



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Project Information

Submitting Jurisdiction/Agency: City of Fairfax

Project Title: George Snyder Trail

Project Location: City of Fairfax (see attached location map)

Project Description: The proposed project is construction of 1.4 miles of the George Snyder Trail in the City of Fairfax. The trail will be constructed along the southern side of the Accotink Creek and will run east/west between Chain Bridge Road (Route 123) and Fairfax Boulevard (Route 50) at Draper Drive. To the west, the trail will connect to the proposed Virginia Department of Transportation (VDOT) shared use path along Route 123 and I-66. To the east, the trail will connect to the Wilcoxon Trail which then connects to the Pickett Road Trail (to the Vienna Metrorail Station) and the Cross County Connector Trail, a 40-mile trail that runs throughout Fairfax County. The proposed trail will fill in gaps in the existing regional trail network. The path will be constructed of asphalt concrete and will be a minimum of 10 feet wide (and up to 15 feet wide in areas with steep slopes) with a two foot shoulder on each side. The project will include construction of six truss bridge stream crossings. The proposed trail will traverse 17 parcels and will require easements from eight of them. However, the majority of the project (approximately 75%) will be located on existing City of Fairfax right of way.

General Project Eligibility Consideration Criteria. Please check all that apply.

This project is a priority for the City. It is specifically called out in both the City's Comprehensive Plan and the Parks and Recreation Strategic Master Plan as a top priority. "The Strategic Planning process identified the following trail projects as priorities:...Complete the George T. Snyder Trail". (See attached excerpts from the Parks and Recreation Strategic Master Plan). The project was also included in the FY 16 Capital Improvement Plan (see attached), although at the time the full project cost was unknown. We have now completed 30% engineering for the project and have a more accurate cost estimate.

Project in a Regionally Adopted Plan/ Document:

- a. TransAction 2040 _____
- b. VTrans 2040 _____
- c. I-66 Corridor of Statewide Significance X
- d. Comprehensive Plan X

- e. Capital Improvement Plan
- f. Regional Transportation Priorities Plan
- g. Constrained Long Range Plan
- h. Transportation Improvement Program
- i. Other Regionally Adopted Plan (*please specify*)
- j. Letter or resolution of support via formal approval by the governing body

Additional Project Criteria.

This project has been a priority for the City for many years. Most recently, the City applied for project funding in the last Smart Scale funding cycle but missed the funding cutoff by three projects. Since then, the City has advocated for this project to VDOT and the CTB (see attached correspondence). This trail is an important connection with the I-66 project and should be constructed concurrently with that project so that there is a continuous, connected trail network in the Fairfax City area. In FY 18 the City will be paving a nearby trail that connects to the Snyder Trail (the Wilcoxon Trail).

Projects must meet all of the following criteria:

Projects must be in the I-66 Outside the Beltway Corridor or demonstrate a clear and compelling nexus to the I-66 Outside the Beltway Corridor.

This project is located just south of I-66 in the City of Fairfax and was specifically designed to connect to the proposed I-66 trail that will be constructed as part of the I-66 Outside the Beltway Project. As part of the trail project, VDOT is constructing a southern spur onto Chain Bridge Road (Route 123) that will connect with the Snyder Trail via a new pedestrian crossing at a new signalized intersection on Chain Bridge Road.

Projects must demonstrate utilization of concessionaire funding by toll day-one (mid- 2022).

The City has already completed 30% plans for the project. The City is ready to finalize the preliminary engineering as soon as funds are received.

Projects must demonstrate commitment of any required operation and/or maintenance funds.

Each year the city allocates funding for asphalt trail maintenance to care for the City's trail system. In addition, the Parks Division oversees the trail system and can make repairs as needed. We inspect trails on a regular basis and have the staffing to address maintenance issues that occur including blocked trails, vegetation management and asphalt repairs.

Projects must show benefit to users within the corridor.

The City has already completed 30% plans for the project. The City is ready to finalize the preliminary engineering as soon as funds are received. Please see project schedule below. The City anticipates construction occurring in 2021/2022.

Studies are ineligible for funding consideration.

This is not a study.

If other funding sources is required to complete the project, project must demonstrate other such funding has been appropriated/allocated or otherwise currently available to the project.

Project Milestones

Project Milestones by Project Phase:

- PE/Design: Fall 2017 – Fall 2019 (24 months)
- Right of Way Acquisition/Utility Relocation: Spring 2019 – Spring 2021 (24 months)
- Construction: Spring 2021 – Spring 2022 (12 months)
- Capital Asset Acquisitions: N/A

Project Cost

Total Requested Concessionaire Funds: \$13,605,000

Total Cost to Complete Project: \$14,000,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$505,000	\$395,000 (CMAQ)	\$900,000
Right of Way Acquisition	\$4,750,000	\$0	\$4,750,000
Construction	\$8,350,000	\$0	\$8,350,000
Capital Asset Acquisitions			
Other			
TOTAL	\$13,605,000	\$395,000	\$14,000,000

Prioritization

Priority consideration will be given to projects that can accomplish two or more of the following:

- Project has undergone a performance based evaluation process (i.e. TransAction 2040, SmartScale).
- Project can demonstrate the ability to reduce congestion.
- Project is a joint effort between two or more localities or agencies.
- Project is an extension/expansion of a project currently encompassed as part of the Transform 66 OTB project.
- Project was requested to be included in the Transform 66 OTB project (must be demonstrated via documentation).
- Project can be constructed prior to toll day one (mid-2022).

Additional Documentation/Information in Support of this Project

City of Fairfax City Council Resolution in support of project (June 27, 2017)

2012 City of Fairfax Comprehensive Plan – Transportation Section

Parks and Recreation Strategic Master Plan Excerpts

Parks and Recreation Strategic Master Plan Strategy 1.5.1

Letter to CTB from City Council (March 17, 2017)

FY 16 Budget Excerpt