Board of Supervisors Transportation Committee Meeting Minutes

February 24, 2026, at 9:30 a.m.
Conference Room 11, Government Center

Board of Supervisors Members Present:
Jeffrey C. McKay, At-Large (Chairman)
Kathy L. Smith, Sully District (Vice-Chairman)
James N. Bierman, Jr., Dranesville District (Committee Chairman)
Walter L. Alcorn, Hunter Mill District (Committee Vice Chairman)
Rachna Sizemore Heizer, Braddock District
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: N/A

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-feb-24-2026

1. Opening Remarks

Committee Chair Bierman called the meeting to order at 9:31 a.m.

2. Approval of Minutes

Committee Chair Bierman asked if there were any objections to approving the December 2, 2025, meeting minutes. No objections were raised, and the minutes were approved unanimously.

3. Smart Scale Recommendations

Gregg Steverson, Director, Fairfax County Department of Transportation (FCDOT); and Noelle Dominguez, Chief, Coordination and Funding Division, FCDOT, presented an overview of the County's Smart Scale program performance and recommendations for future funding rounds.

The presentation reviewed Fairfax County's historical participation in Virginia's Smart Scale program and assessed strategies to improve competitiveness. Although the County has consistently submitted high-benefit projects, high project costs and increased statewide competition have limited recent funding success. Staff brought on a consultant to look at previous County submittals and compare them with similarly funded projects over that period to denote any trends. The consultant then made recommendations to help the County be more competitive in the upcoming Smart Scale process.

From Rounds 1 through 6, Fairfax County submitted 40 applications, of which 8 were funded. The analysis showed trends over time of both benefit and cost scoring for the County versus other projects, and while benefit scores have generally been strong, high project costs have reduced overall competitiveness, particularly as statewide funding has become more constrained. The analysis also looked at project type, including the types of projects submitted and funded by transportation mode. The consultant analysis found that lower-cost, smaller-scale projects (under $30 million) tend to perform better in scoring and funding outcomes, as do projects aligned with statewide planning processes such as the Strategically Targeted Affordable Roadway Solutions (STARS) and Pipeline studies.

Staff identified several factors affecting competitiveness, including:

- High costs associated with land acquisition and utility relocation
- Stringent readiness and documentation requirements
- Submittals by regional entities in other areas of the state providing more competition

Staff recommended the following adjustments for Round 7

- Cap funding requests for projects at $30 million, and focus on smaller projects
- Increase the number and diversity of applications, including aligning with STARS and Pipeline projects
- Strengthen coordination with regional partners and consider joint applications
- Advocate for cost normalization, as well as coordinate with Northern Virginia partners to advocate on behalf of Northern Virginia projects

Staff will return in Summer 2026 with a proposed list of projects for Board endorsement.

The presentation is available at:
https://www.fairfaxcounty.gov/transportation/sites/transportation/files/Assets/Documents/PDF/btc/Feb%2024%202026/BTC_Smart_Scale_Presentation.pdf

Chairman McKay thanked staff for the formal analysis and asked whether the County should pursue legislative changes, specifically raising the economic development weighting (currently 5% in Northern Virginia) and modeling trade-offs if that percentage were increased. Ms. Dominguez responded that increasing the weight of economic development would require lowering the weight of another criterion. There are some limitations to that strategy, as the congestion factor is fixed at 45% by law. She noted that the current economic development measures are freight-oriented and may not materially improve Fairfax scores, even if weighted higher, without revising the underlying criteria. Chairman McKay clarified he was asking what changes to the economic development criteria would make a higher weight effective (e.g., job growth, employment generation). He recommended a broader definition aligned with Northern

Virginia's economic conditions. County Executive Bryan Hill reported recent discussions with the Secretary of Transportation and Secretary of Commerce, suggesting coordination of statewide transportation and commerce strategies over the next few months to frame potential legislative solutions. Chairman McKay emphasized parallel tracks for near-term strategy and coordinated advocacy with state officials on statewide fixes.

Supervisor Jimenez asked whether project costs are likely to rise if the County resubmits previously unfunded projects. Director Steverson confirmed costs can increase due to inflation and design details, reinforcing the need to advocate for cost normalization.

Supervisor Alcorn supported capping funding requests at $30 million but asked about the implications for large corridor projects (e.g., Fairfax County Parkway and the Sunrise Valley interchange) over the next 5 to 15 years. Director Steverson said Smart Scale could fund components of larger projects, and the County would continue to pursue other sources (regional and federal), balancing funding rules and project needs.

Supervisor Lusk endorsed focusing on STARS-related projects and tied economic development to infrastructure investments that attract major employers (e.g., past projects near Capital One, Mitre, and PenFed).

Supervisor Palchik urged a nimble, holistic funding strategy across programs (e.g., Commuter Choice, VDOT processes), asked how STARS corridor studies (e.g., Route 50) affect funding prospects compared to other VDOT processes (e.g., Blake Lane), and stressed the need to leverage proffers and non-state funds for urban projects. County Executive Hill agreed on renegotiating proffers where feasible.

Supervisor Herrity asked what changes made Braddock Road successful on resubmittal. Ms. Dominguez said the scope shifted from full road widening to access management/interchange improvements, reducing right-of-way needs. The changes resulted from the County working with the community and VDOT. Supervisor Herrity urged controlling scope (e.g., right-sizing bike lanes) to reduce costs and asked about transportation bonds. Ms. Dominguez noted she would confer with the Department of Management and Budget (DMB) on timing and policy. Supervisor Herrity urged staff to consider transportation bonds to fund projects.

Supervisor Sizemore Heizer asked about regional coordination with regional partners, such as the Northern Virginia Transportation Commission (NVTC) and the Northern Virginia Regional Commission (NVRC), regarding funding for projects, as well as funding for Phase 2 of the Braddock Road project via Smart Scale. Ms. Dominguez said that the Northern Virginia Transportation Authority (NVTA) had submitted projects for funding. Director Steverson said regional entities are potential partners, and Phase 2 funding via Smart Scale remains to be determined.

Committee Chair Bierman asked about the time, cost, and staff effort to expand applications. Ms. Dominguez said applications require substantial staff time (less than federal discretionary grants), and FCDOT would manage workload with consultant support as needed.

Committee Chair Bierman and County Executive Hill discussed whether to send a follow-up letter on Smart Scale. County Executive Hill plans continued direct engagement with state leadership and suggested a letter may not be necessary immediately, given ongoing dialogue. He will continue coordination with state leadership on potential legislative fixes.

4. Capital Bikeshare

Zack DesJardins, Capital Bikeshare Program Manager, FCDOT, updated the Committee on the Capital Bikeshare program. The presentation provided an update on Capital Bikeshare's growth, performance, and future direction within the County and the region. The system, part of an eight-jurisdiction, publicly owned bikeshare network with more than 800 stations, has expanded steadily since its introduction in Fairfax County in 2016. By 2025, Fairfax County had 94 stations, with another significant expansion underway in 2026 that will bring the total to approximately 126 stations.

Goals from the Fairfax County-George Mason University-City of Fairfax-Town of Vienna Bikeshare study have mainly been achieved, including expanding to all 13 Metrorail stations, providing bikeshare at George Mason University and in the City of Fairfax, with the Town of Vienna hopefully adding station(s) in 2026.

Ridership reached record levels in mid-2025 but slowed in late 2025 due to weather and an August fare change. Despite the ridership dip, the fare adjustments increased revenue and improved cost recovery, which had been lagging due to system growth and inflationary pressures.

Electric bikes remain especially popular, and membership participation is increasing across annual, corporate, and equity categories. The County continues to prioritize equitable station placement and discounted access programs. Looking ahead, Fairfax County is developing a long-term Capital Bikeshare Development Plan to guide expansion and identify funding sources over the next decade; including incorporating new technologies, higher-density growth areas, and lessons learned from recent expansions.

The presentation is available at:
https://www.fairfaxcounty.gov/transportation/sites/transportation/files/Assets/Documents/PDF/btc/Feb%2024%202026/Capital_Bikeshare_BTC_26-2-24.pdf

Supervisor Palchik emphasized the transformative role of e-bikes and asked for average trip length data, and rates for Capital Bikeshare for All. She urged a clearer rollout policy tied to protected bike lanes and locations within a one to two-mile radius of a transit stop/station. She recommended strategically placing e-bike stations based on riders' origin and destination data. Mr. DesJardins stated that the average trip length for e-bikes is about 2.2 miles and noted that newer equipment and data-driven station placement are in place. He said that approximately 5-10% of trips end outside designated docking stations.

Supervisor Jimenez asked about Annandale's isolated station sites and about plans to connect them to the network. Mr. DesJardins noted that public feedback regarding Annandale influenced his perspective and informed the decision to place new stations in the area. Staff continued to

monitor performance, and gaps may be filled over time. He noted that the Franconia-Springfield Metrorail station had more ridership than expected.

Supervisor Lusk highlighted the integration of Richmond Highway bus-rapid transit (BRT) and safety along the corridor. He inquired about handling abandoned bikes and maintenance issues. Mr. DesJardins explained that contractor retrieval protocols are typically within one to two weeks for out-of-dock e-bikes, routine inspections, and warehouse repair operations. Riders can report issues using on-bike controls.

Supervisor Sizemore Heizer suggested stations at the NOVA Community College to improve equity and bus/Metro connectivity. Mr. DesJardins noted GMU stations are sponsor-funded, and NOVA could be considered as demand and partnerships develop.

Supervisor Storck asked for a broader model review (dock-based vs. free-floating), farebox recovery, and potential hybrid approaches. Mr. DesJardins contrasted NYC's Citi Bike (private sponsorship) with this region's publicly owned model. He noted new equipment enabling non-docking returns for both e-bikes and future classics, increasing flexibility. Supervisor Storck requested a follow-up on utilization studies.

Supervisor Alcorn inquired about additional measures of effectiveness for consideration of station placement during development review. Director Steverson said FCDOT's analyses of bike safety and comfort could be cross-referenced with Capital Bikeshare stations, with caution about how it could benefit in this case.

Chairman McKay underscored equity placement and access to equipment. He recommended coordinating with the Department of Planning and Zoning (DPZ) and the Supervisors' district offices on bikeshare locations in the new development areas. He cited e-bikes as essential for longer trips and for broader user access to bikeshare.

Committee Chair Bierman asked how to right-size the program for suburban neighborhoods (e.g., partnerships with homeowners associations {HOAs} and apartment buildings for access to a Metrorail station) and encouraged exploring sponsorships.

6. New Business

No new business was raised.

Adjournment

Committee Chair Bierman thanked members and staff for the discussion and noted that the meeting concluded early. The meeting was adjourned at 10:39 a.m. The next Board Transportation Committee meeting is scheduled for April 7, 2026, at 11:00 a.m.