



Project Description Form – 9P

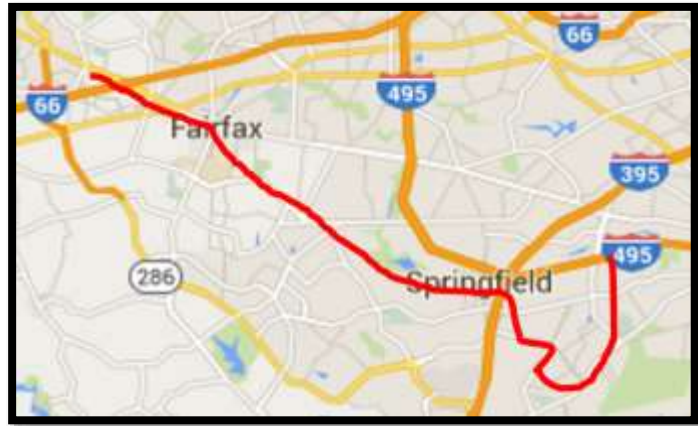
Basic Project Information

Submitting Jurisdiction/Agency: Fairfax County

Project Title: Connector Buses (11 New)

Project Location: N/A

Project Description: Fairfax County needs to purchase eleven (11) new 40-ft buses to support new Cross-County and new and expanded South County Metro feeder service.



New Cross-County service will provide a connection between the I-66/Fair Oaks and Springfield areas via Burke Centre, with stops at Fair Oaks Mall, the Fairfax County Government Center, the City of Fairfax, the Fairfax County Judicial Center, George Mason University, Burke Center VRE, and Springfield. New and expanded South County service will connect Springfield with the Richmond Highway corridor via Jeff Todd Way and Hilltop Village Center, and with Kingstowne and the Van Dorn Street Metrorail Station.

These new service additions are the result of recommendations from Fairfax County's 2010 Transit Development Plan, and consistent with the approved project "Transit Development Plan (Fairfax Connector Service Enhancements)" in the 2010 CLRP. These projects are also included in Transaction 2040 under *Corridor 6, Implement Priority Bus Service along US 29 between Fair Oaks and Washington DC*, and *Corridor 7, Implement I-495 Corridor Wide Priority Bus Service*.

Project Milestones

Project Milestones by Project Phase:

- **Engineering:**
- **Environmental Work:**
- **Design:**
- **Right of Way Acquisition:**
- **Construction:**
- **Capital Asset Acquisitions:** Start Date: July 2016 /End Date: December 2016

Project Analysis Summary*

NVTA Quantitative Score	40.18	Rank	19
Congestion Reduction Relative to Cost Ratio (NVTA Share)	0.30	hours saved/\$	Rank 11
Congestion Reduction Relative to Cost Ratio (Total Cost)	0.30	hours saved/\$	Rank 8

*Detailed scoring information can be found at: <http://www.thenovaauthority.org/planning-programming/fy2017-program/>

Project Cost

Requested NVTA FY2017 Funds: \$5,500,000

Total Cost to Complete Project: \$5,500,000

Project Phases	Requested NVTA FY2017 Funds	Other Sources of Funding	Total Cost by Phase
Engineering			
Environmental Work			
Design			
Right of Way Acquisition			
Construction			
Capital Asset Acquisitions	\$5,500,000 (FY2017)		\$5,500,000 (FY2017)
Other			
TOTAL	\$5,500,000		\$5,500,000

Project Impacts

What regional benefit(s) does this project offer? This project will enable new cross-county and new and expanded bus service in Fairfax County. The new services will initiate new routes providing missing connections between major employment and activity centers (Fairfax, Fort Belvoir, George Mason University, Richmond Highway, and Springfield); provide connections to/from neighboring jurisdictions, and MWCOC activity centers Eisenhower Valley, Fairfax Center, and Fort Belvoir; increase access to Metrorail and Virginia Railway Express; and contribute to regional congestion mitigation and economic development.

How will the project reduce congestion? This project reduces congestion by providing expanded capacity for Fairfax Connector, which helps mitigate the use of single-occupant vehicles.

How will the project increase capacity? The project will increase capacity by increasing the number of buses in service and routes providing service.

How will the project improve auto and pedestrian safety? The project improves auto and pedestrian safety by expanding transit system capacity, thus reducing single-occupant vehicle travel on regional roadways, which increases both vehicular and pedestrian safety.

How will the project improve regional connectivity? The project enhances regional connectivity by providing new and expanded service between Fairfax, Fort Belvoir, George Mason University, Richmond Highway, and Springfield; improving access to Metrorail, Virginia Railway Express, and helping to reduce the number of single-occupant vehicles along the Capital Beltway, I-66, Old Keene Mill Road, Richmond Highway, Route 123 and other corridors, by way of initiating new bus connections between Fairfax and Springfield via Burke Centre and George Mason University, and between Springfield and Richmond Highway via Jeff Todd Way and the Hilltop Village Center – connections that require driving or several bus-to-bus or rail and bus transfers at present.

How will the project improve bicycle and pedestrian travel options? The project will improve bicycle and pedestrian travel options as each bus in the Fairfax Connector fleet is equipped with bike racks, helping to provide a “last mile” connection for transit users. Also, with more coverage throughout the County, travelers will have more options for multi-modal travel and reduced travel time using transit.

How will the project improve the management and operation of existing facilities through technology applications? The 11 buses will be equipped with Intelligent Transportation System (ITS) technology. With installation and initial testing underway, Fairfax Connector anticipates the commencement of computer-aided dispatch (CAD/AVL) and real-time bus tracking. The CAD/AVL system will allow specialized controllers to actively manage service which will improve on-time performance; and real-time bus tracking will improve passenger information, allowing riders to view bus arrival predictions, reducing wait times and improving the attractiveness of using transit.

Additional Information in Support of This Project

Fairfax County Transit Development Plan, <http://www.fairfaxcounty.gov/fcdot/tdp.htm>

