



County of Fairfax, Virginia

Fairfax County Transportation Funding and Roadway Service Delivery Study

Study Update – Transportation Advisory Commission
May 4, 2010



Past Studies

- Aug. 1965 – The Financial Effects of the Incorporation of Fairfax County as a City - most government activities would remain unchanged, biggest impact would be roads.
- Dec. 1965 – Report from Committee on Forms of Government: nothing “magic” about city or county status. Recommend making changes to current County form of government.
- Mar. 1975 – Road Takeover Feasibility Study: recommended tentative commitment to takeover of secondary system pending a suitable agreement over transfer of equipment and facilities and financial support from the Commonwealth.
- Apr. 1990 – Road Takeover Feasibility Study: implement “non-takeover strategies” to improve service, neutral on future takeover of system. Takeover will require significant financial resources.
- Nov. 1993 – Report from County Government Committee: change to city status not recommended.



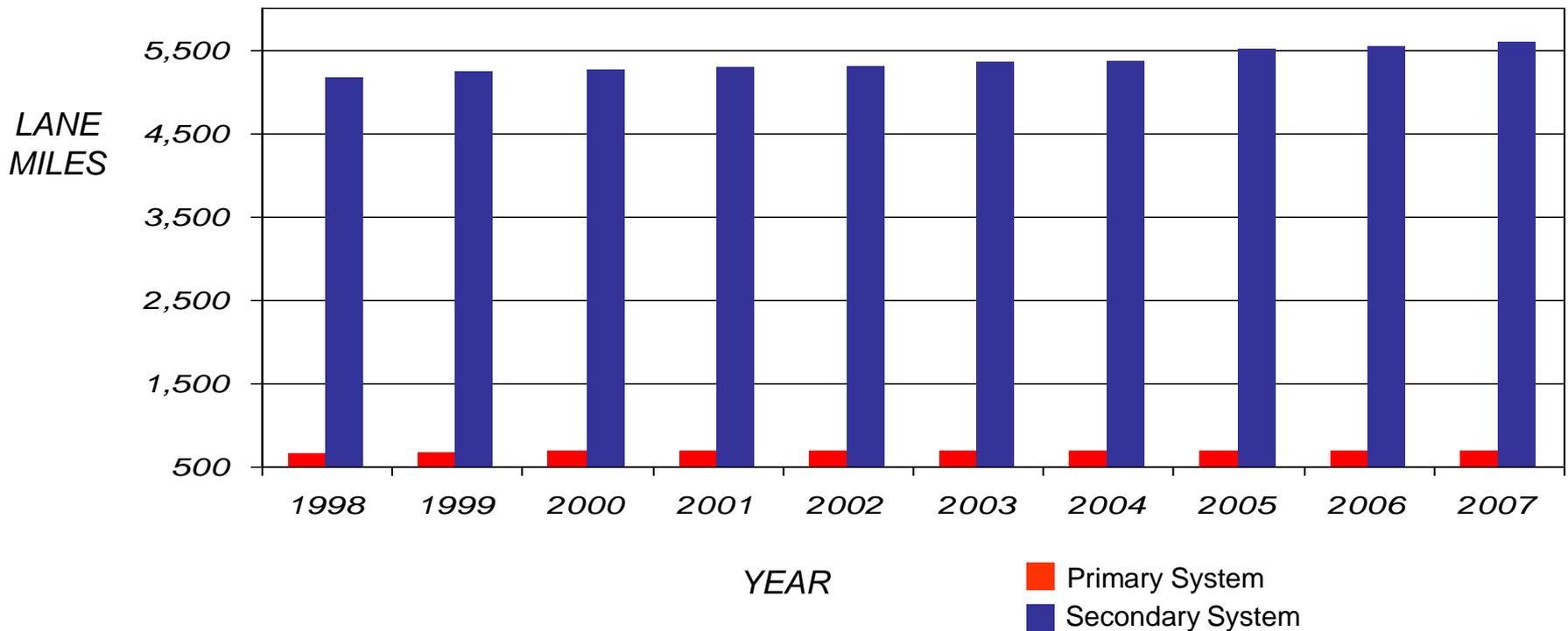
How big is the Roadway System in Fairfax County?

- Primary Lane Miles = 696
- Secondary Lane Miles = 5586
- Frontage Road Lane Miles = 55
- Bridges and Box Culverts
(305 bridges and 396 box culverts) = 701
- Traffic Signals
(includes pedestrian signals and warning sign flashers) = 867
- Other major assets
 - (overhead sign structures) = 319
 - (high mast lighting structures) = 73
 - (camera poles) = 7
 - (traffic management system) = 1

Lane miles are the number of lanes multiplied by the length of the roadway segment (in miles). Lane miles calculation do not include turn lanes.



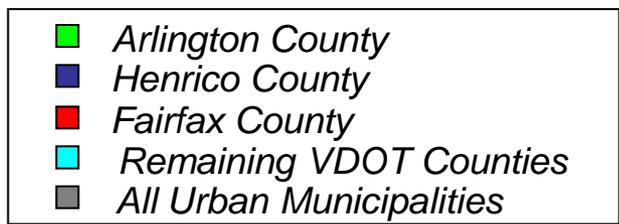
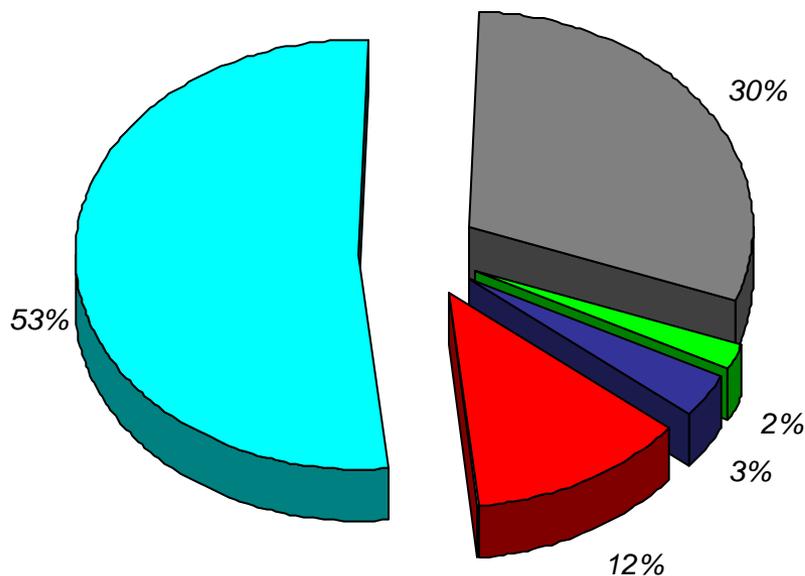
Growth of the Road System in Fairfax County (Primary and Secondary Systems)



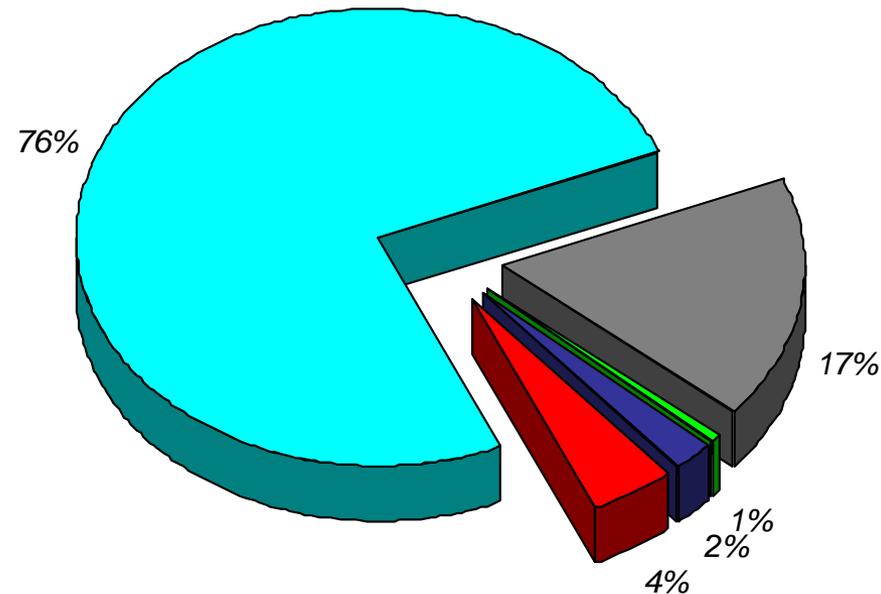


County of Fairfax, Virginia

*Percent of Total Daily Vehicles Miles Traveled
Primary and Secondary System
(2008)*



*Percent of Total Lane Miles
Primary and Secondary System
(2008)*



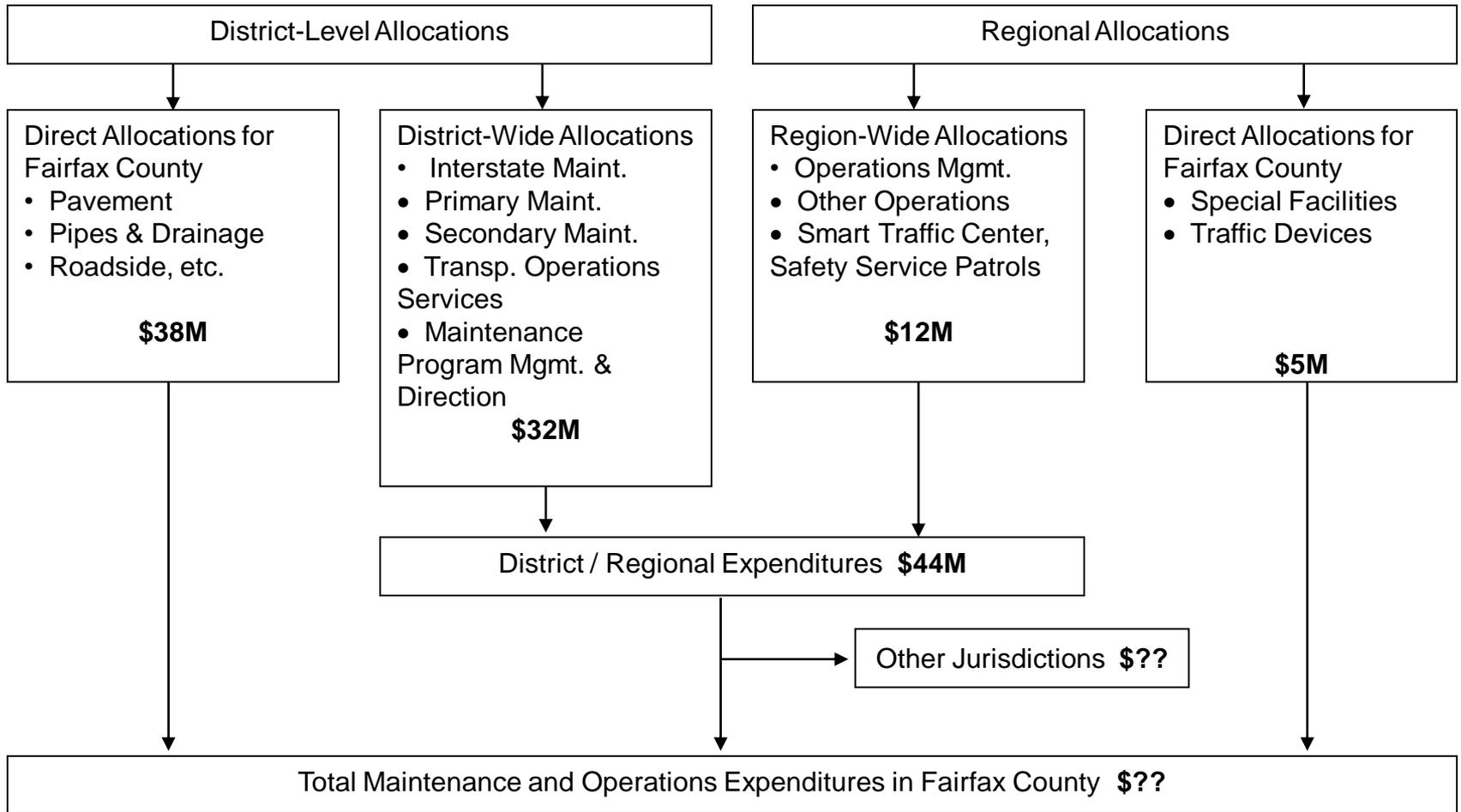


How Does VDOT Fund and Maintain Roadways in Virginia?

- Cities and Towns: VDOT makes annual payments for cities and towns to maintain their own roads. VDOT maintains interstates only.
 - Urban Principal and Minor Arterial Roads: \$16,576 per lane mile
 - Urban Collector and Local Roads: \$9,732 per lane mile
- Counties with Special Arrangements: VDOT makes annual payments to Arlington and Henrico counties to maintain their own secondary roads. VDOT maintains interstates and primary roads.
 - Arlington County: \$16,072 per lane mile
 - Henrico County: \$9,074 per lane mile
- All other Counties: VDOT is responsible for maintaining most other roads (interstate, primary, and secondary) in all other counties statewide.
 - *\$\$\$ per lane mile*



VDOT MAINTENANCE AND OPERATIONS CATEGORIES AFFECTING FAIRFAX COUNTY FY07 ALLOCATIONS





Suffolk: Lessons from a Recent Takeover

- Recently assumed from VDOT maintenance responsibilities for all roads within City
 - Already maintained a small portion of City roads
 - Already had core competencies in place prior to assuming responsibility for all roads
- Population and road system considerably smaller than Fairfax County
- In FY2004, City estimated that they would receive \$12M more if they took over the roads
- Because of significant increase in funding with takeover, City was able to:
 - Fund takeover (including start up costs) with no increase in local funding
 - Provide higher level of service than VDOT



Suffolk: Lessons from a Recent Takeover

- VDOT transferred some maintenance facilities as part of City takeover
 - VDOT equipment in some cases was in such poor repair that City decided it was better investment to buy new equipment
- City found it difficult to convince veteran VDOT employees to transfer to City
 - VDOT benefits and seniority could not be transferred to City employment
- Multi-year process – studies began in 2001, City took over responsibility on July 1, 2006.



Virginia Beach and Chesapeake:

- Suburban Cities Similar to Fairfax County
- Have sophisticated asset management systems to track condition of roadway systems and to track money spent to maintain system
- VDOT maintenance payments do not cover all expenses the cities have for maintenance
- VDOT maintenance payments do not keep up with increasing complexity of roadway assets
 - Payments do not account for number of signals on the system or other complex ITS features



Virginia Jurisdictions that Maintain their Roads: Lessons Learned

- They have greater flexibility and control
 - Can set standards
 - Can respond to routine requests more directly
- They have sophisticated audits and detailed inventories of their roadway assets
 - Jurisdictions are required to produce reports annually to document to VDOT that they have spent maintenance payments on eligible expenses
- Cities and towns generally receive from VDOT more funding per lane mile than counties to maintain their roads
 - However this funding does not cover all maintenance expenses
 - Most jurisdictions use additional general fund revenues to cover all maintenance costs



Virginia Jurisdictions that Maintain their Roads: Lessons Learned

- They assume liability for their roads
- Their road maintenance programs are not immune to current economic downturn
 - Pressure to hold constant or reduce general fund transfers
 - Reducing maintenance programs to core services
 - Deferring maintenance
- Unlikely that County can enter the Urban System under similar agreement as Suffolk without any change to current maintenance allocation formulas
- Likely that County will need to develop sophisticated asset management and inventory systems similar to Virginia Beach and Chesapeake given the large size of the County road system prior to any takeover