

# Fairfax County Transportation Update

DATA Annual Roundtable with Counties  
June 22, 2006

Tom Biesiadny, Chief  
Coordination and Funding Division  
Fairfax County DOT

# Fairfax County Transportation Program

- Transit Options
  - FAIRFAX CONNECTOR Bus Service
  - Metrorail and Metrobus service
  - Virginia Railway Express
- VDOT Six Year Transportation Program – Interstate, Primary and Secondary Highway Systems
- Transportation Demand Management and Outreach Programs
  - Employers Services Program
  - Ridesources Program
  - Regional Guaranteed Ride Home Program
  - Telework program
  - *New for FY 2007: TDM Program*
- Paratransit Services – FASTRAN and MetroAccess
- Seniors-on-the-Go (*New for FY 2007: Expansion to include disabled residents*)
- Travel Training
- Bicycle and Pedestrian Programs (*New for FY 2007: Bicycle Coordinator + \$2.5 M*)
- Residential Traffic Administration Program
- Site Analysis
- Transportation Element of the Comprehensive Plan

# Fairfax County Transportation Spending

- Fairfax County spends approximately \$95 million/ year on transportation
- Since 1981, Fairfax County voters have approved \$740 million in G.O. Bonds for Transportation
  - 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 recently launched the Four-Year Transportation Plan in 2004
  - Fall 2004 Transportation Referendum passed - \$165 million + \$50 million in federal funds
  - Generally proceeding as scheduled

# Board's Four-Year Transportation Plan

## ■ Highlights

- \$215M in Transportation Investments
- Transit Initiatives
- Traffic Flow Improvements
- Incident Management
- Pedestrian Safety and Access
- Context Sensitive Design
- Expedited Project Delivery
- Telework
- Additional Funding for Transportation

# Board's Four-Year Transportation Plan

- \$215M in Transportation Investments
  - \$110M for Metro Capital – “*Metro Matters*”
  - \$100M to “jump start” stalled projects
    - Route 29/Gallows Intersection (in right-of-way acq.)
    - Centreville Road Widening (under construction)
    - Stringfellow Road Widening (in scoping/design)
    - Burke Centre VRE Station Expansion (construction bid 6/06)
    - Richmond Highway Transit Initiative (shelter construction)
    - Spot Improvements (various)
    - Pedestrian Improvements (various)
  - \$5M for trails

# Major Transportation Needs in Fairfax County

## ■ Transit/ Metrorail improvements in Fairfax County

- Rail to Tysons/Dulles (*design underway; analysis of tunnel vs. aerial through Tysons*)
- I-66 Corridor - Vienna to Centreville
- I-95 Corridor - Franconia/Springfield to Lorton to Potomac Mills Mall
- Richmond Highway Corridor (*Transit Initiative partially funded*)
- Western Fairfax County
- West Ox Bus Garage (*design complete*)
- Metrorail CIP – “Metro Matters” and “Beyond Metro Matters”
- Park and Ride lots – Metro, VRE, HOV
- Cross County Transit

# Major Transportation Needs in Fairfax County

## ■ Significant Highway Projects

- Fairfax County Parkway – Complete last segment, Widening (HOV) and Interchanges (*segment funded; others in various stages*)
- I-495 Widening (HOV/HOT) (*waiting for market analysis*)
- Route 7 Widening (*partially designed*)
- I-66 Widening (HOV)
- I-66 and I-495 Interchange
- Route 28 Improvements - Phase II (*2 interchanges complete; 1 under construction*)
- Route 29 and Gallows Road (*in right of way acquisition*)
- Tri-County Parkway (*CTB action of alignment*)
- Second Potomac Crossing
- Major Secondary Roads

# Other Current Projects and Issues

- I-395/I-495 HOT Lanes
- Manassas Battlefield Bypass
- BRAC/ Fort Belvoir and EPG
- I-66/Vienna Station Ramp
- Transportation Plan Update
- Tysons Corner Study



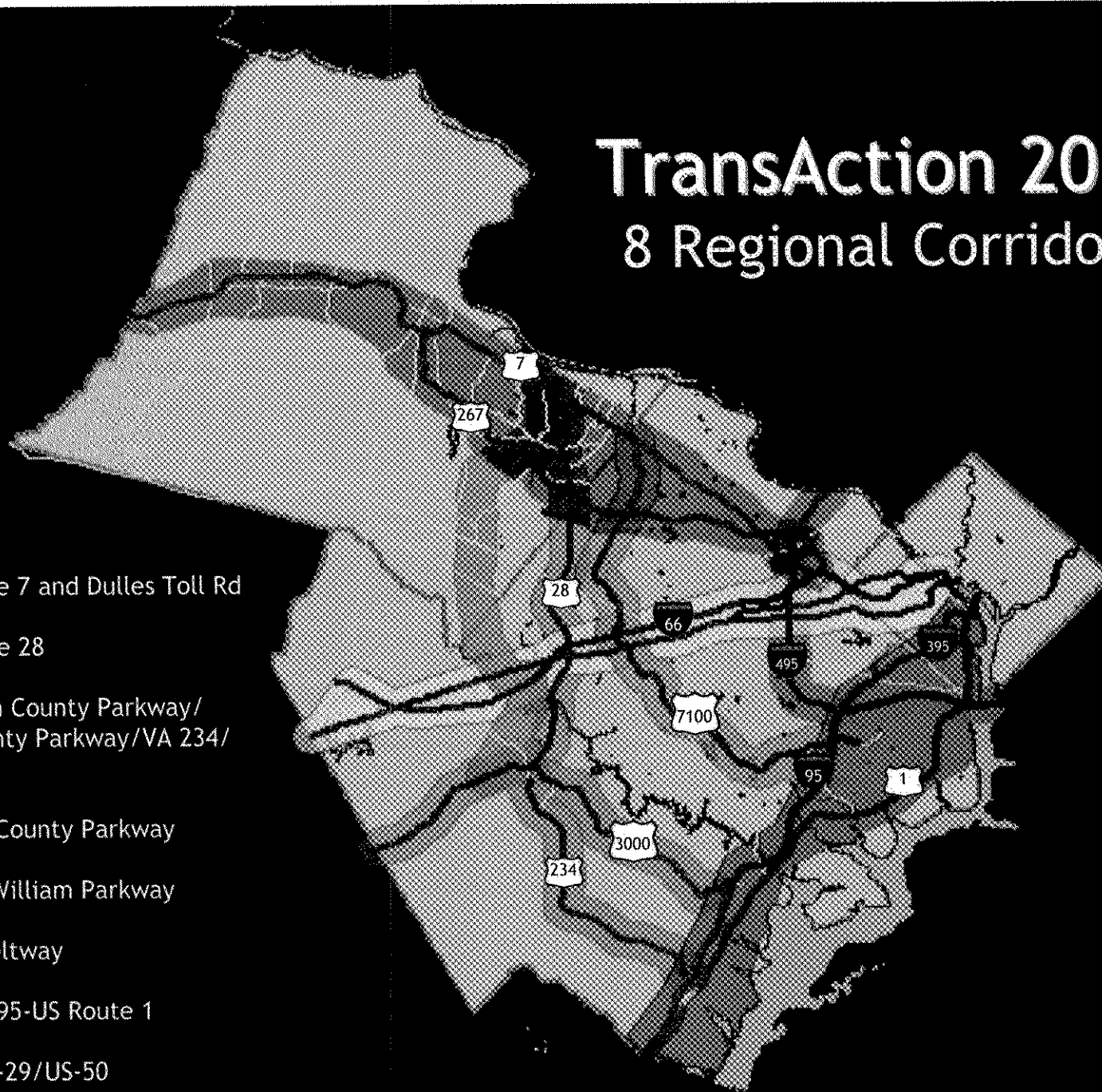
## Background

- In 1999, the Transportation Coordinating Council of Northern Virginia (TCC) adopted the Northern Virginia 2020 Transportation Plan.
- TCC resolution directed that the plan be updated every five years.
- In 2002, the Northern Virginia Transportation Authority was established and assumed most of TCC's roles.
- For the past 18 months, NVRTA has undertaken TransAction 2030 to update the 2020 Plan.

# TransAction 2030

## 8 Regional Corridors

- VA Route 7 and Dulles Toll Rd
- VA Route 28
- Loudoun County Parkway/  
Tri-County Parkway/VA 234/  
VA 659
- Fairfax County Parkway
- Prince William Parkway
- I-495 Beltway
- I-95/I-395-US Route 1
- I-66/US-29/US-50





What was done:

- Updated project list to delete completed projects
- Updated scopes and cost estimates for remaining projects
- Extended horizon from 2020 to 2030
- Modeled impact of implementing TransAction 2030
- Calculated the funded requirements



## New Analyses included in Study:

- Statistically valid public opinion poll to assess view of transportation improvements and funding options
- New public outreach techniques
- Transit level of service maps for passenger loads, service coverage, travel time, frequency and hours of service
- Park-and-ride level of service maps
- Multi-modal level of service maps
- Project Prioritization



## What was NOT done:

- No new projects were added to the list included in the Northern Virginia 2020 Transportation Plan
- Given the limited budget, it was felt that the project prioritization and the transit level of service analyses were the most critical parts of this study, since they were not included in the 2020 Plan
- The next update will need to include a comprehensive look at the project list.



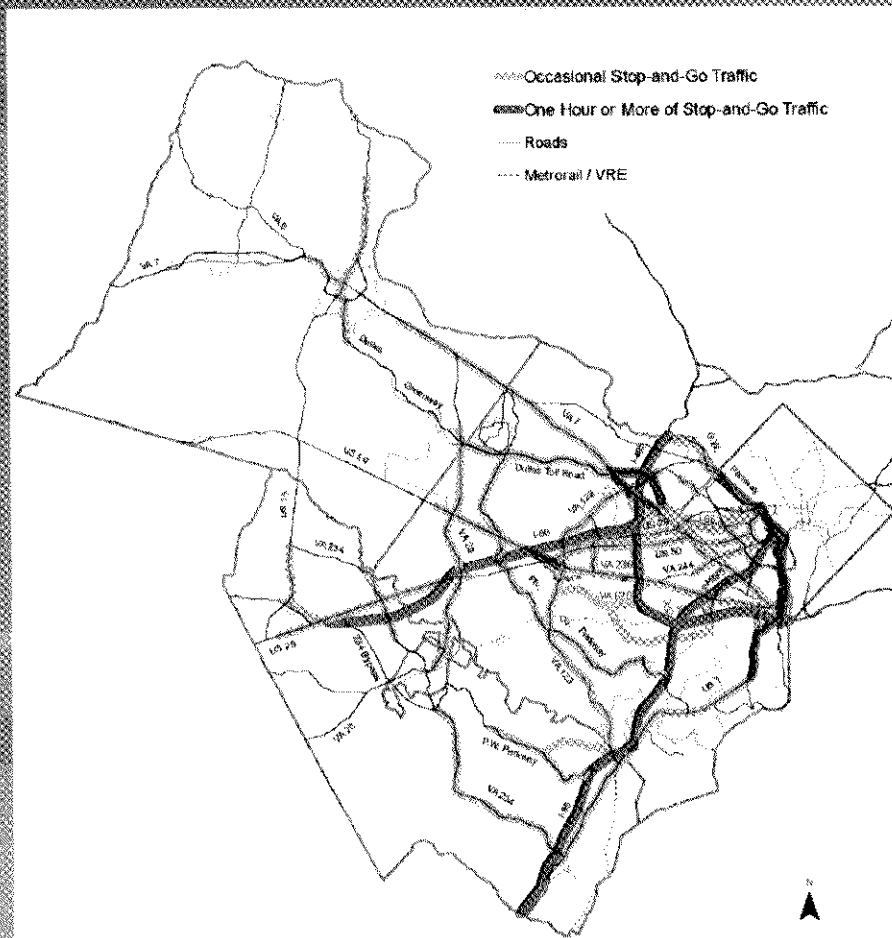
What the Plan does:

- Doubles in the number of Metrorail stations in No. Va., due to extensions in I-66, I-95 and Dulles corridors
- Adds light rail or BRT on Route 7, Route 28, Crystal City-Potomac Yards and Columbia Pike Corridors
- Increases highway capacity by 8% over the level included in region's Constrained Long Range Plan (CLRP)
- Adds 600 miles of on-road and off-road trails

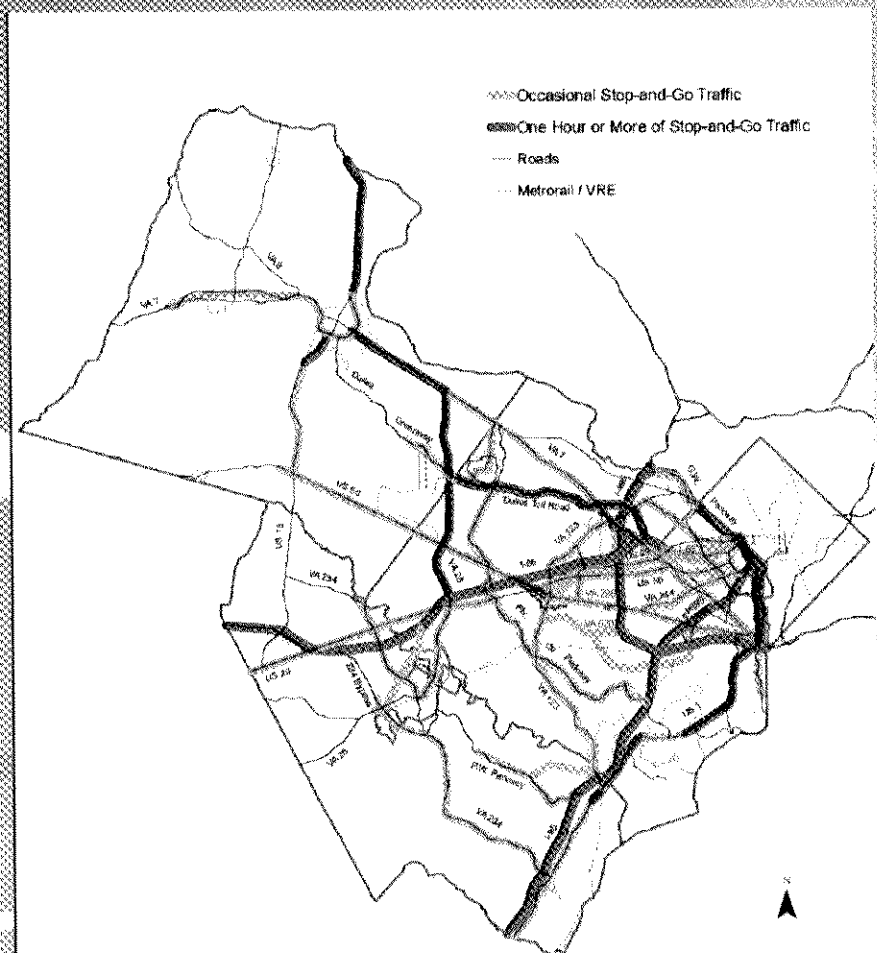
# TransAction2030

Transportation for Today and Tomorrow

1999 Highway Peak Period Performance



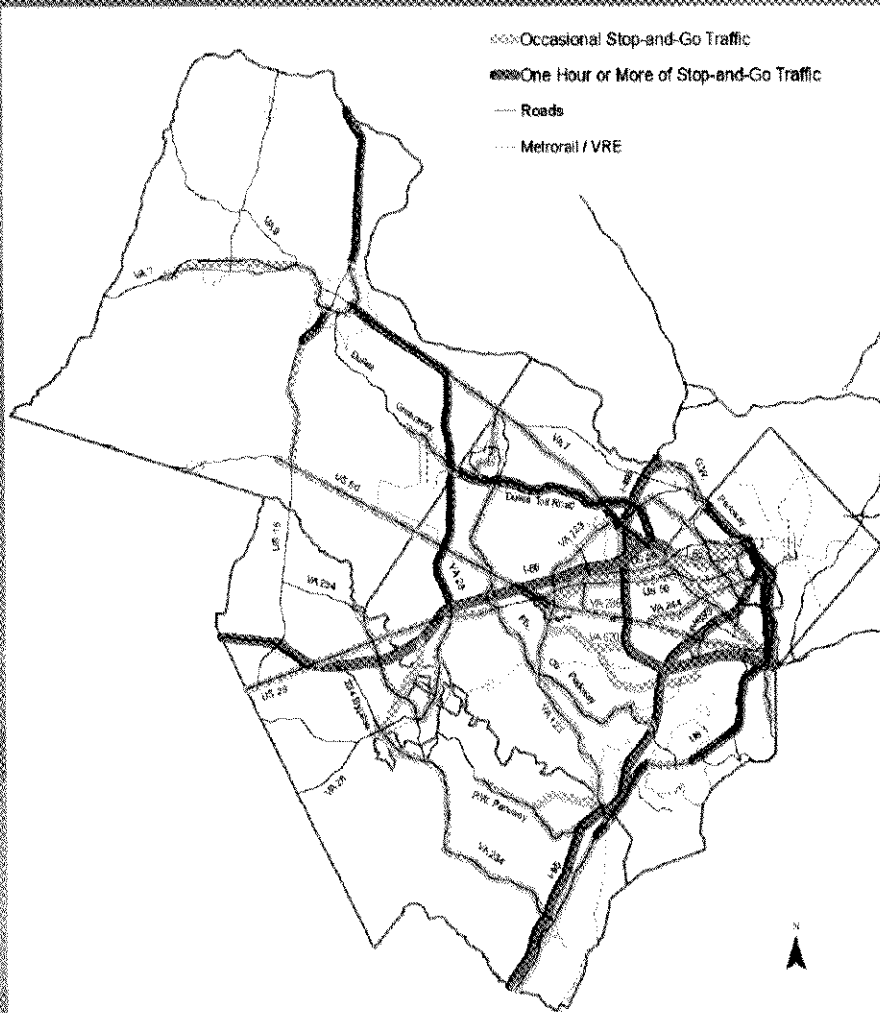
2005 Highway Peak Period Performance



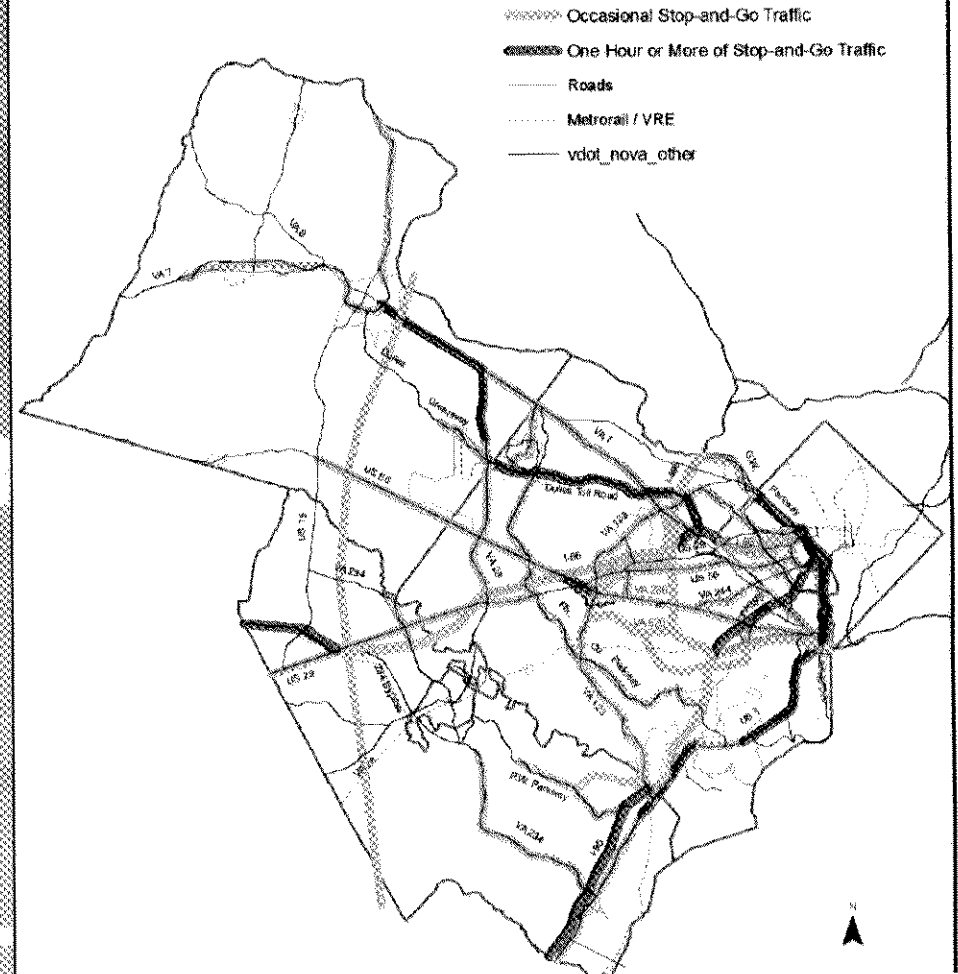


**TransAction2030**  
Transportation for Today and Tomorrow

## 2030 CLRP Peak Period Performance



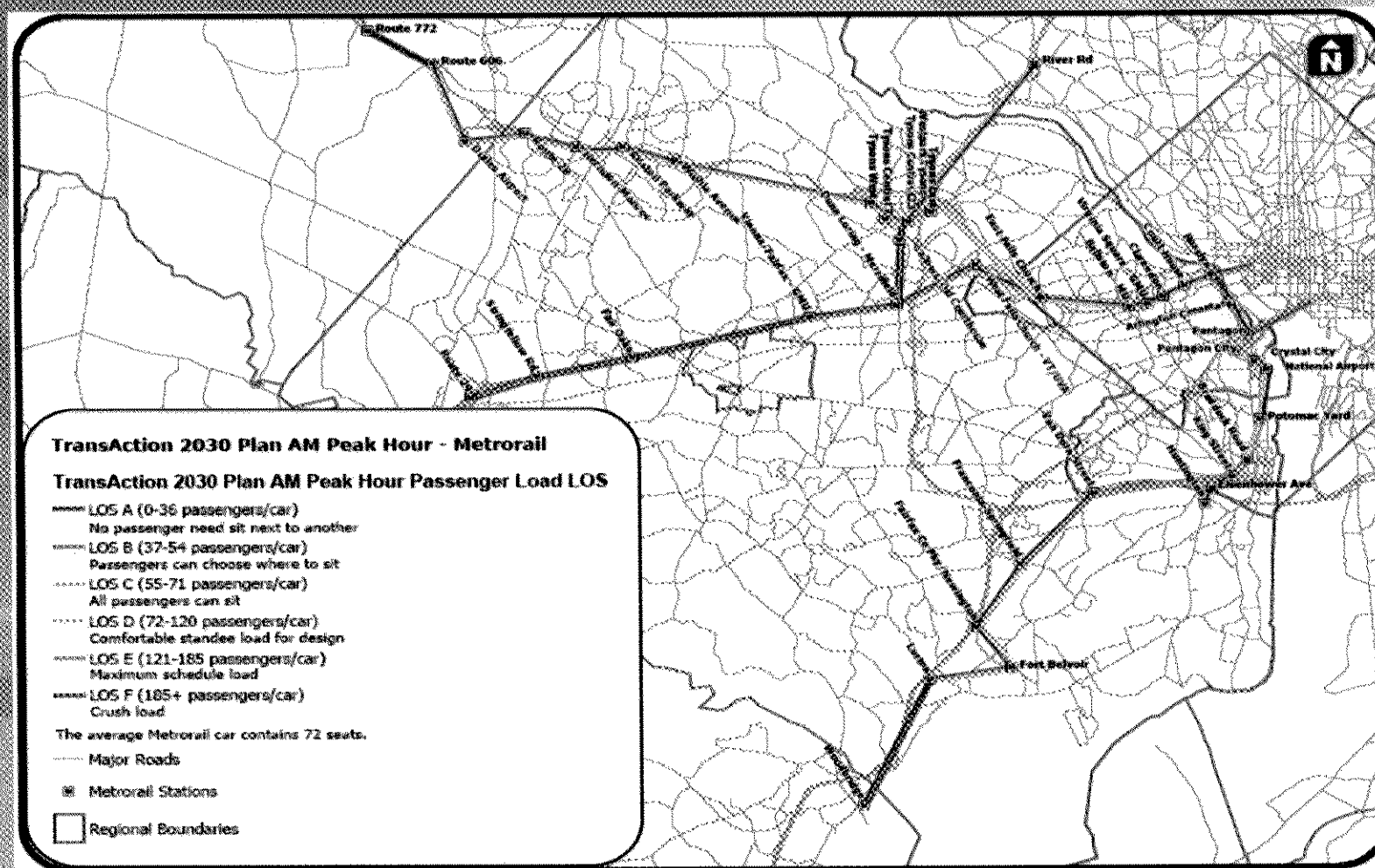
## TransAction 2030 Peak Period Performance



# TransAction2030

Transportation for Today and Tomorrow

## TransAction 2030 Metrorail Load Level of Service



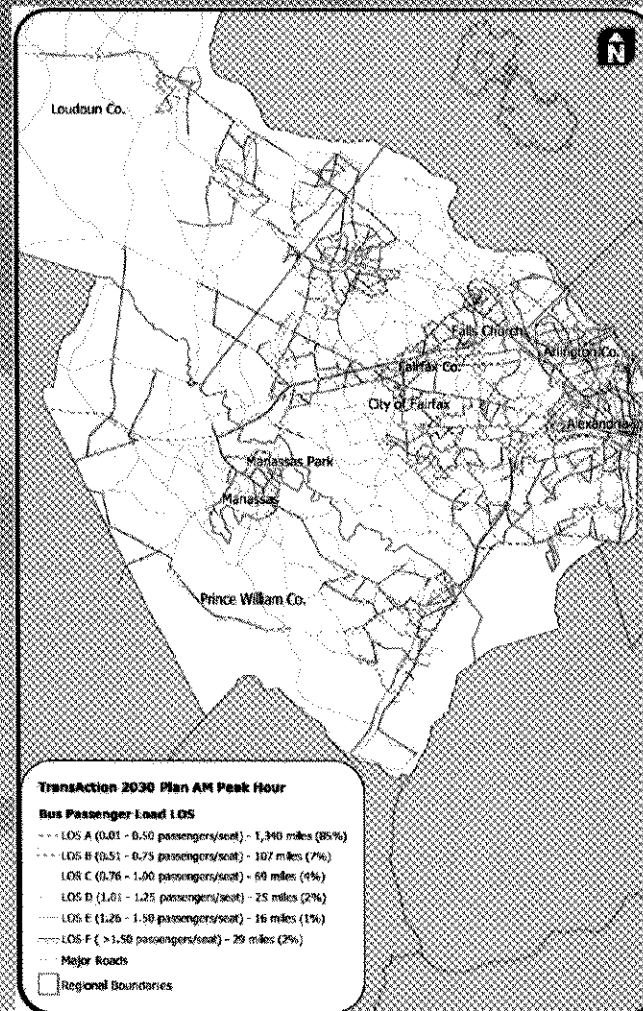
SOURCES: WMATA (train volumes), MWCOG model (base mapping & passenger volumes)

December 2005

# TransAction2030

Transportation for Today and Tomorrow

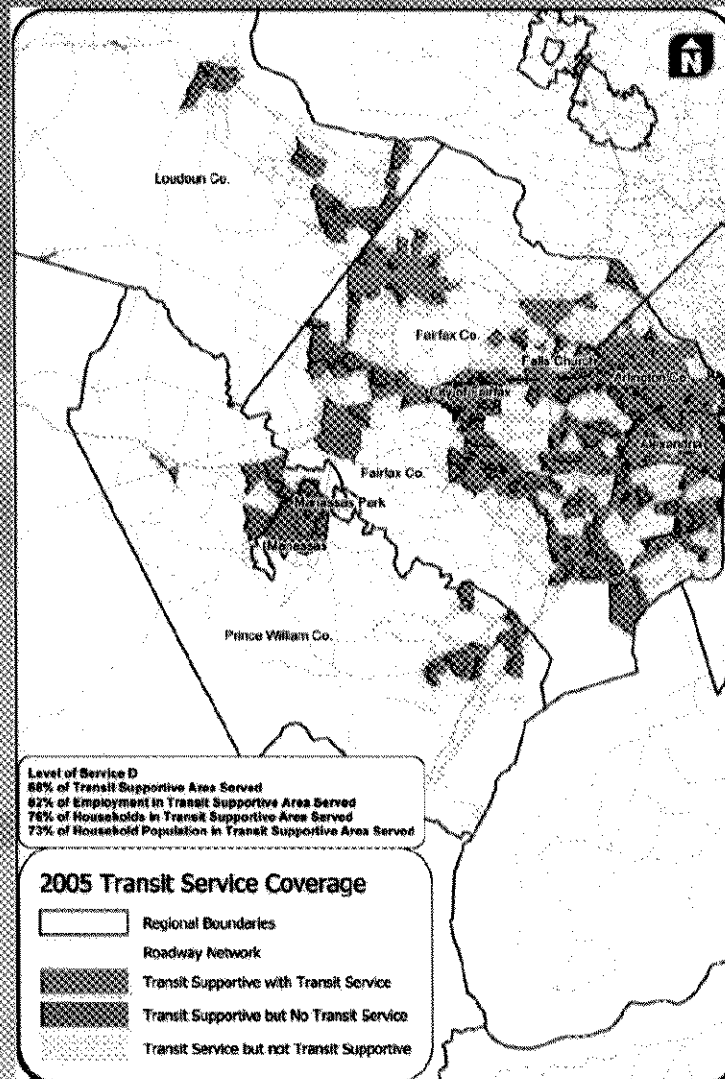
## TransAction 2030 Bus Load Level of Service



# TransAction2030

Transportation for Today and Tomorrow

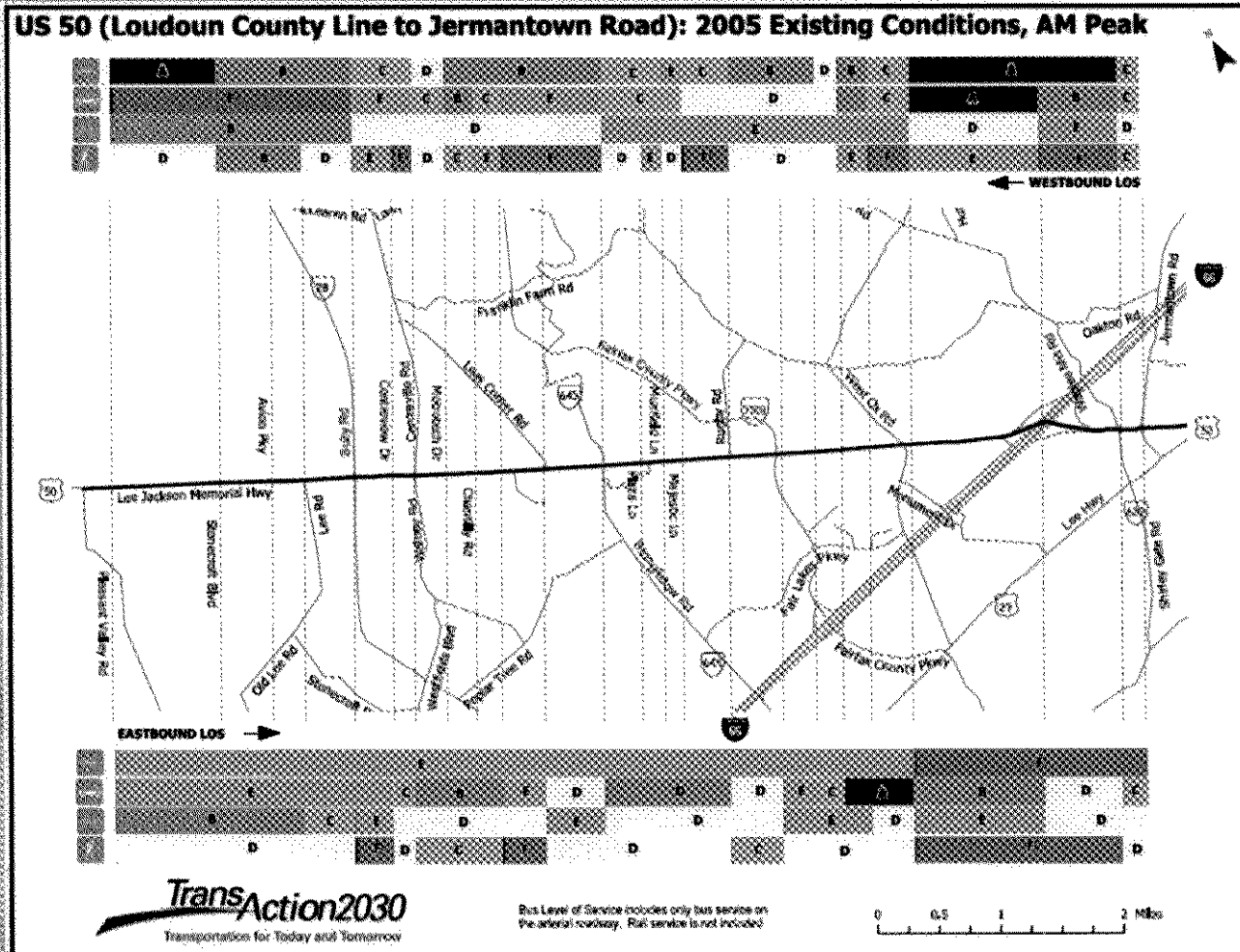
## Transit Supportable Areas 2005



# TransAction2030

Transportation for Today and Tomorrow

## Multimodal Level of Service:

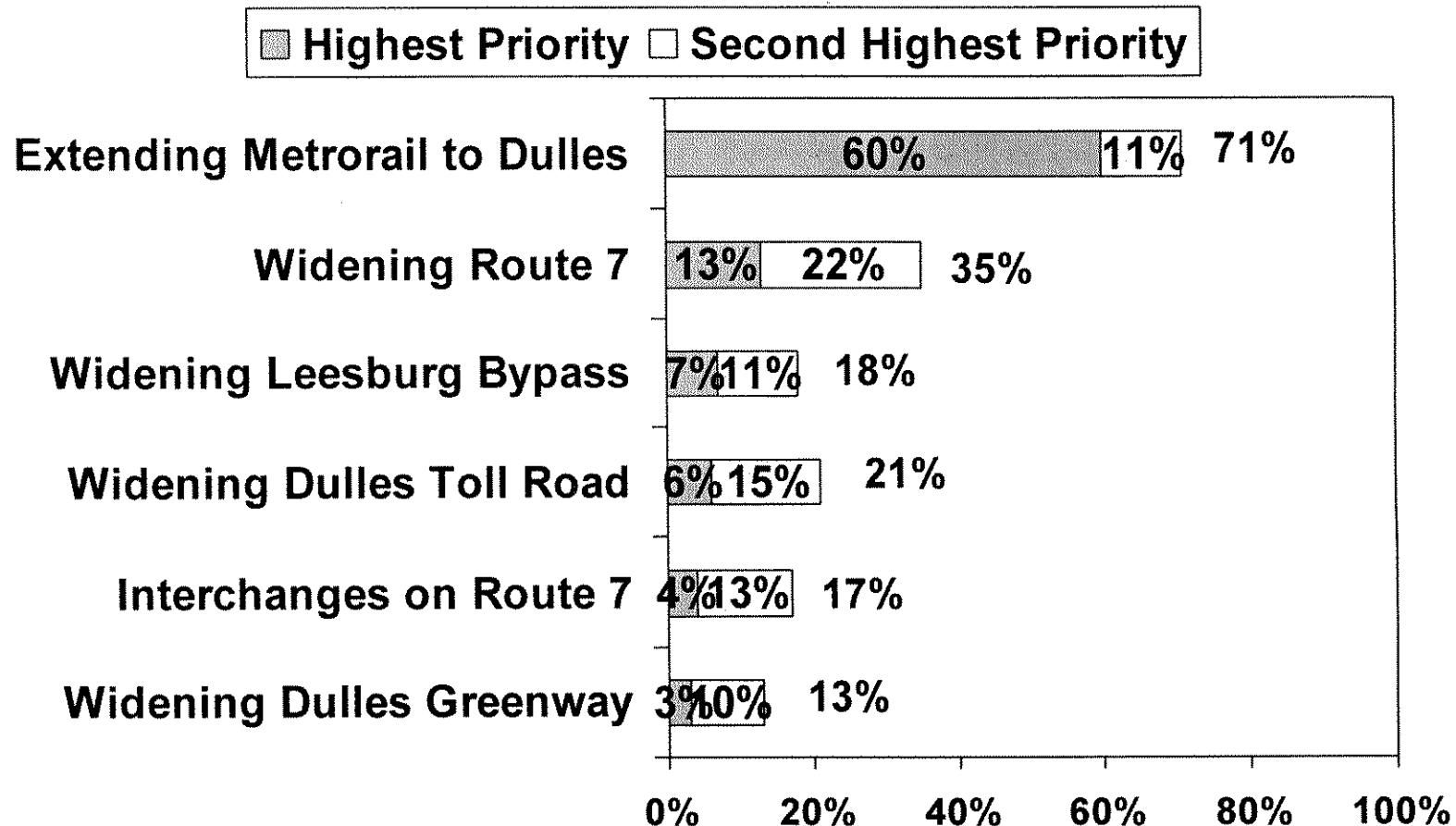


## Public Opinion Survey Results:

- 50% of the Northern Virginia residents surveyed believe that public transportation investments are the top priority, compared to only 28% who chose highway improvements. There were no significant differences in this result by jurisdiction
- Northern Virginia residents are willing to pay more to fund both highway and transit improvements.
- When framed in a realistic context; Northern Virginia residents favor increases in the sales tax, over increases in income and gas taxes, to fund transportation improvements.

# Highest and Second Highest Priority Projects

## *Route 7 and Dulles Toll Road Corridor*



Base=358 Corridor Users

6% are not sure which project is their highest priority. 22



## Funding Needs:

- Current CLRP includes an estimated \$30 B for operating and capital costs through 2030.
- An addition \$16.6 B is needed to fund TransAction 2030 Projects.
- Amounts to nearly \$700 M in additional transportation funding needed for Northern Virginia.

# Transportation Funding

- Last significant funding increase - 20 years ago (Special Session 1986)
- Recent efforts to increase transportation funding have not been successful
  - Transportation referendums in Northern Virginia and Hampton Roads soundly defeated in 2002
  - Various efforts during the 2006 General Assembly session, including dedicated funding for Metro (so far)

# Dedicated Funding for Metro

- Recommendation of Blue Ribbon Panel established by the Council of Government, the Board of Trade and the Federal City Council
- Would match proposed legislation by Congressman Davis to provide \$1.5 B for Metro over 10 years
- Would finance 340 rail cars (enough to make all peak period trains 8-car trains), 275 buses and other critical capital items
- NVTa proposed a ¼ cent sales tax increase
- Several other options have been/are being discussed
- District of Columbia was agreed to dedicate a portion of their existing sales tax.
- Important to ensuring the system continues to operate smoothly after the implementation of rail to Dulles.

# 2006 General Assembly Session

- Transportation Funding has been a topic of much debate.
- Governor Kaine proposed a package of General Funds and increases in titling fees, auto increase taxes, and overweight vehicle fees and abuser fees totaling nearly \$1 B per year.
- House proposed a package of General Fund revenues, bonding and abuser fees totaling about \$500 M per year.
- Senate proposed several packages, the most recent included a terminal operators fee, equalization of taxes on gasoline and diesel fuel, additional vehicle registration and weight-based fees, abuser fees and a grantor's tax. Also approved regional packages for Northern Virginia, Hampton Roads and I-81 Corridor.

# 2006 General Assembly Session

- To achieve a state budget, the Conference Committee agreed to set any significant discussion of transportation aside.
- Secretary of Transportation stated repeatedly that \$827 M was needed to maintain the VDOT Six Year Program at the same level, due to increase maintenance and construction costs, federal earmark matches and debt service.
- General Assembly ultimately approved \$228 M in General Funds to cover the debt service and set aside \$339 M for transportation “to be used to implement transportation legislation as may be adopted by the General Assembly by November 1, 2006. Such legislation shall include a separate enactment clause allocating these funds.”
- Without additional funds, the transit capital match ratio will be 21% in FY 2007 (down from 63% in FY 2006). State statute allows it to be 95%
- Counties’ Secondary Road Programs will be cut by more than 30 %

# Funding: Observations

- Cannot expect federal (or local) government to solve the funding problem
- Gas tax is one of the lowest in the country
  - 10<sup>th</sup> lowest in the U.S. (17.5 cents/gal)
  - Average gas tax of bordering states is 21.2 cents/gal
- Sound transportation plan requires long term commitment of dedicated funds
- Highway and Transit funding policies are not equitable
- VDOT turning into an O&M organization

# Ideas to build on...

- We cannot “Plan” our way out of this – need to address the “Now” problem
- Look to manage traffic congestion
  - Utilize strengths of each mode - multimodal
  - Supply and Demand – must look at both
  - Certain level of congestion is a sign of economic prosperity
- Land Use and Transportation must work together
  - Encourage mixed use
  - “Smart Growth” is not “No Growth”
  - Transportation not the cause – facilitator
  - Prevent Urban Flight - Crime and Race, Schools, Jobs, Housing Costs
- Need a comprehensive package of strategies and the will to carry them out
- Battles are Won/Lost in the Trenches