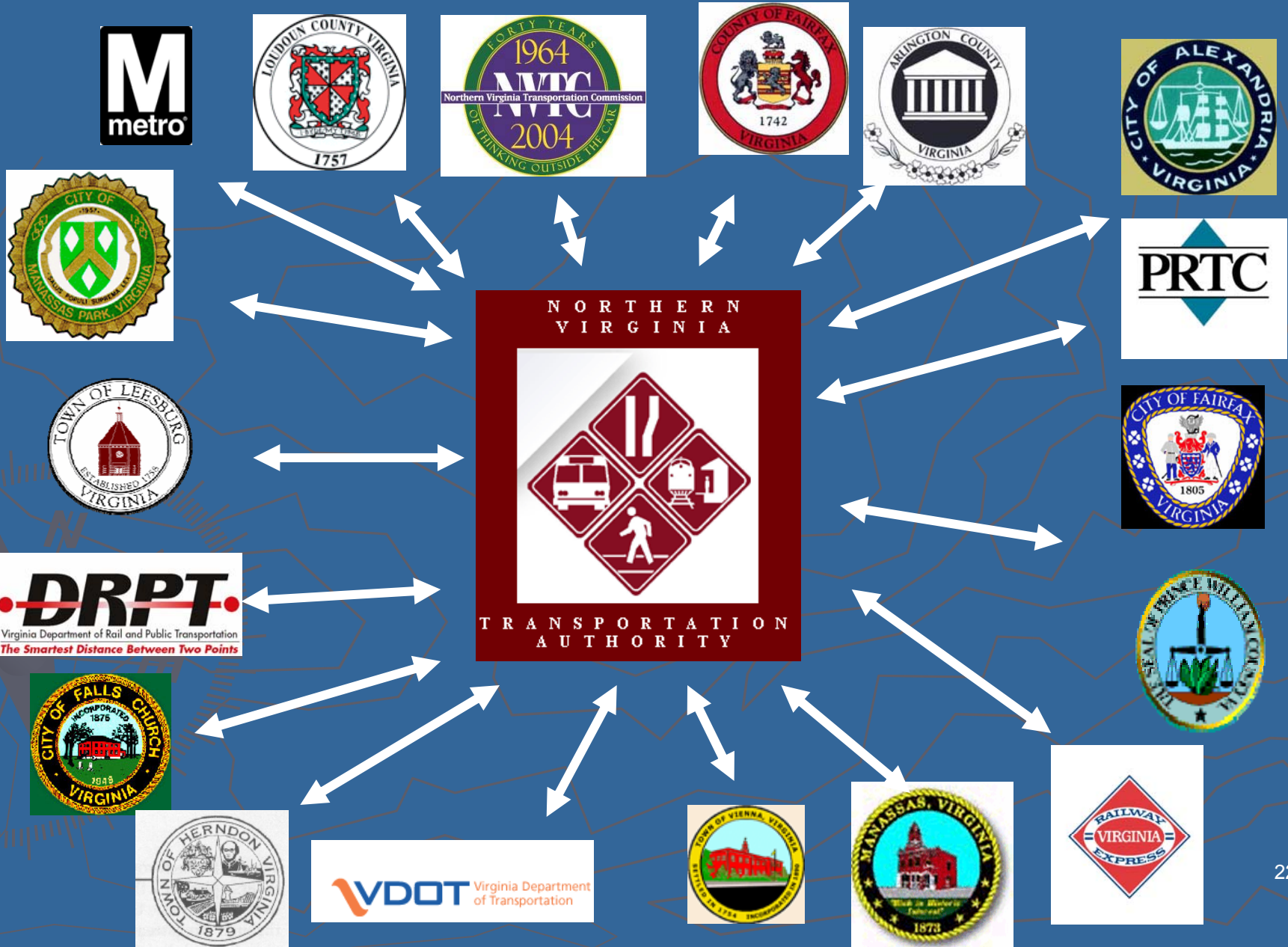
Implementation of HB 3202



Next Steps:

- ▶ NVTA and its working groups are preparing for an NVTA public hearing on July 12, 2007.
- ▶ The hearing will be held at Mary Ellen Henderson Middle School, 7130 Leesburg Pike, in Falls Church.
- ▶ Comments on the recommendations are now being accepted by mail:
3060 Williams Drive, Suite 510; Fairfax, Virginia 22031
- ▶ The NVTA website: www.thenovaauthority.org and email address (theauthority@thenovaauthority.org) became active by June 18, 2007. E-mail comments will also be accepted.
- ▶ NVTA is working with jurisdictions to hold public information meetings to explain the bill and the working group recommendations prior to the public hearing.
- ▶ If NVTA adopts any of the taxes and fees, it will need to establish a 60 day implementation period before they are effective.

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
- ▶ 57 capital projects in the Four-Year Plan already completed; 5 more slated for completion this summer; 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

Progress on Other Transportation Initiatives of Note in Fairfax County

- Route 28 Grade-Separated Interchanges (Final 2 at Willard Road and at Frying Pan Road)
- Centreville Road and West Ox Road Widening
- 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)
- 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)
- Bus Shelter Advertising and Bus Stop Improvement Programs
- Metrorail CIP – *“Metro Matters”*
- Base Realignment and Closure (BRAC) at Belvoir

Let's Keep on Rolling!

