

Transportation Programs Overview

Introduction

The Transportation Overview section describes the programs and projects operated by the Fairfax County Department of Transportation, and the multiple sources of funds that support these activities.

Mission

To plan, coordinate and implement a multimodal transportation system for Fairfax County that moves people and goods, consistent with the values of the community. The department's vision is that in the twenty-first century, Fairfax County will have a world-class transportation system that allows greater mobility of people and goods and enhances the quality of life.

Staff associated with the various divisions are reflected in the General Fund Department of Transportation (Volume 1), as well as in Fund 40010, County and Regional Transportation Projects (Volume 2).

Focus

Fairfax County Department of Transportation (FCDOT) coordinates and oversees all transportation-related projects, programs, and issues for Fairfax County, and beginning in FY 2025 human services transportation. Activities primarily include managing capital projects, providing public transportation and providing technical staff support on policy issues to members of the County's Board of Supervisors who sit on various regional transportation groups, including the Washington Metropolitan Area Transit Authority (WMATA), the Virginia Railway Express (VRE), the Northern Virginia Transportation Authority (NVTA), the Northern Virginia Transportation Commission (NVTC), and the National Capital Region Transportation Planning Board (TPB). FCDOT also provides recommendations on technical and policy issues to the Board of Supervisors and the County Executive regarding transportation legislation before the Virginia General Assembly and the U.S. Congress.

The County directs a significant portion of transportation funding toward improvements to public transportation. In 2020, voters approved \$160 million in bond funding to support Metro's capital improvement program, including the rehabilitation and modernization of the Metrorail system, the purchase of new buses and rail cars, and the construction of a new bus garage.

Additionally, annual funds from the Countywide commercial and industrial real estate tax and the County share of regional transportation funds are used to fund priority transportation projects and programs. These funds are accounted for in Fund 40010, County and Regional Transportation Projects. The commercial and industrial tax was first authorized in 2007 to provide local governments an opportunity to significantly advance transportation improvements and pedestrian access through a \$0.125 per \$100 of assessed value tax on commercial and industrial real estate.

Regional transportation revenues collected by the state and allocated by the Northern Virginia Transportation Authority (NVTA) via landmark state transportation legislation approved by the General Assembly in 2013 (HB 2313) are also included in Fund 40010. Thirty percent of regional transportation revenue, equal to approximately \$56.7 million in FY 2025, will be available directly to the County for local roadway and transit projects. The other 70 percent is being allocated for regionally significant transportation projects by NVTA.

The County also provides annual funding for its allocated portion of the WMATA and the VRE operating and capital budgets, and for the operating costs and buses associated with Fairfax Connector bus operations. Details on the County's various transportation programs and funding may be found in Volume 2 under the following Funds:

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- **30000, Metro Operations and Construction** – Contains the funding provided by Fairfax County to pay the County’s allocated portion of its Washington Metropolitan Area Transit Authority's (WMATA) operating and capital budget. The County subsidizes Metrorail, Metrobus, and MetroAccess (paratransit) service; contributes to construction costs associated with the 128-mile Metrorail system; and contributes to the repair, maintenance, rehabilitation, and replacement of capital equipment and facilities for the Metrobus, Metrorail and MetroAccess systems. The County meets its Metro operating and capital subsidy through a General Fund transfer, General Obligation bonds, applied State Aid, Gas Tax receipts and interest earnings on State Aid balances.
- **30040, Contributed Roadway Improvements** – Created specifically to account for proffered developer contributions received for roadway and transportation improvements throughout the County. Developer contributions are based on the developer rate schedule for road improvements in the Fairfax Center, Centreville, and Tysons areas, as well as Tysons-Wide Developer Contributions and Tysons Grid of Streets Contributions. These Tysons area contributions will address the traffic impact of new development associated with growth resulting from the Board’s adoption of the Comprehensive Plan for Tysons. The rate schedule is revised periodically by the Board of Supervisors based on the Consumer Price Index.
- **30050, Transportation Improvements** – Supports the land acquisition, design, and construction of County transportation improvements. During the 1981 Session of the Virginia General Assembly, legislation was approved enabling counties with a population over 125,000 to undertake secondary roadway improvements using General Obligation bonds or General Fund revenues. Prior to this action, the construction and maintenance of all roadways in Fairfax County had been the exclusive responsibility of the Virginia Department of Transportation (VDOT). The existing road bond program is supported by General Obligation bonds approved by the voters in November 2014. These bond referenda support pedestrian, bicycle, and roadway improvements, all designed to improve capacity, enhance safety and accessibility, and reduce congestion.
- **40000, County Transit Systems** – Provides funding for operating and capital expenses for the Fairfax Connector bus system and county support for the Virginia Railway Express (VRE) commuter train system. FCDOT manages, oversees, and coordinates the activities of the Fairfax Connector bus system, which in FY 2023 operated 93 routes providing primarily intra-county service and access to Metrorail stations serving County residents. The system includes an authorized fleet of 345 buses. Additionally, as part of the FY 2025 budget process, operation of FASTRAN Human Services Transportation is transferred from Agency 79, Neighborhood and Community Services, to the Department of Transportation, with a majority of operating expenses reflected in this fund.

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- **40010, County and Regional Transportation Projects** – Supports the County’s implementation of new transportation projects and is funded by the commercial and industrial real estate tax rate of \$0.125 per \$100 of assessed value and Northern Virginia Transportation Authority (NVTA) local tax revenues. The taxing authority for commercial and industrial real property was authorized under the Transportation Funding and Reform Act of 2007 (HB 3202), approved by the Virginia General Assembly on April 4, 2007, and implemented by the Board of Supervisors as part of the FY 2009 Adopted Budget Plan. The NVTA local tax revenues were the result of the State Transportation funding plan approved by the General Assembly in 2013 (HB 2313) and implemented by the Board of Supervisors as part of the FY 2014 Adopted Budget Plan.
- **40110 and 40120, Dulles Rail Phases I and II Transportation Improvement Districts** – Supports Metrorail service that has been extended approximately 23 miles from an area east of West Falls Church station, along the median of the Dulles Connector Road (DCR) through Tysons, then further along the Dulles International Airport Access Highway (DIAAH), through Dulles International Airport, to Route 772 in Loudoun County. The total cost of the Rail to Dulles Project was approximately \$6.0 billion. Funding is generated by a levy on the commercial and industrial real estate properties in the respective districts with a rate of \$0.09 per \$100 of assessed value for Phase I and \$0.18 per \$100 of assessed value for Phase II.
- **40125, Metrorail Parking System Pledged Revenues** – Established by the Board of Supervisors on November 18, 2014, to collect and disburse funds related to revenue-generating activities at Metrorail parking facilities owned by and located within the County. These facilities were constructed by the County as part of its agreement to participate in the extension of the Metrorail Silver Line for Phase I and Phase II. These funds are generated from fees paid at these parking facilities and used to pay operating, maintenance, and debt service expenses of the parking facilities. The parking facilities at the Wiehle-Reston East, Herndon, and Innovation Center Metrorail Stations are owned by the County.
- **40180, Tysons Service District** – Part of a multi-faceted approach to funding transportation infrastructure in Tysons. Funding sources are proposed for each of the four major components of the infrastructure: the grid of streets is proposed to be funded primarily by in-kind and per square foot/per unit road fund contributions from developers/landowners; neighborhood and access improvements and transit are proposed to be funded primarily from public sources; and, the Tysons-wide Road Improvements are proposed to be funded primarily by public sources for the projects outside of the boundaries of Tysons and by developer/landowner sources for the improvements inside of Tysons. This fourth category is projected to cost approximately \$506 million in 2012 dollars. Funding for that component is proposed to come from two sources in equal amounts: \$253 million (50 percent) from per square foot/per unit road fund contributions from developers/landowners and \$253 million (50 percent) from a Tysons Service District. A tax rate of \$0.05 per \$100 of assessed value is levied on all property owners within this district to fund the \$253 million contribution.

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- **40190, Reston Service District** – Part of a multi-faceted approach to funding transportation infrastructure in Reston and includes a tax rate of \$0.021 per \$100 of assessed value on all properties within the Reston Transit Station Areas (TSAs). Funding will be used primarily to fund improvements to the grid of streets as development occurs within the District.
- **50000, Federal-State Grants** – Provides reserves for unanticipated and anticipated grants awarded to Fairfax County from federal, state, and other funding sources. The reserves enable Fairfax County to accept grant funding to enhance services provided to the residents of Fairfax County.
- **70000, Route 28 Tax District** – Formed to provide improvements to State Route 28 (Route 28), which connects State Route 7 in eastern Loudoun County to U.S. Route 50 and Interstate 66 in western Fairfax County, running approximately parallel to the County's western border. This District was formed upon landowner petition to accelerate planned highway improvements proposed by the state, which relied primarily on slower pay-as-you-go financing from the Northern Virginia region's share of the State Primary Road Fund allocation. Under the terms of the agreement with the state, the District will fund 75 percent of defined construction improvements and the state will fund 25 percent. Funding is generated by a levy on the commercial and industrial real estate properties in the district at a rate of \$0.16 per \$100 of assessed value.

FCDOT uses performance measures to assist in determining the effectiveness and efficiency of its programs, processes, and employees. A complete list of performance measures can be viewed at:

<https://www.fairfaxcounty.gov/budget/fy-2025-advertised-performance-measures-pm>

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Position Detail

The FY 2025 Advertised Budget Plan includes the following positions:

AGENCY 40, DEPARTMENT OF TRANSPORTATION, GENERAL FUND - 133 Positions			
ADMINISTRATION, COORDINATION, FUNDING AND SPECIAL PROJECTS – 26 Positions			
1	Director	1	Network/Telecom Analyst II
1	Transportation Division Chief [-1T]	1	Geographic Info. Spatial Analyst II
1	Transportation Planner V	3	Financial Specialists II
4	Transportation Planners IV	1	Business Analyst IV
3	Transportation Planners III	1	Business Analyst III
3	Transportation Planners II	1	Administrative Associate
1	Transportation Planner I	1	Administrative Assistant V
2	Management Analysts IV	1	Administrative Assistant IV [-1]
SITE ANALYSIS AND TRANSPORTATION PLANNING – 26 Positions			
1	Division Chief	11	Transportation Planners III
2	Transportation Planners V	6	Transportation Planners II
3	Transportation Planners IV	3	Transportation Planners I
CAPITAL PROJECTS, TRAFFIC ENGINEERING AND TRANSPORTATION DESIGN – 38 Positions			
2	Division Chiefs	3	Engineers V
2	Transportation Planners IV	2	Engineers IV
6	Transportation Planners III	2	Senior Engineers III
4	Transportation Planners II [-1]	8	Engineers III
1	Transportation Planner I	1	Engineer II
4	Planning Technicians II	1	Engineer Technician III
1	Administrative Assistant III	1	Engineer Technician II
TRANSIT SERVICES – 43 Positions			
1	Division Chief	1	Chief of Transit Operations [1T]
1	Management Analyst IV	1	Social Services Specialist III [1T]
3	Transportation Planners V [1T]	4	Transit Schedulers II [4T]
3	Transportation Planners IV [-1T]	1	Information Officer II
11	Transportation Planners III [-1T]	1	Administrative Assistant IV [1T]
8	Transportation Planners II	2	Administrative Assistants III
1	Communications Specialist III	2	Administrative Assistants II
2	Communications Specialists II	1	Planning Aide
COUNTY AND REGIONAL TRANSPORTATION PROJECTS – 60 Positions			
1	Deputy Director	1	Business Analyst III
1	Transportation Division Director [1T]	3	Financial Specialists III
2	Engineers V	1	Management Analyst III
2	Engineers IV	1	Senior Right-of-Way Agent
1	Senior Engineer III	1	HR Generalist II
5	Engineers III	1	Communications Specialist II
1	Engineering Technician III	1	GIS Analyst I
3	Transportation Planners V	1	Network/Telecom Analyst I
10	Transportation Planners IV [1T]	2	Administrative Associates
10	Transportation Planners III [1T]	1	Planning Technician II
8	Transportation Planners II	2	Administrative Assistants III
1	Transportation Planner I		
T	Denotes Transferred Position(s)		
-	Denotes Abolished Position(s) due to Budget Reductions		

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CONSOLIDATED FUND STATEMENT

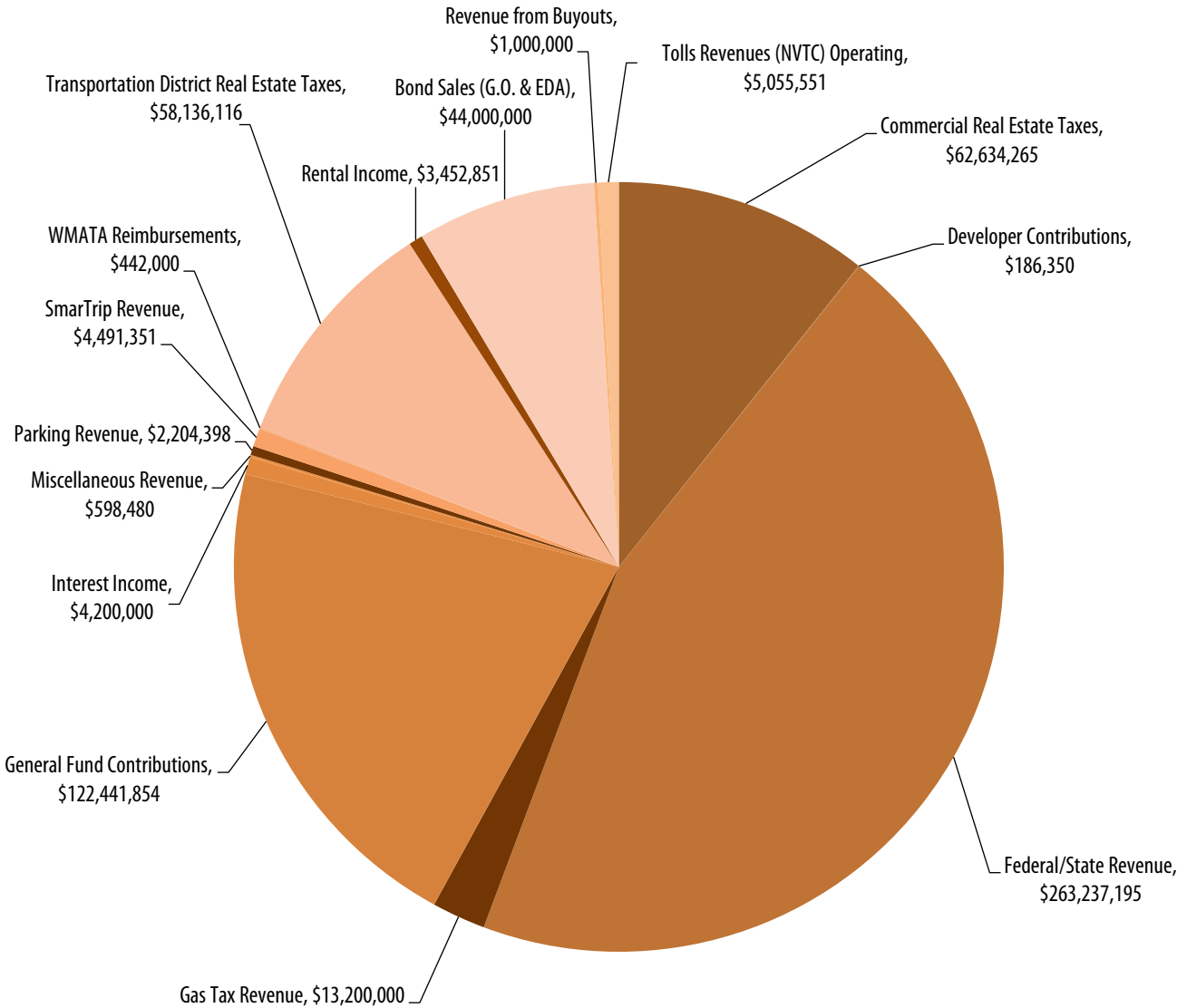
Category	FY 2023 Actual	FY 2024 Adopted Budget Plan	FY 2024 Revised Budget Plan	FY 2025 Advertised Budget Plan
Beginning Balance	\$513,565,645	\$161,709,550	\$503,568,435	\$154,402,368
Revenue/Transfers In: ^{1, 2, 3}				
Federal/State Revenue	\$223,791,946	\$214,982,692	\$376,215,376	\$263,237,195
General Fund Contributions	130,936,926	107,835,698	135,523,704	122,441,854
Transportation District Real Estate Taxes	59,505,016	57,640,087	57,640,087	58,136,116
Commercial Real Estate Taxes	60,765,930	63,623,310	63,623,310	62,634,265
Bond Sales (G.O. & EDA)	52,000,000	43,000,000	168,140,000	44,000,000
Gas Tax Revenue	14,330,975	13,000,000	13,000,000	13,200,000
Parking Revenue	2,036,812	6,436,104	6,436,104	2,204,398
SmarTrip Revenue	4,112,292	3,214,958	3,214,958	4,491,351
Rental Income	3,401,331	3,452,851	3,452,851	3,452,851
Toll Revenues	2,271,179	1,871,317	3,188,430	5,055,551
Revenue from Buyouts	0	1,000,000	1,000,000	1,000,000
WMATA Reimbursement	437,879	380,000	380,000	442,000
Miscellaneous Revenue	833,484	451,980	451,980	598,480
Interest Income	8,634,587	0	0	4,200,000
Developer Contributions	1,070,620	179,192	179,192	186,350
Total Revenue/Transfers In	\$564,128,977	\$517,068,189	\$832,445,992	\$585,280,411
Total Available	\$1,077,694,622	\$678,777,739	\$1,336,014,427	\$739,682,779
Expenditures/Transfers Out: ^{1, 2, 3}				
Personnel Services	\$17,180,006	\$20,603,746	\$20,888,746	\$21,829,740
Operating Expenses	279,996,382	300,056,164	304,494,644	348,385,229
Capital Equipment	31,562	0	0	0
Capital Projects	211,018,225	129,184,341	771,672,806	147,735,583
Debt Service	19,427,097	44,964,994	44,964,994	43,308,207
Debt Service Prepayment	38,600,000	0	30,800,000	0
Payments to Fiscal Agent	11,068,078	12,084,290	12,089,363	12,702,072
Recovered Costs	(3,195,163)	(3,298,494)	(3,298,494)	(3,471,247)
Total Expenditures/Transfers Out	\$574,126,187	\$503,595,041	\$1,181,612,059	\$570,489,584
Total Disbursements	\$574,126,187	\$503,595,041	\$1,181,612,059	\$570,489,584
Ending Balance	\$503,568,435	\$175,182,698	\$154,402,368	\$169,193,195

¹ Revenue and expenditures are grouped based on categories that may be different than the designation used in each fund. For a more detailed view, see each transportation-related fund in Volume 2.

² Grant funding is not included. For more information about transportation-related grant funding, see Fund 50000, Federal-State Grants, in Volume 2.

³ Transfers In and Transfers Out between funds supporting transportation are not included since these amounts are offsetting.

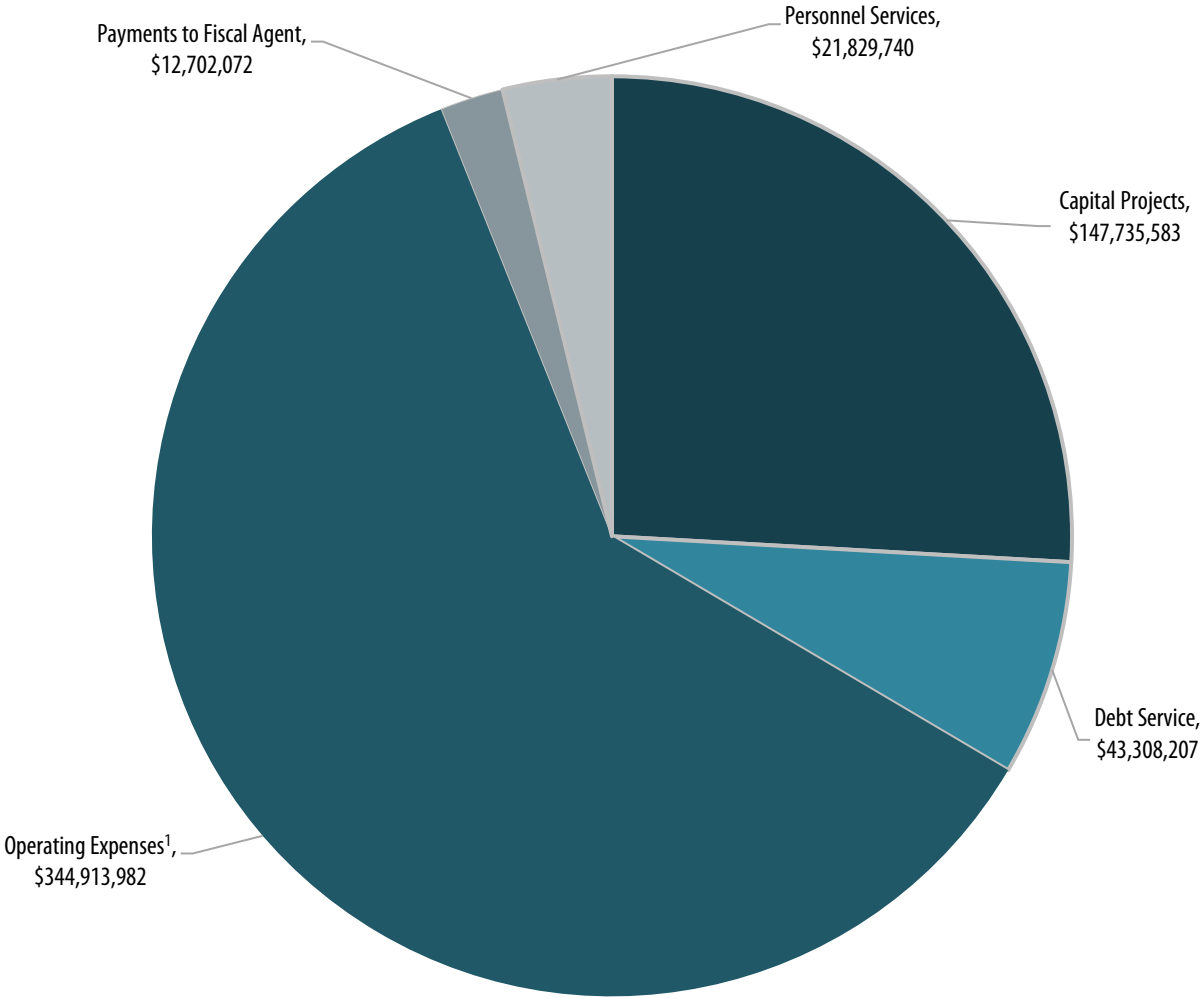
**TRANSPORTATION PROGRAMS
FY 2025 SOURCE OF FUNDS**



Total Revenues = \$585,280,441

Transfers between related funds also support transportation programs. These include transfers from the Contributed Roadway Improvement Fund (30040) to Metro Operations and Construction (30000), transfers from Metro Operations and Construction (30000) and County and Regional Transportation Projects (40010) to County Transit Systems (40000), and transfers from County and Regional Transportation Projects (40010) to Metrorail Parking System (40125). General Fund contributions are provided to Metro Operations and Construction (30000) and County Transit Systems (40000).

**TRANSPORTATION PROGRAMS
FY 2025 DISBURSEMENTS**



Total Disbursements = \$570,489,584

Transfers between related funds also support transportation programs. These include transfers from the Contributed Roadway Improvement Fund (30040) to Metro Operations and Construction (30000), transfers from Metro Operations and Construction (30000) and County and Regional Transportation Projects (40010) to County Transit Systems (40000), and transfers from County and Regional Transportation Projects (40010) to Metrorail Parking System (40125). General Fund contributions are provided to Metro Operations and Construction (30000) and County Transit Systems (40000).

¹ Recovered Costs in the General Fund, representing expenditure reimbursements from a specific project or fund outside of the General Fund, are included within Operating Expenses.