Board of Supervisors Transportation Committee
Meeting Minutes

June 3, 2025, at 11:00 a.m.
Conference Room 11, Government Center

Board of Supervisors Members Present:
Jeffrey C. McKay, At-Large (Chairman)
James N. Bierman, Jr., Dranesville District (Committee Chairman)
Walter L. Alcorn, Hunter Mill District (Committee Vice Chairman)
Kathy L. Smith, Sully District (Vice-Chairman)
Rodney L. Lusk, Franconia District
Andres F. Jimenez, Mason District
Daniel G. Storck, Mount Vernon District
Dalia A. Palchik, Providence District
Patrick S. Herrity, Springfield District

Board Members Absent:
James R. Walkinshaw, Braddock District

County Leadership:
Bryan J. Hill, County Executive
Jennifer Miller, Deputy County Executive
Beth Teare, County Attorney

Link to agenda and presentation materials:
https://www.fairfaxcounty.gov/boardofsupervisors/board-supervisors-transportation-committee-meeting-june-3-2025

1. Opening Remarks

Committee Chair Bierman called the meeting to order at 11:10 a.m.

2. Approval of Minutes

The Committee had no changes to the minutes from the April 8, 2025, meeting.

3. Transportation Funding

Gregg Steverson, Director, and Noelle Dominguez, Coordination and Funding Division Chief, Fairfax County Department of Transportation (FCDOT), presented an overview of transportation

funding and discussed in detail the various ways to fund transportation projects in Fairfax County through federal, state, regional, and local funding sources.

The presentation is available at:
https://www.fairfaxcounty.gov/transportation/sites/transportation/files/Assets/Documents/PDF/btc/June%203%202025/BTC-FundingOverviewPresentation.pdf

Chairman McKay commended FCDOT staff for their efforts in managing a project's funding. He asked how staff monitor and inform the Board of changes in federal funding, given the current chaos and unpredictable nature of federal funding. Mr. Steverson explained that FCDOT monitors federal funding developments by consulting with federal partners and seeking their insights on potential changes. Staff can work on contingency plans and will keep the Board updated on any changes. Ms. Dominguez added that the County's federal lobbyist has been updating staff and monitoring the changes. Jennifer Miller, Deputy County Executive, recommended that staff develop a backup plan in case a potential funding source is lost.

Supervisor Jimenez inquired about the timeline for federal funding and the potential consequences of losing it. Mr. Steverson stated that if federal funding is unavailable, it would affect several projects, thus having the contingency plans in place becomes very important. Ms. Dominguez indicated that the Transportation Priority Plan (TPP) projects five years of funding, including federal funds. Staff is generally selective about applying for federal discretionary funds because they are oversubscribed and securing funding is difficult. The Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Regional Surface Transportation Program (RSTP) are the primary and stable federal funding sources for County projects.

Supervisor Lusk requested a list of revenues associated with these various local funding options, as well as an analysis of their fluctuations over time (five or ten-year period). He asked for information on the carry-over and commitments that the County has made regarding transportation projects. Mr. Steverson responded that staff would respond to Supervisor Lusk's request and provide the information. Supervisor Lusk requested that staff explain how costs have been adjusted due to delays or increases in material costs and provide the common reasons and strategies for VDOT funding and cost issues in future presentations. Mr. Steverson agreed it would be a good topic to discuss at a future meeting.

Supervisor Herrity questioned whether including federal funding in a project would increase the cost. Ms. Dominguez responded that federal funding may increase the cost due to requirements associated with this funding. Supervisor Herrity inquired whether the County is attempting to exclude federal funding from projects. Mr. Steverson answered that they would keep federal funding out if there were concerns about the complexity of requirements. However, if a project has a federal component, for example, if the project touches federal land/right-of-way, staff would apply for federal funding. Supervisor Herrity asked about the last transportation bond and

whether staff has plans for a new bond election. Ms. Dominguez responded it may have been in 2014, but she would check. Mr. Steverson stated that staff discussed the bond, but there was no imminent plan for one. Chairman McKay noted that he directed staff to study the bond issue at the previous budget meeting, including specifics on how the County would plan to move forward with projects if the funding solution for Metro freezes County transportation dollars. Supervisor Herrity also discussed using proffers for project funding.

Supervisor Alcorn suggested that the Board discuss the relationship between land use planning and transportation project funding.

Supervisor Storck inquired if staff use consultant support for seeking grants. Mr. Steverson replied that most of the time, staff work on the grants. He also indicated that staff would use the consultant's support if needed. Ms. Dominguez stated that staff are considering utilizing their help for discretionary grants. Supervisor Storck asked about potential funding for some of the smaller bike/ped projects. Mr. Steverson stated that we often tackle the larger projects through grant funding so that local money could be used for some of the smaller bike/ped projects. Ms. Dominguez added that we have applied for some grants for bike/ped projects in the past.

4. Smart Scale

Gregg Steverson, Director, and Noelle Dominguez, Chief of the Coordination and Funding Division, FCDOT, continue to brief the Committee on the details of Virginia's Smart Scale Funding Program. The presentation is available at:

https://www.fairfaxcounty.gov/transportation/sites/transportation/files/Assets/Documents/PDF/btc/June%203%202025/BTC-SmartScalePresentation.pdf

Cost as a key metric affecting the smart scale scores, Committee Chair Bierman questioned the stage at which the cost factor is being considered, along with other factors and evaluation measures. Ms. Dominguez responded that the cost would come after all factors and measures were applied. The project benefits are scored from a range of 0 to 100. The benefit score is then divided by the cost to generate the SmartScale score. Chairman McKay noted that a project in Northern Virginia (NOVA) would incur higher costs due to the location, land acquisition, labor costs, cost of living, and other factors. He inquired how the concept of the Metropolitan Planning Organization (MPO) submitting applications (instead of the County) would be beneficial to the County. He asked if staff had modeled different scenarios regarding that issue. Ms. Dominguez answered that staff had not modeled those scenarios. Due to recent changes, the Smart Scale program will initially fund the High-Priority Project Program (HPP) before funding the District Grant Program (DGP). She would discuss that issue with her team. Chairman McKay stressed that utilizing regional agencies to apply for funding is crucial if it is strategically beneficial to the County.

Supervisor Alcorn inquired about the percentage of revenue from NOVA of the total $1 billion funding, and stated it would probably be larger than the 9% we received back (NOVA had $90 million in total allocated funding). He said it would be another practical data point in discussing legislation changes.

Supervisor Palchik questioned whether smaller, less expensive projects would fare better under this program. Mr. Steverson responded that he was also searching for answers and solutions to achieve better results by testing different scenarios. Supervisor Palchik urged staff to explore alternative approaches (NVTC Commuter Choice was mentioned), be flexible, and hopefully achieve greater success in the future.

In closing, Committee Chair Bierman stated that he was impressed by Director Steverson's efforts to test different methods for securing funding and his passion about achieving better results in future funding rounds.

The meeting was adjourned at 12:27 p.m. The next Board Transportation Committee meeting is scheduled for September 16, 2025, at 1:30 p.m.