

# Transportation and Pedestrian Initiatives

## PROGRAM DESCRIPTION

Transportation facilities and services in Fairfax County are primarily provided by the Virginia Department of Transportation (VDOT) which owns, constructs, maintains and operates nearly all of the roads in Fairfax County, and by the Washington Metropolitan Area Transit Authority (WMATA) which provides the majority of all public transit service in the region. In addition to the transportation planning done by these two agencies, the Metropolitan Washington Council of Governments (COG) is responsible for ensuring regional compatibility of all transportation plans, a prerequisite for the expenditure of federal funds for any transportation project.

### LINK TO THE COMPREHENSIVE PLAN

Fairfax County's Comprehensive Plan has established a number of objectives and policies in order to:

- ✓ Provide the basis for transportation planning efforts including major new capacity roadway improvements, and provide mass transit facilities such as rail transit and commuter rail in major radial and intracounty commuter corridors.
- ✓ Provide for both through and local movement of people and goods through a multi-modal transportation system that places the maximum practical emphasis on alternatives to the single-occupant automobile.
- ✓ Provide park-and-ride lots along major intercounty and intracounty corridors and at future transfer points such as rail stations, including the Burke Centre commuter rail station.
- ✓ Provide a street network level of service as high as practical, recognizing the social, environmental and financial constraints associated with diverse areas of the County.
- ✓ Program improvements to the transportation system in consideration of cost-effectiveness and sensitivity to the County's environmental, social, land-use, economic and other goals and objectives.
- ✓ Enhance public transportation corridors and conduct further study to identify the feasibility of alternative modes and levels of service.
- ✓ Provide non-motorized access (e.g., sidewalks, pedestrian crosswalk signals and markings, trails and secure bicycle parking) and user amenities (e.g., paved waiting areas, bus shelters and route/schedule information) to make transit services and facilities more convenient and attractive.
- ✓ Construct a bus maintenance facility for the Fairfax Connector north of the Fairfax County Parkway on West Ox Road

Source: 2007 Edition of the Comprehensive Plan, as amended

## CURRENT PROGRAM INITIATIVES

Transportation legislation and federal public transportation grants continue to change the way that Fairfax County programs and implements transportation projects.

On April 4, 2007 the General Assembly passed the Governor's substitute for House Bill 3202 (HB 3202). Under the provisions of House Bill (HB) 3202, local jurisdictions within Northern Virginia were given the authority to raise new revenue. Among the new sources of local revenue, HB 3202 enabled Northern Virginia jurisdictions to increase the commercial real estate tax, which was previously held to the same value as the residential real estate tax, by up to 25 cents per \$100 assessed value in support of transportation. The Board of Supervisors approved a commercial real estate tax for transportation of 11 cents, which will generate a projected \$52 million.



HB 3202 authorized both a County increase in the commercial real estate tax of up to 25 cents, as well as new regional taxes and fees to be imposed by the Northern Virginia Transportation Authority (NVRTA). NVRTA was established by the General Assembly in April 2002 and is responsible for long-range planning and prioritizing regional transportation projects in northern Virginia, including roadways and mass transit. The Authority includes the Counties of Arlington, Fairfax, Loudoun and Prince William, and the Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The regional taxes and fees would have raised approximately \$300 million annually for transportation funding in northern Virginia. In February 2008 the Virginia Supreme Court ruled the taxing authority of the NVRTA was unconstitutional, invalidating a significant source of this revenue. However, the County's authority to implement an increase in the commercial real estate tax was not affected by the Supreme Court decision.

Discussions will continue at the State level on how best to replace the lost NVRTA regional funding to meet the transportation challenges of Northern Virginia. Budget adjustments will be made at a future quarterly review to reflect State action to restore or not to restore that funding. At this time, all project funds are held in a Capital Project Reserve for priority projects endorsed by the Board of Supervisors on May 5, 2008.

At the federal level, the Intermodal Surface Transportation Efficiency Act of 1991 and, subsequently, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) approved in 1998, the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) approved in 2005, as well as the Clean Air Act Amendments of 1990, require a rigorous air quality impact assessment of all transit and highway projects both at the programming level and at the specific project level. In addition to air quality legislation, the Americans with Disability Act (ADA) requires all public and private providers of transportation services to provide accessible services to those with disabilities. These provisions impact transit and paratransit services operated by WMATA and Fairfax County.

SAFETEA-LU continues to emphasize inter-modal funding flexibility between highways and transit and includes Congestion Mitigation and Air Quality (CMAQ) improvement program funding. Funding levels have been increased and the roles of regional and local planning have been strengthened. Projects in Fairfax County are eligible to receive Federal funding through SAFETEA-LU from a variety of funding programs, including the Regional Surface Transportation Program (RSTP), CMAQ Program Job Access and Reverse Commute Program (JARC) and the Enhancement Program. Funding provided through the CMAQ program is designed to assist states in attaining the federal air quality standards for ozone and carbon monoxide. This changing regulatory and funding environment provides the County with special challenges and opportunities. One of the important results is increasing multi-modal competition for project programming and implementation. In addition, air quality considerations may delay or scale back major roadway projects, while supporting short-term Transportation System Management (TSM) and Transportation Demand Management (TDM) solutions.

To support many of the federal transportation initiatives to reduce congestion and air pollution, the County and VDOT have advanced an ambitious multi-modal program for interstates and primary arterials, which involves building High Occupancy Vehicle (HOV) lanes, park-and-ride lots and new transit facilities. These improvements have significantly improved commuting for those who rideshare or use public transit. This has resulted in an appreciable increase in transit ridership which in turn lessened the demands on our highways.

Finally, on November 6, 2007, Fairfax County voters approved a \$110 million General Obligation Bond Referendum to support roadway improvements, transit improvements and pedestrian improvements.

Funding for public transportation in Fairfax County includes Federal aid, State aid, Northern Virginia Transportation District bonds, potential NVTA revenues, Northern Virginia motor fuels tax, County bonds and the General Fund.

## Highways

The Virginia Department of Transportation (VDOT) is responsible for the construction and maintenance of roads in the interstate, primary and secondary highway systems. Funds are allocated for these purposes through federal and state laws, and various combinations of federal-state fund matching are utilized for construction and maintenance. The programming of highway construction and improvements is derived from the priorities for the interstate system, the state's primary highway system and the secondary road system aimed at accommodating traffic demands. In addition, implementing the Countywide transportation plan, based on the Comprehensive Plan, has enabled the County to provide guidance to VDOT concerning the allocation of highway funds and the identification of projects to be funded by County bonds.

Programming VDOT's highway funds to specific projects occurs in two basic categories. The first category includes interstate and primary highways while the other category relates to the secondary road systems in the County. Different programming mechanisms are used for these two categories. While interstate and primary highway funds are allocated by construction district and then to specific projects, secondary road system funds are specifically allocated by the County. Formal citizen participation is a part of both programming mechanisms.

The Interstate and Primary Six Year Program is prepared annually by VDOT in conjunction with their annual budget. Allocations are made at the District level; therefore, projects in Fairfax County compete with those in other counties in the Northern Virginia District for these allocations. VDOT holds public hearings each year and receives input from the Board of Supervisors in preparing and finalizing these project allocations. The Secondary System Construction Program is prepared jointly by VDOT and Fairfax County and adopted by the Board of Supervisors. Subsequently, it is approved by the Commonwealth Transportation Board and guides the annual construction budgets. An important element of the VDOT Six Year Program is a significant increase in the use of alternative revenue sources to finance priority transportation projects. The State is utilizing Federal Reimbursement Anticipation Notes (FRAN) to accelerate the full financing of selected transportation projects. These 10-year notes will be paid from anticipated future federal allocations.

The projects funded by VDOT are included in the Fairfax County CIP for information purposes only. The allocation of funds to these projects is the subject of VDOT public hearings held separately from the County CIP process. Although the County is not funding the projects and has no direct responsibility for the construction and improvement of the road system, the provision of a road system to adequately serve the needs of the County is of major concern to Fairfax County and its citizens. Therefore, to give a more complete picture of the transportation projects programmed in Fairfax County, the VDOT programs are included for information purposes. To supplement the VDOT programs, other funds and programs have been established and are also included in the CIP.

Section 33.1-75.1 of the Code of Virginia enables the County to designate up to \$500,000 in County funds for improvements to the secondary and primary road systems, with these funds to be equally matched by VDOT funds limited to a maximum of \$15,000,000 matching VDOT funds statewide. This program is referred to as the Revenue Sharing Program, and provides that VDOT match the County funds as a priority before allocating monies to its road systems. Therefore, the use of these funds results

in a net increase of State funds available for road construction and related transportation projects in the County.

For more information on all of VDOT operations, projects and funding, visit their web site, [www.virginiadot.org](http://www.virginiadot.org). Specific Fairfax County projects can be found by entering: Projects and Studies, Transportation Program, Transportation Financing, Six Year Improvement Program, with the following parameters, FY08 Final, All Districts, Fairfax County and All Road Systems.

## **Public Transportation**

Public transportation in Fairfax County includes several different types of capital facilities programmed to move people effectively throughout the transportation network in the County and the region. Primary capital facilities include Metrorail, Metrobus, FAIRFAX CONNECTOR, commuter park-and-ride lots and commuter rail related projects. The County's role with neighboring Virginia jurisdictions, the Washington, D.C. region and State and Federal entities varies from project to project.

### **Metrorail**

The Washington Metropolitan Area Transit Authority (WMATA) was created on February 20, 1967, according to an interstate compact between Virginia, Maryland and the District of Columbia by Public Law 89-744 approved on November 6, 1966. On March 1, 1968, the construction and operation of a 98-mile rapid transit rail system with 86 stations serving the national capital region was approved by WMATA. The National Capital Transportation Act was enacted in December of 1969, authorizing the construction of the system and provided Federal support for the Adopted Regional System (ARS). Since that time, there have been several modifications to the ARS, and the system, which currently is approximately 103 miles long.

The following five Metrorail stations are located in Fairfax County: the West Falls Church-VT/UVA, Dunn Loring-Merrifield and Vienna-Fairfax/GMU Stations on the Orange line, the Franconia-Springfield Station on the Blue line and the Huntington Station on the Yellow line. The Van Dorn Station on the Blue line is located in Alexandria but also serves transit riders of Fairfax County. Funding for the construction of the originally estimated \$2.555 billion Metrorail system was initially predicated upon a direct Congressional appropriation of \$1.147 billion, net proceeds from federally guaranteed WMATA revenue bonds of \$.835 billion and direct local contributions of \$.573 billion, of which Fairfax County's share was \$61.9 million. Following the execution of the original 1970 Metrorail capital contributions agreement and satisfaction of the original commitment by the local jurisdictions, the cost of the system has been re-estimated at significantly higher levels. The current estimate for the full 103-mile ARS is \$9.3 billion. Five interim capital contribution agreements between WMATA and the participating political jurisdictions have been executed to fund the construction of the Metrorail system. Most recently each WMATA member jurisdiction executed a Local Funding Agreement (LFA) with WMATA which sets forth the terms and conditions of local commitments that will support the Fifth Interim Capital Contributions Agreement (ICCA-V). Fairfax County's total local share to complete construction of the 103-mile Metrorail system was \$113 million.

### **Metrobus**

The WMATA Board of Directors payment policy requires local jurisdictions to pay their respective shares of the estimated operating deficits of the bus system and capital costs for new buses, old vehicle refurbishment, maintenance facility modernizations, bus shelter installation and other miscellaneous improvements. The non-federal share of capital expenditures for the WMATA bus system are shared by Fairfax County and other local jurisdictions in the Washington metropolitan region. In FY 2008, it is anticipated that state funds will be used to meet Fairfax County's bus capital obligation for WMATA.

### **WMATA Capital – Metro Matters Program**

In response to concerns about the future viability of the Metrobus system, WMATA established the Regional Mobility Panel in 1997. The Panel, consisting of elected officials, business people, labor representatives and citizens, was charged with preparing recommendations for improving the region's bus system and for funding WMATA's Rehabilitation and Replacement Program, called the Infrastructure Renewal Program (IRP). The IRP, now part of the Metro Matters capital program, includes both bus and rail capital projects which are necessary as the bus and rail infrastructure grows older. WMATA staff has identified the need to significantly increase the funds spent to repair and replace these capital assets.

The Regional Mobility Panel identified a projected annual regional shortfall in the WMATA Rehabilitation and Replacement Program of approximately \$100 million. It also strongly endorsed the concept that the federal government, as the largest employer in the region, should contribute a substantial portion of the funds needed to eliminate this projected shortfall. Subsequently, the Board of Supervisors endorsed the Interjurisdictional Funding Agreement (IFA). As part of the IFA, Fairfax County and the other jurisdictions agreed to gradually increase their share of the IRP each year through FY 2003 to match the increased federal funding for this program which was approved as part of the Transportation Equity Act for the 21st Century (TEA-21).

In September 2003, the WMATA Board and the General Manager launched the Metro Matters campaign to highlight the need for \$1.5 billion in urgent capital funding (above the FY 2005 capital program) needed to maintain the current system and respond to the increasing ridership demands for transit services in our region. The Metro Matters Funding Agreement between all WMATA jurisdictions includes the entire Metro CIP and all of the capital needs identified in the Metro Matters campaign, such as new railcars and buses. The agreement includes \$1.5 billion for the unfunded part of the IRP which includes system maintenance of the rolling stock and facilities, as well as some of the System Access Program (SAP) needs, including 120 new railcars, 185 new buses and the ancillary facilities associated with operating and maintaining these vehicles. The Metro Matters program assumes \$260 million of new funding from the federal government. County bond funds and state transportation bond funds are also available to help pay for this program. There is also a small security piece of the program which WMATA is assuming will be entirely federally funded.

### **FAIRFAX CONNECTOR**

In 1985 the FAIRFAX CONNECTOR System began operations providing service to the Huntington Metrorail Station. This service consisted of ten routes with 33 transit buses. Between 1988 and 1993, the system was expanded to include service to Van Dorn Metrorail Station, Springfield Mall, Tysons Corner Center, Dunn Loring-Merrifield Metrorail Station, Vienna/Fairfax – GMU Metrorail Station and the Pentagon Metrorail Station. In 1994, the FAIRFAX CONNECTOR system implemented a major expansion of 16 routes serving the Reston-Herndon area to West Falls Church Metrorail Station and the Pentagon Metrorail Station. Service was expanded again in 1997 to the new Franconia/Springfield Metrorail Station. In 1999, the County launched the Dulles Corridor Express Bus service, effectively doubling the service in the corridor. In 2001, bus service in the Dulles Corridor and a cross-county route from the Fairfax County Government Center to Reston Town Center via Fair Lakes were added. In Fall 2004, Fairfax County redesigned the service in the Huntington Division. This redesign included over a 62 percent increase in service and an express bus service route on Route 1 called the Richmond Highway Express (REX), which is operated by the Washington Metropolitan Transit Authority (WMATA). Actual operations in 2007 included 54 routes serving 9 Metrorail Stations with 202 transit buses. In addition, the new West Ox Bus Operations Center is due to open in mid FY 2009 as a joint use facility for the FAIRFAX CONNECTOR and WMATA. The West Ox Division will commence revenue service in the first half of 2009, with a planned 10 bus routes connecting Centreville and Chantilly with the Vienna – Fairfax/GMU Metrorail Station. The new center will provide more optimal and effective service to the western portion of the County and initially will house new FAIRFAX CONNECTOR services that will replace WMATA's 12s and 20s non-regional Metrobus routes, as approved by the Board of Supervisors in February 2006.



*Picture of the new FAIRFAX CONNECTOR bus.*

### **Dulles Corridor Rail Project**

The extension of the Metrorail system to Tysons Corner and Dulles International Airport (IAD) has been identified as a transportation priority for Fairfax County and the Commonwealth of Virginia for several decades; it has been Fairfax County's highest transportation priority since 1999. A Metrorail extension has been approved by the Federal Transit Administration (FTA) and endorsed by the Fairfax County Board of Supervisors, the Commonwealth Transportation Board and WMATA after substantial public review and comment.

In 2007, the Commonwealth of Virginia and the Metropolitan Washington Airports Authority (MWAA) completed negotiations for MWAA to take over the operation and maintenance of the Dulles Toll Road (DTR) and the construction of the Metrorail extension in the Dulles corridor. While the project will still be constructed in two phases, the time period between completion of Phase 1 and completion of Phase 2 will be reduced significantly. The MWAA signed a contract with Dulles Transit Partners for the construction of Phase 1 of the project. Construction is scheduled between 2008 and 2012 at a cost of approximately \$2.64 billion. Passenger service would begin during the first half of 2013.

Phase 1 of the project will operate from the Orange Line on I-66 near the West Falls Church Metrorail Station into Tysons Corner, with four stations located within Tysons Corner along Route 123 and Route 7 and an interim terminus at Wiehle Avenue and the Dulles Airport Access Road in Reston. Phase 2 will operate from Wiehle Avenue along the DTR into Dulles International Airport and extend to Loudoun County. There will be three additional stations in Fairfax County, one at the main terminal of Dulles International Airport, as well as two stations in Loudoun County. Phase 2 is expected to be under construction before Phase 1 construction is completed, and it is expected to begin passenger service in 2015, at a projected cost of \$2.0 billion.

In November 2007, the MWAA submitted a request to enter final design to the Federal Transit Administration. AS of January 2008, the FTA has yet to approve the request for final design and is currently negotiating with the MWAA and the Governor of Virginia on minor technicalities. Property acquisition and utility work have commenced in anticipation of FTA approval of the project for construction. The MWAA will submit the application for a Full Funding Grant Agreement (FFGA) to the FTA, with Congressional approval projected for mid 2008. A tax district, the Dulles Corridor Transportation Improvement District, has been created to cover Fairfax County's share of the Phase I capital cost. This share is \$400 million. On January 21, 2004, the land-owners in the Phase I area of the corridor submitted a petition to form the tax district to the Board of Supervisors, and the Board approved the formation of the district on June 21, 2004.

For more information on the funding breakdown for this project, visit the Dulles Corridor Metrorail Project website, [www.dullesmetro.com](http://www.dullesmetro.com), the MWAA website, [www.mwaa.com](http://www.mwaa.com), and the [SYIP Reports, 2008-2013 Approved SYIP: Rail & Public Transportation](#).

### **Additional Park-and-Ride Projects**

In support of revitalization efforts in the Springfield Community Business Center (CBC), and in light of the effects of major highway construction undertaken by VDOT at the Springfield Interchange, the County commissioned market and transportation studies, and has been working with the community on community revitalization planning and visioning efforts. These efforts resulted in the recent adoption of a Comprehensive Plan Amendment for the Springfield CBC. The Amendment put in place land use provisions that support development of a town center concept with a mix of commercial and residential uses. The Comprehensive Plan Amendment provides for construction of a commuter parking facility with the potential for shared parking arrangements to accommodate the parking needs generated as a result of County revitalization activities in the CBC, as well as commuters.

## **Commuter Rail**

Fairfax County, as a member of the Northern Virginia Transportation Commission (NVTC), and in cooperation with the Potomac and Rappahannock Transportation Commission (PRTC), participates in the development of plans, budgets, agreements and capital projects for the operation of the Virginia Railway Express (VRE) commuter rail service. VRE operates peak period service on the CSX Transportation line from Fredericksburg to Union Station and on the Norfolk Southern Railway line from Manassas to Union Station. Fairfax County has five stations operating in the system. Each of these facilities includes parking lots, station platforms, fare equipment and user amenities.

VRE has completed a strategic plan, the Virginia Railway Express – Phase I Strategic Plan, June 2002, which outlines short-term, medium and long-range capital needs. Phase II was completed in May 2004. This phase of the plan discusses the long-term capital and equipment needs for the VRE system, as well as various expansion options and their associated capital needs requirements. Ridership in the VRE system, including Fairfax County, is averaging close to 15,500 daily riders. More parking, rail cars, new stations and station improvements, rolling stock storage and track improvements are needed to keep pace with the demand. Details of these capital improvement needs are outlined in both strategic plan documents. All of Fairfax County's VRE stations (Burke Centre, Rolling Road, Lorton, Backlick and Franconia-Springfield) are affected by or will affect the system's growth. Parking is a particular issue for Fairfax County at the Burke Centre and Rolling Road facilities. A parking feasibility study for Burke Station was completed in May 2004. One of its primary recommendations was to construct a structured parking lot on site. The Board of Supervisors endorsed the final draft of the feasibility study with this recommendation on December 8,

2003. Construction of this facility began in the fall of 2006 and is expected to be completed in spring 2008. Examination of the Rolling Road Station parking lot is continuing to determine what improvements can be implemented at that facility.



*Artist rendering of the Burke Virginia Railway Express (VRE) Station.*

2003. Construction of this facility began in the fall of 2006 and is expected to be completed in spring 2008. Examination of the Rolling Road Station parking lot is continuing to determine what improvements can be implemented at that facility.

## **Pedestrian and Bicycle Initiatives**

### **Pedestrian Initiative**

Since 2002, Fairfax County has been aggressively implementing the Pedestrian Initiative, utilizing the three E's approach – Engineering, Education and Enforcement. The County has programmed significant funding to improve pedestrian safety and access by building sidewalk and trail projects, retrofitting intersections with pedestrian accommodations, improving bus stops, and installing countdown pedestrian signals. Fairfax County is the regional local-government funding leader for the annual *Street Smart* Pedestrian Safety Campaigns, providing pedestrian safety messages in native languages with radio, transit and collateral advertising in English, Spanish, Korean, Vietnamese, Chinese and Amharic. The Fairfax County Police Department conducts pedestrian enforcement and public awareness through all District Stations as part of traffic enforcement plans each year.

The Board of Supervisors' First Four-Year Transportation Plan funded \$11 million for pedestrian projects, the FY 2007 Budget included \$2.5 million in General Fund monies for bus stop pedestrian projects, the approved 2007 Transportation Bond includes \$15 million for pedestrian projects and nearly \$8 million for bus stop projects, and the first round of NVTA funding allocates \$10 million for pedestrian improvements. This and other programmed funding totals approximately \$47 million towards the Pedestrian Task Force Ten-Year \$60 million Funding Goal.

### **Bicycle Initiative**

In late 2005, the Fairfax County Board of Supervisor's approved the Comprehensive Bicycle Initiative, a program committed to make Fairfax County bicycle friendly and bicycle safe. The program was officially launched in September, 2006, when the Fairfax County Department of Transportation hired a full time bicycle program coordinator. Work began immediately on the priority elements as defined by the Board: developing a county bicycle route map, creating a pilot program for a network of interconnected bike routes that supports both non-motorized commuting and recreational trips, and examining roads and streets that may accommodate "on-road bike lanes" with no or minimal construction.

In addition to the three priority program elements, many other bicycle initiatives have been undertaken in order to make bicycling a viable transportation option in Fairfax County. Completed initiatives included; installing bicycle racks on all Fairfax Connector buses, installing bicycle lockers at two County owned park and ride lots and developing a locker rental program, teaming with the Virginia Department of Health (VDH) to purchase and distribute bicycle helmets to children meeting income eligibility requirements, and establishing a bike web page, a dedicated phone mailbox (703) 324-BIKE, and an email address; all to better communicate with our customers.

Ongoing initiatives include: completion of Fairfax County's Bicycle Route Map, coordinating with the Virginia Department of Transportation on developing a network of on-road bike lanes and wide shoulders, developing bicycle sharing programs and parking standards/specifications as part of the Transportation Demand Management (TDM) toolbox, and developing a bicycle capital improvement program identifying improvement projects countywide that will enhance bicycle connectivity and safety.

### **CURRENT PROJECT DESCRIPTIONS**

The Transportation CIP consists of projects presented in six program sections: the Board of Supervisors Four Year Transportation Plans, Northern Virginia Transportation Authority (NVTA) supported projects, Revenue Sharing Projects, Fairfax County Road Projects, Public Transportation Projects, Pedestrian Initiatives, Other VDOT Projects and an Information Only section consisting of road projects that are included in the VDOT Six-Year Program.

1a. **Four-Year Transportation Plan 2004** (Countywide): \$105,000,000 for a comprehensive transportation plan as approved by the Board of Supervisors on February 9, 2004. The 2004 Plan includes major transit and highway projects and spot intersection and pedestrian improvements, and reflects a commitment to ensure that relief is brought to communities in all corners of Fairfax County. The plan includes projects that have been identified as crucial needs by citizens and planners and projects that focus on lower-cost, quick-hit solutions to clear bottlenecks and increase safety throughout the County. Projects were selected based on the following criteria: demonstrated need, realistic and achievable in four years, funding not expected from other sources in the near future and most "bang for the buck." This program will be funded by a combination of \$50 million in Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds (federal with state match) and \$165 million in County General Obligation Bonds. These bonds were approved by the voters on November 2, 2004. Of the total \$165,000,000 in bonds approved for the 2004 Four-Year Transportation Plan, \$110,000,000 was dedicated for Metro, \$5 million was dedicated for pedestrian improvements and \$50 million was dedicated for the Board's Four-Year Plan.

The following project list is not a complete list of the **2004 Four-Year Plan** projects, but represents projects that are not yet complete and are either partially or fully funded as a result of the 2004 Plan.

#### **Major Transit and Highway Projects**

- A. **Metro Infrastructure Renewal Program.** \$110,000,000 in Four-Year Plan. (See Project 11 below).
- B. **Route 29/Gallows Road Intersection Improvements.** The total cost of this project is \$75,151,000, of which \$23,000,000 was included in the Four-Year Plan to supplement VDOT funding for at-grade intersection improvements, including widening to six lanes on Route 29 from the Beltway to Merrilee Drive, and Gallows Road from Providence Forest Drive to Gatehouse Road.

- C. **Burke Centre VRE Station.** \$19,500,000 is dedicated for this project in the Four Year Plan to supplement Federal CMAQ funding. An additional \$9,376,000 is required to complete the project with a total project estimate of \$28,876,000. (See Project 17 below).
- D. **Stringfellow Road.** \$16,000,000 to supplement VDOT funding to widen Stringfellow Road to 4 lanes from Route 50 to Fair Lakes Boulevard.

**Minor Spot Intersection Improvement Projects**

- E. **Route 236 at Beauregard Street.** \$1,000,000 to add a second left turn lane on eastbound Route 236 to Beauregard Street.
- F. **South Kings Highway at Harrison Lane.** \$3,000,000 to provide turn lanes at the intersection.

**Pedestrian Projects**

- G. **Hunter Mill Road Walkway.** \$325,000 to construct a walkway from Chain Bridge Road to Corbalis Park.

1b. **Second Four-Year Transportation Plan 2007.** (Countywide) On October 15, 2007, the Board of Supervisors approved a Second Four-Year Transportation Plan (SFYP) to build on the investments and improvements brought by the first plan. The SFYP is designed to enhance mobility, promote pedestrian safety and to create choices for the commuting public. The SFYP will begin with the passage of a \$110 million transportation bond referendum in November 2007. This multi-modal bond contains \$23.75 million for transit improvements, \$15 million for pedestrian improvements, \$7.75 million for bus stop improvements and \$63.5 million for major roadway improvements (including \$8.5 million for Base Realignment and Closure (BRAC) improvements).

The following list includes projects from the 2007 Four Year Plan, (the Second Four-Year Plan) to be funded from the November 2007 bond referendum. Those projects underlined and in italics are either part of the first Four-Year Plan or are already in the CIP.

**Pedestrian and Spot Improvements**

- **Pedestrian Improvements.** \$15 million to complete missing links and add new trails at approximately 46 locations. These projects will provide neighborhood connectivity to transit and to local and major activity centers.
- **Bus Stop Improvements.** \$7.75 million for bus shelters, benches and pads. ADA accessibility and pedestrian links at approximately 123 locations.
- **Spot Improvements.** \$7.75 million for seven projects:
  - **Braddock Road at Backlick Road** – add westbound left turn lane from Braddock Road onto southbound Backlick Road.
  - **Shirley Gate Road at Route 29** – add northbound left turn lane from Shirley Gate Road onto westbound Route 29.
  - **Zion Drive** – curve improvements at Zion Baptist Church.
  - **Route 7 at Towlston Road** – add northbound left turn lane from Towlston Road onto westbound Route 7.
  - **Braddock Road at Thomas Jefferson High School (TJHS)** – extend left turn lane on Braddock Road into TJHS, back to Randolph Drive intersection.
  - **Gallows Road** – install on-road bike lane from W&OD Trail to Route 7.
  - **Fairfax County Parkway** – add southbound continuous third lane from Route 29 to Braddock Road.

### Transit Projects

- **New Staircase at the Vienna Metrorail Station.** \$2.0 million to help reduce delays for passengers currently using only three escalators.
- **Fairfax Connector Repairs/rehabilitation at Herndon Bus Facility.** \$6.0 million in improvements to include pavement reinforcement; new bus wash bay; new oil separator; additional entry/exit gate; updated plumbing and electrical systems; additional offices, storage space and training rooms.
- **Solar Lighting at Bus Stops.** \$500,000 to help illuminate bus stops at approximately 123 bus stops.
- **Transit Centers.** \$2.0 million for two new transit centers for use by general public and students.
  - George Mason University (Exact location TBD): 10 bus bays; bus shelters; benches; trash receptacles; space for possible future transit store.
  - NOVA (Exact location TBD): four bus bays; bus shelters; benches; trash receptacles; space for possible future transit store.
- **Stringfellow Road Bus Transfer Facility.** \$1.5 million for a climate controlled waiting area with customer services and amenities including restrooms; 10-12 bus bays; bike storage; bus shelters; trash receptacles.
- **Stringfellow Road Park-and-Ride Expansion.** \$4.0 million to expand existing 387 space parking by approximately 300 spaces (total = 687); expand kiss-and-ride area; bike storage; security lighting.

### Major Road Projects

- **Poplar Tree Road Widening.** \$5.0 million to widen from Sully Station Drive/Sequoia Farms Drive to Braddock Ridge Drive. Add connections to network of trails and sidewalks and construction of new shared use path. The total project estimate for this project includes an additional amount of \$550,000 in developer contributions.
- **Stringfellow Road.** \$21.0 million to finish widening to four-lane divided road from Route 50 to Fair Lakes Boulevard.
- **Route 29 (Lee Highway) Widening.** \$4.0 million for two lanes for a three mile segment south of Fairfax City and to add a trail on the north side of Route 29 east of Forum Drive. Includes a shared use path for pedestrian and bicycle modes.
- **Lorton Road.** \$20.0 million to widen to four-lane divided road to accommodate existing traffic demand and anticipated traffic growth associated with development of Laurel Hill Park and surrounding community. Improve safety of road by correcting existing vertical/horizontal alignment deficiencies. On-road bike lanes and shared use path are included with the project.
- **Cinder Bed Road.** \$5.0 million to relocate intersection of Cinder Bed Road with Newington Road and reconstruct Cinder Bed Road with sidewalk for approximately one fourth of a mile. Construct new bridge over Long Branch Creek.
- **Base Realignment and Closure (BRAC) Improvements.** \$8.5 million in funds will be used to supplement any federal, state or local funds for design or construction of transportation improvements. Funds can be used for multiple uses such as preliminary engineering and design, right-of-way acquisition, utilities relocation or construction.

2a. **Fairfax County Commercial Real Estate Tax for Transportation.** (Countywide): On September 10, 2007, the Fairfax County Board of Supervisors approved a code change to implement a commercial real estate tax for transportation projects in Fairfax County, authorized by the General Assembly in HB 3202. The Board of Supervisors adopted a rate of 11 cents, which will generate a projected \$52 million. A specific project list was forwarded to the Board of Supervisors for approval on May 5, 2008.

2b. **Northern Virginia Transportation Authority (NVTA) Projects** (Countywide): On July 12, 2007, the NVTA adopted a package of seven taxes and fees authorized by the Virginia General Assembly. These taxes and fees became effective on January 1, 2008, and were expected to raise approximately \$300 million per year for transportation projects and services in Northern Virginia. On February 29, 2008, the Virginia Supreme Court ruled that the General Assembly's delegation of taxing authority to NVTA was unconstitutional. While the decision does not affect the commercial property tax, that were included in HB 3202, collection of the regional taxes and fees that were to be implemented by NVTA ceased on March 3, 2008. In response to the Supreme Court ruling, the Governor of Virginia has stated that a special session of the General Assembly will be held to address the changes to HB 3202 needed to generate additional transportation revenue.

Since NVTA is still being established, and not all of its policies, procedures and funding are in place, NVTA only adopted the first two and one-half years of a capital program in January 2008. This initial program will be used as a test case. During the next year, NVTA will be evaluating how this capital program works and will develop a more comprehensive approach for the six years beginning in FY 2010. As a result of the Supreme Court decision, the Fairfax County projects included in this initial program will likely be spread out over a six year period, if the NVTA funds are not replaced.

In developing the initial program, County staff has focused primarily on existing, partially funded projects; high priority projects that have not previously received funding; existing transit service needs previously endorsed by the Board of Supervisors; and anticipated transit service needs. Although NVTA did not adopt specific revenue estimates or a formal funding allocation process, County staff has developed the estimates for the list of projects approved by the Board of Supervisors on October 15, 2008 (below) based on the language in HB 3202, and regional estimates developed by the House Appropriations Committee staff. Although the details of the methodology remain to be worked out, the following provides an order of magnitude estimate of funds originally expected to be available to Fairfax County for FY 2009 and FY 2010.

<b>Fairfax County Projects for Funding from potential NVTA Revenues and Commercial Property Tax</b>	
	<b>FY 2009- FY 2014</b>
<b>Project Total</b>	<b>\$315,400,000</b>
<b>Reserve for Debt Service</b>	<b>\$5,000,000</b>
<b>Planning/Design of Future Projects</b>	<b>\$15,694,231</b>
Braddock Road/Route 123 Interchange Study	<b>\$1,000,000</b>
<b>Transit Operating:</b>	
Fairfax Connector Priority Service (401, 171, 950)	\$11,517,440
Service Expansion Recommendations; Fairfax Connector and Metrobus (See Transportation Development Plan (TDP) Items below)	\$17,410,663
<b>Transit Capital:</b>	
Fairfax Connector Priority Service (21 buses)	\$8,085,000
TDP Service Expansion Buses (55 buses)	\$25,377,668
Other TDP Capital Costs (transit centers, etc.)	\$2,000,000
West Ox Bus Facility Expansion	\$19,500,000
Columbia Pike Transit Capital	\$30,856,736
Bus Stop Inventory and Safety Study Program (Bus Shelter Program)	\$2,260,332
Springfield Central Business District Area Park-and-Ride Garage	\$11,000,000
Engineering Proving Grounds Park-and-Ride	\$1,650,000
Vienna Access Ramp at Vaden Drive	\$15,638,700
<b>Total</b>	<b>\$145,296,539</b>
<b>Pedestrian, Bike, and Spot Programs:</b>	
Pedestrian Task Force Recommendations	\$4,000,000
Spot Projects	\$6,000,000
Bicycle Facilities Program	\$3,000,000
<b>Total</b>	<b>\$13,000,000</b>
<b>Roadway Improvements:</b>	
Route 7 (Reston Avenue to Reston Parkway)	\$8,000,000
Route 7 (Reston Parkway to DTR)	\$21,443,897
Route 29 Widening - Centreville to Fairfax City	\$7,804,564
Braddock Road - Route 123 to Roanoke Drive	\$3,300,000
Lorton Road - Route 123 to Silverbrook Road	\$30,000,000
Franconia-South Van Dorn Street Interchange Right-of-Way ONLY	\$10,000,000
Walney Road at Dallas Drive	\$1,100,000
Secondary Road Projects & Other Roadway Projects (including BRAC projects)	\$9,310,769
<b>Total</b>	<b>\$90,959,230</b>
<b>BRAC Related Improvements:</b>	
Additional Lanes on the Old Mill Road Connector Road (Mulligan Road)	\$12,100,000
Project Recommendations from the Springfield Connectivity Study	\$20,500,000
Franconia-Springfield Pkwy/Neuman Street Interchange	\$11,850,000
<b>Total</b>	<b>\$44,450,000</b>

### REVENUE SHARING PROJECTS

3. **Future Revenue Sharing Match from VDOT** (Countywide): \$2,500,000 including \$500,000 per year for State revenue sharing projects to be determined.

### FAIRFAX COUNTY PROJECTS

4. **Board of Road Viewer and Road Maintenance Projects** (Countywide): These are two continuing programs for the maintenance and improvement of roads throughout the County. The Road Viewers Program provides for survey, engineering and road construction of projects in the Board of Road Viewers Program. Once improvements are funded and completed, the need for ongoing County maintenance work on the roadway is eliminated. The Road Maintenance Program provides funding for maintenance of the roads in Fairfax County not currently included in the Virginia Department of Transportation (VDOT) Secondary Road System. The goal of this program is to ensure the safe operation of motor vehicles through maintenance of these existing County travel-ways. Maintenance work includes, but is not limited to, grading, snow and ice control, replacement of substandard materials, patching of existing travel-ways, minor ditching and stabilization of shoulders, slopes and drainage facilities. *Beginning in FY 2009, these programs will be funded in Fund 124, County and Regional Transportation Projects and supported by the Commercial Real Estate Tax.*
5. **Emergency Service Drive Repairs** (Countywide): This is a continuing project to address emergency and safety road repair to County-owned service drives and stub streets which are not currently accepted for maintenance by VDOT.
6. **Spot Improvement Program** (Countywide): This is a continuing program to fund spot improvement projects throughout the County. This is an on-going program and consists of intersection improvements and other miscellaneous transportation improvements. *Beginning in FY 2009, this program will be funded in Fund 124, County and Regional Transportation Projects and supported by the Commercial Real Estate Tax.*
7. **Advanced Preliminary Engineering** (Countywide): \$1,530,000 for the Advanced Preliminary Design Program, which was created by the Board of Supervisors to plan for and evaluate the impacts of roadway improvements before their implementation.
8. **West Ox Road/Monroe Street** (Hunter Mill District): \$600,000 for the addition of a left turn lane from eastbound West Ox Road to Monroe Street.
9. **Fairfax County Parkway/Sunrise Valley Drive** (Hunter Mill District): \$725,000 to construct a dual left turn lane on northbound Fairfax County Parkway.
10. **Stonecroft Boulevard Widening** (Sully District): \$550,000 to widen Stonecroft Boulevard to a six-lane section in front of the Sully Governmental Center.

### PUBLIC TRANSPORTATION PROJECTS

11. **Metro Matters Program** (Countywide): This program includes railcar rehabilitations, escalator overhauls and station enhancements. Fairfax County's share of the Metro Matters Program is estimated at \$128.4 million from FY 2009 to FY 2013. These expenses were previously paid with state aid, but will be paid with a combination of County General Obligation Bonds and state aid. These funds provide additional access to the existing Metrorail and Metrobus systems to meet growing demand. This program includes projects like new rail cars and buses and additional parking spaces.
12. **Beyond Metro Matters Program** (Countywide): This program is estimated at \$5.3 million for FY 2009 – FY 2013. Fairfax County's share of the WMATA FY 2009 Beyond Metro Matters Program is \$0.4 million. These funds are used to accommodate expansions and extensions to the existing system. This does not include the cost associated with the Dulles Rapid Transit Project. Funding for this project will be provided with a combination of County Bonds, State aid and Federal funds. The cost of these expenditures are programmed in the year WMATA expects to make the purchase. Funding for this project will be provided with a combination of County Bonds and State aid. This program provides for projects that were unfunded in the Metro Matters Agreement.

**13. West Ox Bus Operations Center**

(Springfield District): \$54,453,718 for the construction of a joint-use bus maintenance and operations facility for Fairfax Connector and WMATA buses which will primarily serve Fairfax County. Phase I includes land acquisition, design and construction of the Fairfax facility for up to 175 buses, with costs to be shared by both the County and WMATA. Phase II, which is still in the planning stage, will complete the facility to handle a total of 300 buses. A feasibility study was completed in FY 2004 and the design phase was started in FY 2004. The construction is anticipated to be completed in FY 2009. The Total Project Estimate, including WMATA's share, is currently \$54,453,718



*Picture of the West Ox Bus Operations Center under construction, slated for completion in fall 2008.*

(\$24,996,718 Fairfax and \$29,457,000 WMATA). This project will be completed in conjunction with the development of the Camp 30 site. This project is supported by the 1988 and 1990 Transportation Bond Referendum.

- 14. Bus Stop Improvements** (Countywide): \$1,819,000 for the installation of bus shelters Countywide. These funds will be used to purchase and install over 100 bus shelters, pads, benches and access improvements in locations throughout the County. The project is funded from several sources including Congestion Mitigation and Air Quality grants, a Transportation Enhancement grant and a Transportation Efficiency Improvement grant. The County and VDOT are working collaboratively to install bus shelters more quickly.
- 15. Seven Corners Transit Center** (Mason District): \$1,000,000 for the construction of a transit center at Seven Corners Shopping Center to encourage transit ridership and reduce congestion. The development of a transit center at the Seven Corners Shopping Center in eastern Fairfax County will provide a major transfer point for Metrobus passengers in eastern Fairfax County and western Arlington County. CMAQ funds have been approved for this project. These funds will be used to develop an efficient transfer area with bus shelters, information kiosks, landscaping, trash cans and a reinforced bus bay area and travel way. This facility is currently in the design phase.
- 16. Reston East Park-and-Ride Lot Expansion** (Hunter Mill District): \$20,000,000 to design and construct a 2,200 space parking garage adjacent to the existing site of the current Reston East park-and-ride lot to meet existing and future demand.
- 17. Burke Centre VRE Station** (Braddock District): \$28,882,000 for the expansion of the Burke Centre VRE parking lot to include an estimated 1,290 space parking structure and 235 additional surface spaces. Construction began in the fall of 2006 and is expected to be completed in 2008. Funding from the Four Year Plan has been dedicated to this project in the amount of \$19.5 million.
- 18. Richmond Highway Public Transit Initiatives (RHPTI)** (Mt Vernon District): \$55,000,000 for this initiative, based on the U.S. Route 1 Corridor Bus Study conducted by the Northern Virginia Transportation Commission and an update prepared by Fairfax County. The project involves establishing several major and minor transit centers, improving bus stops, implementing Richmond Highway Express (REX) bus service throughout the corridor, enhancing the advanced public transportation system aided by bus signal priority and bus pre-emption signalization, connecting gaps in the pedestrian network and establishing additional park-and-ride facilities. Fairfax County needs \$55.0 million to meet the goals of the initiative, and has obtained \$38.3 million toward needed improvements. In FY 2005, Fairfax County implemented the South County Bus Service which includes rapid transit bus service (the REX service), operated by WMATA. In FY2007 and FY2008 the first major sidewalk segments were constructed and the first public hearing was held.

19. **Huntington Metro Parking** (Mt Vernon District): \$31,200,000 to construct 925 replacement and 500 additional parking spaces at the Huntington Metrorail station. WMATA entered into a joint development agreement with a private company to build a mixed-use development on a portion of the south surface parking lot at the Huntington Metrorail Station. The current Metrorail parking will be moved to a parking structure on the north side. As part of the agreement, the developer will pay Metro to build a parking structure to replace the surface parking lot. This project is funded by approximately \$13 million from private developers, \$8.0 million from WMATA resources, \$6 million from NVTC funds and \$4.2 million from the County's parking surcharge account.
20. **Herndon Monroe Parking Garage Repairs:** (Hunter Mill District) \$625,000 to provide full design and construction administration services for implementation of structural, waterproofing and drainage repair work to remediate the deterioration of pre-cast concrete at the Herndon Monroe Parking Garage. Based on preliminary estimates, an additional \$4.5 million will be required for construction related costs. Staff is working to determine a funding source for construction including the use of balances remaining in several FTA funded projects. In addition, long range plans could include the implementation of parking fees to sustain maintenance and repairs in the future.

### **PEDESTRIAN INITIATIVES**

21. **VDOT FY 2008 – FY 2013 Secondary Construction Program.** (Countywide) \$6,045,000 for pedestrian projects in the VDOT Secondary Construction Program, which will include construction of pedestrian improvement projects at over 40 priority intersections throughout the County, including all locations with the highest numbers of pedestrian crashes. These projects will add crosswalks, pedestrian signals, accessibility ramps, lighting, median refuges and sidewalks
22. **Route 50 Pedestrian Improvements** (Mason District): \$775,000 to improve pedestrian access to activity centers along Route 50 from Jaguar Trail to the Arlington County line. This project is supported by CMAQ funds.
23. **Route 50 Pedestrian Bridge** (Mason District): \$5,883,000 to install a pedestrian bridge east of Route 7 at Seven Corners Shopping Center. This project is supported by State funds.
24. **State Supported Countywide Trails** (Countywide): \$2,000,000 for design and construction of four pedestrian facilities: Columbia Pike Trail, Phase II; Soapstone Drive Pedestrian Project; Sunset Hills Road Pedestrian Connection; and pedestrian and transit access improvements in Tysons Corner. This project is supported by CMAQ funds.
25. **Safety Improvements and Emergency Maintenance of Existing Trails** (Countywide): This is an on-going project which provides for upgrading and emergency maintenance of existing trails. These upgrades to public standards address safety and hazardous conditions, deterioration of trail surfaces and the replacement and repair of guardrails, handrails and pedestrian bridges. Several older trails do not meet current standards, and projects have been designed to alleviate safety problems, including incorrect grades, steep slopes or obstructions (i.e., power poles/trees that are located too close to the trail). *Beginning in FY 2009, this program may be partially funded in Fund 124, County and Regional Transportation Projects and supported by the Commercial Real Estate Tax.*
26. **VDOT Sidewalk Repairs/Replacement** (Countywide): This program supports Virginia Department of Transportation (VDOT) participation projects for sidewalk repair and replacement. VDOT will conduct repair and replacement of County maintained sidewalks, where practical, and is reimbursed by the County, subject to an agreement approved by the Board of Supervisors. This program allows the County to minimize construction costs by permitting VDOT to conduct repair and replacement of multiple sidewalks within one construction contract. The County is then responsible for reimbursing VDOT at the completion of the project.
27. **On-Road Bike Lane Initiative** (Countywide): \$500,000 to construct on-road bike lanes in the County. CMAQ funds will be used for this project. Phase I will involve bike lanes in the Gallows Road Corridor from Tysons to the W & OD Trail.

28. **Safety Enhancements for Bus Shelters/Stops** (Countywide): This is a continuing project to address on-going safety enhancements and improvements for countywide bus shelters and bus stops. A recent condition assessment provided a status report on the 3,941 stops in the County. The study found that the condition of the County's bus stops varied greatly throughout the region. Of the total, 190 stops were categorized as difficult to access and use. Another 465 stops are missing essential elements for accessibility and were located on busy roadways. Only 154 of the bus stops met all federal Americans with Disabilities Act (ADA) requirements. The study also identified an improvement program for the bus stops in most need of repair, resulting in a listing of 344 bus stops requiring improvements in the near-term. *Beginning in FY 2009, this program may be partially funded in Fund 124, County and Regional Transportation Projects and supported by the Commercial Real Estate Tax.*
29. **Burke VRE Pedestrian Improvements** (Braddock District): \$1,339,000 to fund pedestrian trails and intersection improvements near the Burke Virginia Railway Express (VRE) Station. These improvements include a series of trail connections and stream crossings between the VRE Station and the Burke Centre communities. The trails and intersection improvements identified will provide better pedestrian access to the station, making it easier for VRE riders to walk or bike to the station instead of driving their cars and parking at the site. In addition, an amount of \$300,000 is included for a feasibility study to examine the possibility of enhancing pedestrian access to the Burke Centre VRE Garage with a pedestrian bridge from the north side of the Norfolk Southern railroad.

#### **OTHER**

30. **VDOT Administration Building** (Springfield District): \$54,000,000 for design and construction of a new Northern Virginia District headquarters for VDOT. The facility will be a total of approximately 145,000 square feet and will include space for the Virginia State Police District 7 Headquarters, the Virginia Department of Emergency Management and the Virginia Department of Fire Programs. This project will be fully funded by the Commonwealth of Virginia under the terms of the Master Development Agreement (MDA) for the Camp 30/West Ox Road Complex. Fairfax County will serve as the developer of the project on behalf of the Commonwealth, under the terms of the MDA.
31. **VDOT West Parcel Maintenance Facility** (Springfield District): \$10,500,000 for design and construction of a VDOT maintenance complex at the Camp 30/West Ox Road complex. The project will be located at the west side of the Camp 30/West Ox Complex, west of the closed I-66 Landfill, and abutting the Fairfax County Parkway and Interstate Route 66. The project will provide new facilities for VDOT's Burke maintenance area, State Forces Construction and Interstate Maintenance. The existing salt dome will remain, and a new salt dome, administration and maintenance buildings and storage facilities will be constructed. This project will be fully funded by the Commonwealth of Virginia under the terms of the Master Development Agreement (MDA) for the Camp 30/ West Ox Road Complex. Fairfax County will serve as the developer of the project on behalf of the Commonwealth, under the terms of the MDA.

## VDOT SIX-YEAR PROGRAM

More Detailed information may be found on these projects using VDOT's web site, at [www.virginiadot.org](http://www.virginiadot.org). Specific Fairfax County projects can be found by entering: Projects and Studies, Transportation Program, Transportation Financing, Six Year Improvement Program, with the following parameters, FY08 Final, All Districts, Fairfax County and All Road Systems. Click on any individual project for the detailed information.

### Line Item Search Results (161 line items found)

Total Line Item Estimate: \$1,777,029 (K)

UPC	Description	Route	District	Road System	Estimate	Previous	FY08	FY09-13	Balance
					(Values in Thousands of Dollars)				
15157	GREAT FALLS STREET TRAIL-ALONG EAST SIDE GREAT FALLS STREET		Northern Virginia	Enhancement	\$560	\$1,639	\$0	\$0	(\$1,079)
50108	CONSTRUCTION OF A BICYCLE/PEDESTRIAN TRAIL		Northern Virginia	Enhancement	\$1,033	\$675	\$0	\$0	\$358
63578	CITY OF FAIRFAX - CROSS COUNTY TRAIL		Northern Virginia	Enhancement	\$1,061	\$1,961	\$0	\$0	(\$900)
56356	RTE 66 - ACCESS IMPROVEMENTS AND FLYOVER - PE ONLY	66	Northern Virginia	Interstate	\$14,450	\$0	\$1,716	\$58,126	(\$45,392)
81009	RTE 66 - VIENNA METRORAIL ACCESSIBLTY & CAPACITY IMPROVMNTS	66	Northern Virginia	Interstate	\$41,147	\$4,083	\$3,922	\$0	\$33,142
81321	RTE 66 - IMPROVE HORIZONTAL ALIGNMENT	66	Northern Virginia	Interstate	\$627	\$627	\$0	\$0	\$0
84743	Pavement Rehabilitation	66	Northern Virginia	Interstate	\$5,000	\$0	\$3,500	\$29,761	(\$28,261)
54	RTE 95 - INTERCHANGE IMPROVEMENTS (PE/RW ONLY-SEE LINEAGES)	95	Northern Virginia	Interstate	\$144,034	\$132,575	\$0	\$0	\$11,459
14676	RTE 95 - INTERCHANGE IMPROVEMENTS (PHASE I - PROVIDE 4TH LN)	95	Northern Virginia	Interstate	\$2,973	\$2,973	\$0	\$0	\$0
14677	RTE 95 - INTERCHANGE MODIFICATIONS (PHASES II & III)	95	Northern Virginia	Interstate	\$131,844	\$131,880	\$0	\$0	(\$36)
14678	RTE 95 - INTERCHANGE MODIFICATIONS - PHASE 4	95	Northern Virginia	Interstate	\$159,638	\$168,585	\$0	\$0	(\$8,947)
14680	RTE 95 - INTERCHANGE IMPROVEMENTS (PHASE 6 & 7)	95	Northern Virginia	Interstate	\$127,781	\$120,489	\$14,330	\$0	(\$7,038)
14682	RTE 95 - INTERCHANGE IMPROVEMENTS (PHASE VIII)	95	Northern Virginia	Interstate	\$86,527	\$0	\$7,800	\$117,727	(\$39,000)
17039	RTE 95 - CONSTRUCT RAMP	95	Northern Virginia	Interstate	\$2,040	\$2,040	\$0	\$0	\$0
17814	RTE 95 - INTERCHANGE MODIFICATION - TDM & TRANSIT - PE ONLY	95	Northern Virginia	Interstate	\$4,556	\$4,556	\$0	\$0	\$0
18004	RTE 95 - INTERCHANGE MODIFICATION - INCIDENT MANAGEMENT/TMS	95	Northern Virginia	Interstate	\$7,938	\$7,938	\$0	\$0	\$0
18005	RTE 95 - INTERCHANGE MODIFICATION - LOCAL AREA NETWORK OPER	95	Northern Virginia	Interstate	\$271	\$1,297	\$0	\$0	(\$1,026)
18006	RTE 95 - INTERCHANGE MODIFICATION - MARKETING & PUBLIC AFFAI	95	Northern Virginia	Interstate	\$6,342	\$6,342	\$0	\$0	\$0
18516	ROUTE 95 - I-495 WB ROADWAY AND RAMP IMPROVEMENTS	95	Northern Virginia	Interstate	\$869	\$869	\$0	\$0	\$0
52403	RTE 95 - INFORMATION CENTER - PE ONLY	95	Northern Virginia	Interstate	\$3,998	\$3,998	\$300	\$0	(\$300)
55384	RTE 95 - INTERCHANGE MODIFICATION - PHASE 5	95	Northern Virginia	Interstate	\$81,990	\$83,143	\$0	\$0	(\$1,153)
56915	RTE 95 - HIGHWAY ADVISORY RADIO	95	Northern Virginia	Interstate	\$101	\$101	\$0	\$0	\$0
60599	RTE 95 - STREAM COMPENSATION FOR SPRINGFIELD INTERCHANGE	95	Northern Virginia	Interstate	\$0	\$31	\$0	\$0	(\$31)
77261	RTE 95 - EXTEND ACCEL/DECEL LANES FOR HOV RAMPS	95	Northern Virginia	Interstate	\$1,500	\$150	\$675	\$675	\$0
82874	Proposed Repairs on Springfield Interchange Bridges and Wall	95	Northern Virginia	Interstate	\$1,164	\$1,164	\$0	\$0	\$0
12796	RTE 495 (CAPTL BLTWY) - 5TH LANE(HOV) EACH DIRECTION-PE ONLY	495	Northern Virginia	Interstate	\$6,080	\$6,080	\$0	\$0	\$0
12797	RTE 495 (CAPTL BLTWY) - 5TH LANE(HOV) EACH DIRECTION-PE ONLY	495	Northern Virginia	Interstate	\$2,040	\$2,061	\$0	\$0	(\$21)

UPC	Description	Route	District	Road System	Estimate	Previous	FY08	FY09-13	Balance
					(Values in Thousands of Dollars)				
13335	RTE 495 (CAPTL BLTWY) - 5TH LANE(HOV) EACH DIRECTION-PE ONLY	495	Northern Virginia	Interstate	\$4,670	\$4,670	\$0	\$0	\$0
16625	RTE 495 - INTERIM ROADWAY LIGHTING - PE ONLY	495	Northern Virginia	Interstate	\$1,000	\$1,000	\$0	\$0	\$0
68805	RTE 495 - CAPITAL BELTWAY HOT LANES -- PPTA PROJECT	495	Northern Virginia	Interstate	\$30,478	\$2,882	\$5,996	\$0	\$21,599
84742	Pavement Rehabilitation and Other Construction	495	Northern Virginia	Interstate	\$3,000	\$0	\$0	\$43,000	(\$40,000)
50007	SEVEN CORNERS TRANSIT TRANSFER CENTER		Northern Virginia	Miscellaneous	\$1,126	\$1,000	\$0	\$0	\$126
70559	EXPANSION OF ADMINISTRATION BUILDING		Northern Virginia	Miscellaneous	\$2,981	\$3,091	\$0	\$0	(\$110)
70574	VIDEO ENFORCEMENT SYSTEM		Northern Virginia	Miscellaneous	\$3,433	\$3,433	\$0	\$0	\$0
70590	ON-ROAD BIKE TRAILS		Northern Virginia	Miscellaneous	\$441	\$400	\$0	\$0	\$41
70595	PEDESTRIAN/BUS STOP/TRAILS IMPROVEMENTS		Northern Virginia	Miscellaneous	\$1,138	\$1,200	\$0	\$0	(\$62)
70632	TRAILS PROJECTS AT VARIOUS LOCATIONS		Northern Virginia	Miscellaneous	\$1,821	\$1,600	\$0	\$0	\$221
77591	LAND ACQUISITION FOR PEDESTRIAN TRAIL		Northern Virginia	Miscellaneous	\$992	\$992	\$0	\$0	\$0
80798	TOWN OF CLIFTON-MAIN STREET PARKING & SIDEWALK IMPROVEMENTS		Northern Virginia	Miscellaneous	\$178	\$113	\$48	\$56	(\$39)
85357	Bicycle Racks, Lockers and Associated amenities	29	Northern Virginia	Miscellaneous	\$200	\$0	\$200	\$0	\$0
86515	Redesign Intersection	50	Northern Virginia	Miscellaneous	\$400	\$0	\$400	\$0	\$0
70269	RTE 267 - DETERMINE LOCATION/INSTALL VARIABLE MESSAGE SIGNS	267	Northern Virginia	Miscellaneous	\$1,279	\$1,279	\$0	\$0	\$0
70270	RTE 267 - VIDEO SECURITY TOLL BOOTHS	267	Northern Virginia	Miscellaneous	\$378	\$378	\$0	\$0	\$0
81328	DULLES TOLL ROAD TRANSITION	267	Northern Virginia	Miscellaneous	\$0	\$1,402	\$0	\$0	(\$1,402)
81293	RTE 617 - CONSTRUCT PEDESTRIAN SIDEWALK	617	Northern Virginia	Miscellaneous	\$199	\$197	\$0	\$0	\$2
86518	Horizontal Alignment	643	Northern Virginia	Miscellaneous	\$381	\$0	\$381	\$0	\$0
86514	Redesign Intersection	789	Northern Virginia	Miscellaneous	\$439	\$0	\$439	\$0	\$0
86628	HSIP Proactive Safety Projects Fairfax County	9999	Northern Virginia	Miscellaneous	\$3,987	\$0	\$3,987	\$0	\$0
13926	AERIAL SURVEY - PE ONLY		Northern Virginia	Primary	\$1,410	\$1,948	\$0	\$0	(\$538)
52472	ACCOTINK GATEWAY CONNECTOR TRAIL		Northern Virginia	Primary	\$9	\$9	\$0	\$0	\$0
57046	TECHWAY - FEASIBILITY STUDY - PE ONLY		Northern Virginia	Primary	\$400	\$400	\$0	\$0	\$0
59473	ADVERTISEMENT OF ANNUAL CONTRACTOR		Northern Virginia	Primary	\$0	\$267	\$0	\$0	(\$267)
64873	ADVERTISEMENT OF ANNUAL CONTRACTOR		Northern Virginia	Primary	\$1,292	\$1,407	\$446	\$0	(\$561)
70601	CONGESTION RELIEF PROJECT - INTERSECTION IMPROVEMENTS		Northern Virginia	Primary	\$1,675	\$1,675	\$0	\$0	\$0
77281	CONSTRUCT SECOND LEFT-TURN LANE ON EXIT RAMP		Northern Virginia	Primary	\$205	\$200	\$0	\$0	\$5
67772	RTE 1 - INSTALL CROSSWALK - FEASIBILITY STUDY ONLY	1	Northern Virginia	Primary	\$5,588	\$5,188	\$0	\$0	\$400
86511	Install Crosswalk with Flashing Warning Signs	1	Northern Virginia	Primary	\$88	\$0	\$88	\$0	\$0
52327	RTE 7 - WIDEN TO 6 LANES	7	Northern Virginia	Primary	\$24,552	\$16,813	\$202	\$7,537	\$0
52328	RTE 7 - WIDEN TO 6 LANES - PE ONLY	7	Northern Virginia	Primary	\$10,000	\$4,072	\$0	\$0	\$5,928
72103	RTE 7 - SPOT IMPROVEMENTS	7	Northern Virginia	Primary	\$759	\$750	\$8	\$0	\$0
72511	RTE 7 - SPOT IMPROVEMENTS - APPROACH TO BELTWAY	7	Northern Virginia	Primary	\$842	\$264	\$579	\$0	\$0
79948	RTE 7 - WIDEN TO SIX LANES	7	Northern Virginia	Primary	\$43,705	\$1,338	\$0	\$0	\$42,367
82135	MAJOR BRIDGE REHABILITATION	7	Northern Virginia	Primary	\$15,610	\$300	\$155	\$0	\$15,155
64966	RTE 28 - MONITOR PPTA PROJECT FUNDS & ACTIVITIES	28	Northern Virginia	Primary	\$22,659	\$22,660	\$0	\$0	\$0
64967	RTE 28 - MONITOR PPTA PROJECT FUNDS & ACTIVITIES	28	Northern Virginia	Primary	\$11,978	\$11,978	\$0	\$0	\$0
64968	RTE 28 - MONITOR PPTA PROJECT FUNDS & ACTIVITIES	28	Northern Virginia	Primary	\$13,300	\$13,300	\$0	\$0	\$0
71287	RTE 28 -REALIGNMENT WB RIGHT TRN LNE & SIGNALIZE INTERSECTION	28	Northern Virginia	Primary	\$506	\$397	\$0	\$0	\$109
78905	RTE 28 PPTA - Frying Pan Road Interchange	28	Northern Virginia	Primary	\$24,526	\$2,302	\$11,500	\$10,724	\$0

UPC	Description	Route	District	Road System	Estimate	Previous	FY08	FY09-13	Balance
					(Values in Thousands of Dollars)				
78907	RTE 28 PPTA - Willard Road Interchange	28	Northern Virginia	Primary	\$33,744	\$3,481	\$13,500	\$16,762	\$0
11395	RTE 29 - LEE HIGHWAY - WIDENING TO 5 & 6 LANES	29	Northern Virginia	Primary	\$98,435	\$55,309	\$15,570	\$27,556	\$0
52471	RTE 29 - LEE HIGHWAY SHARED USE PATH	29	Northern Virginia	Primary	\$850	\$850	\$0	\$0	\$0
77322	RTE 29 - BRIDGE REPLACEMENT OVER LITTLE ROCKY RUN	29	Northern Virginia	Primary	\$12,728	\$575	\$979	\$7,269	\$3,904
56780	RTE 50 - INSTALL FENCE ON BOTH SIDES OF ARLINGTON BOULEVARD	50	Northern Virginia	Primary	\$773	\$783	\$0	\$0	(\$11)
56866	RTE 50 - INSTALL PEDESTRIAN BRIDGE	50	Northern Virginia	Primary	\$5,222	\$4,800	\$422	\$0	\$0
58601	RTE 50 - PEDESTRIAN IMPROVEMENTS	50	Northern Virginia	Primary	\$3,000	\$775	\$0	\$0	\$2,225
68757	RTE 50 - 6-LANE WIDENING	50	Northern Virginia	Primary	\$53,048	\$11,128	\$1,528	\$40,392	\$0
71291	RTE 50 - EXT WB LTL & INSTALL EXCL EB & WB LEFT TURN SIGNALS	50	Northern Virginia	Primary	\$382	\$528	\$0	\$0	(\$147)
52503	RTE 193 - LOWER VERTICAL CURVE	193	Northern Virginia	Primary	\$625	\$591	\$34	\$0	\$0
57547	RTE 193 - TRAFFIC CALMING	193	Northern Virginia	Primary	\$500	\$500	\$0	\$0	\$0
58434	RTE 235 - MOUNT VERNON TRAFFIC CIRCLE - PE ONLY	235	Northern Virginia	Primary	\$9	\$15	\$0	\$0	(\$6)
77404	RTE 235 - RECONSTRUCTION	235	Northern Virginia	Primary	\$10,542	\$4,869	\$2,545	\$3,267	(\$139)
17671	RTE 236 -TURN LNS SIGNL & SPOT SAFETY IMPRVMTS-PE & RW ONLY	236	Northern Virginia	Primary	\$12,516	\$12,878	\$0	\$0	(\$362)
62692	RTE 236 - INSTALL SECOND LEFT-TURN LANE & MODIFY SIGNAL	236	Northern Virginia	Primary	\$844	\$829	\$0	\$0	\$15
62857	RTE 236 - INSTALL SECOND LTL FROM WB ONTO ROUTE 620 SB	236	Northern Virginia	Primary	\$922	\$916	\$5	\$0	\$0
63717	RTE 236 - INSTALL PEDESTRIAN SAFETY MEASURES	236	Northern Virginia	Primary	\$1,480	\$1,319	\$161	\$0	\$0
18412	RTE 267 - TOLL BOOTH MODIFICATIONS	267	Northern Virginia	Primary	\$3,716	\$3,716	\$1,200	\$0	(\$1,200)
52922	RTE 267 - DULLES TOLL ROAD PROG - INTERCHANGE IMPROVEMENTS	267	Northern Virginia	Primary	\$6,044	\$1,276	\$0	\$0	\$4,768
53098	RTE 267 - DULLES TOLL ROAD - ADD'L TOLL COLLECTION CAPACITY	267	Northern Virginia	Primary	\$3,732	\$3,732	\$0	\$0	\$0
55273	RTE 267 - DTR -MODIFY SMART TAG ONLY LNS FOR OPEN LN CONCEPT	267	Northern Virginia	Primary	\$5,679	\$5,679	\$0	\$0	\$0
57298	RTE 267 - RAMP IMPROVEMENTS	267	Northern Virginia	Primary	\$8,444	\$9,221	\$0	\$0	(\$777)
60635	RTE 267 - UPDATE & RESTORE SECURITY SYSTEMS	267	Northern Virginia	Primary	\$186	\$155	\$31	\$0	\$0
61688	DULLES CORRIDOR - CONSTRUCT 3 SLIP RAMPS	267	Northern Virginia	Primary	\$2,449	\$3,900	\$0	\$0	(\$1,451)
70274	RTE 267 - MODIFY/INSTALL SMART TAG ONLY LANES @ EB RAMPS DTR	267	Northern Virginia	Primary	\$8,917	\$2,399	\$311	\$0	\$6,207
77107	INTERGRATION OF TOLLBOOTH INTO THE ARCS SYSTEM	267	Northern Virginia	Primary	\$175	\$175	\$0	\$0	\$0
77108	ADDITIONAL SMART TAG (ONLY) LANES	267	Northern Virginia	Primary	\$22,313	\$2,500	\$0	\$0	\$19,813
82839	FAIRFAX COUNTY DULLES CONGESTION MITIGATION PROJECTS	267	Northern Virginia	Primary	\$25,000	\$2,437	\$6,000	\$0	\$16,563
T1125	Relocation of Arlington Division WMATA Garage		Northern Virginia	Public Transportation	\$1,000	\$1,000	\$0	\$0	\$0
T1123	WMATA Bike Racks on Buses		Northern Virginia	Public Transportation	\$500	\$400	\$0	\$0	\$100
T1120	Springfield CBD Commuter Parking		Northern Virginia	Public Transportation	\$3,750	\$10,750	\$0	\$0	(\$7,000)
T1117	Crystal City Potomac Yards Transitway		Northern Virginia	Public Transportation	\$705	\$1,205	\$0	\$0	(\$500)
T236	Install 600 Bus Stop Signs Throughout Region		Northern Virginia	Public Transportation	\$0	\$96	\$0	\$0	(\$96)
T235	Install CRT Exhaust Filters for 250 Buses		Northern Virginia	Public Transportation	\$0	\$1,200	\$0	\$0	(\$1,200)
T233	Install Canopies Over Bus Bays at 4 Metrorail Stations		Northern Virginia	Public Transportation	\$0	\$1,250	\$0	\$0	(\$1,250)
T230	Media Program To Promote TDM's		Northern Virginia	Public Transportation	\$0	\$160	\$0	\$0	(\$160)
T229	Citywide Transportation Demand Program Start-up Funding		Northern Virginia	Public Transportation	\$0	\$80	\$0	\$0	(\$80)
T209	Dulles Corridor Transit Service Expanded Express Bus Service		Northern Virginia	Public Transportation	\$0	\$3,500	\$0	\$0	(\$3,500)

UPC	Description	Route	District	Road System	Estimate	Previous	FY08	FY09-13	Balance
					(Values in Thousands of Dollars)				
T208	West Falls Church Metrorail Station Bus Bay Area Modificatio		Northern Virginia	Public Transportation	\$1,000	\$800	\$0	\$0	\$200
T207	Springfield Mall Transit Store		Northern Virginia	Public Transportation	\$350	\$1,063	\$0	\$0	(\$713)
T181	Telecommuting Pilot Program		Northern Virginia	Public Transportation	\$0	\$80	\$0	\$0	(\$80)
T174	Public Education Campaign		Northern Virginia	Public Transportation	\$0	\$488	\$0	\$0	(\$488)
T169	Falls Church Electric Bus Service - Neighborhoods To Metro Support Implementation Telecommuting TCM-92		Northern Virginia	Public Transportation	\$0	\$564	\$0	\$0	(\$564)
T168			Northern Virginia	Public Transportation	\$0	\$702	\$0	\$0	(\$702)
T164	Expand TDM Program		Northern Virginia	Public Transportation	\$0	\$200	\$0	\$0	(\$200)
T161	Rideshare Program Expanded TCM-47		Northern Virginia	Public Transportation	\$0	\$444	\$0	\$0	(\$444)
T160	Commuter Assistance Program (Commuter Stores and Services)		Northern Virginia	Public Transportation	\$0	\$2,365	\$3,000	\$0	(\$5,365)
T155	Transportation Emission Reduction Measures (TERMS)		Northern Virginia	Public Transportation	\$2,000	\$2,000	\$0	\$0	\$0
T154	Bus Shelter Programs: Fairfax, PRTC, Arlington and Alexandr		Northern Virginia	Public Transportation	\$0	\$700	\$0	\$0	(\$700)
T153	Bus Service Start-up		Northern Virginia	Public Transportation	\$0	\$2,500	\$0	\$0	(\$2,500)
T151	Provide Free Bus Rides on Code Red Days		Northern Virginia	Public Transportation	\$4,351	\$4,351	\$0	\$0	\$0
T126	Track and System Engineering Improvements		Northern Virginia	Public Transportation	\$650	\$650	\$0	\$0	\$0
T99	Transit Store Funding		Northern Virginia	Public Transportation	\$1,300	\$1,300	\$0	\$0	\$0
T69	Signal Upgrade		Northern Virginia	Public Transportation	\$195	\$195	\$0	\$0	\$0
T67	Increase Capacity at Alexandria Station		Northern Virginia	Public Transportation	\$125	\$125	\$0	\$0	\$0
T66	Rideshare Program Enhancements		Northern Virginia	Public Transportation	\$1,750	\$1,750	\$0	\$0	\$0
T34	Regional Traffic Control Meaures		Northern Virginia	Public Transportation	\$1,500	\$1,500	\$0	\$0	\$0
T28	King Street Metro Station Improvements		Northern Virginia	Public Transportation	\$200	\$200	\$0	\$0	\$0
T27	Signal Conversion (Potomac Yards - South of Alexandria)		Northern Virginia	Public Transportation	\$1,100	\$1,100	\$0	\$0	\$0
T21	Completion of Transit Center		Northern Virginia	Public Transportation	\$1,000	\$1,000	\$0	\$0	\$0
70734	CONGESTION RELIEF PROJECT - BURKE CENTER VRE SHUTTLES		Northern Virginia	Public Transportation	\$800	\$800	\$0	\$0	\$0
T1173	Transit Improvements	1	Northern Virginia	Public Transportation	\$800	\$800	\$0	\$0	\$0
84292	Pentagon City Metro Station: Hayes Street	9999	Northern Virginia	Public Transportation	\$1,800	\$1,800	\$0	\$0	\$0
84318	Ballston Metrorail Station Safety/Station Access Improvemen	BM99	Northern Virginia	Public Transportation	\$0	\$2,000	\$0	\$0	(\$2,000)
T1124	Richmond Highway Bus Priority Project	DRPT	Northern Virginia	Public Transportation	\$1,648	\$2,148	\$0	\$0	(\$500)
15292	FAIRFAX COUNTY PARKWAY - ROUTE 7 INTERCHANGE		Northern Virginia	Secondary	\$20,354	\$20,354	\$0	\$0	(\$1)
16627	CONSTRUCT INTERCHANGE AT BARON CAMERON AVENUE		Northern Virginia	Secondary	\$25,465	\$25,465	\$0	\$0	\$0
5551	RTE 608 - RECONSTRUCT TO 4 LANES	608	Northern Virginia	Secondary	\$20,160	\$14,185	\$3,000	\$2,974	\$0
16504	RTE 608 - WIDEN TO 4 LANES	608	Northern Virginia	Secondary	\$25,013	\$24,831	\$255	\$0	(\$73)
17836	RTE 611 - IMPROVE VERT & HORIZ ALIGNMENT, WIDEN RDWY & SHLDR	611	Northern Virginia	Secondary	\$540	\$522	\$0	\$0	\$17
53313	RTE 613 - GRADE SEPARATION - PE ONLY	613	Northern Virginia	Secondary	\$16,016	\$8,000	\$0	\$0	\$8,016
60644	RTE 620 - REMOVE ISLAND EASTBOUND ROUTE 620 (BRADDOCK RD)	620	Northern Virginia	Secondary	\$521	\$541	\$0	\$0	(\$21)
77128	RTE 620 - CONSTRUCT ROUNDABOUT	620	Northern Virginia	Secondary	\$43	\$654	\$0	\$0	(\$611)
60643	RTE 636 - SUPER ELEVATE CURVE & RELOCATE UTILITIES (HES)	636	Northern Virginia	Secondary	\$657	\$689	\$0	\$0	(\$32)
5559	RTE 638 - WIDEN TO 4 LANES	638	Northern Virginia	Secondary	\$19,504	\$3,898	\$0	\$13,802	\$1,804
81560	RTE 638 - LTL ON NB ROLLING ROAD & SIGNAL AT BARNACK DRIVE	638	Northern Virginia	Secondary	\$600	\$0	\$600	\$0	\$0
15130	RTE 642 - WIDEN TO 6 LANES & REPLACE BRIDGE AT POHICK CREEK	642	Northern Virginia	Secondary	\$20,880	\$20,880	\$0	\$0	\$0
60864	RTE 645 - WIDEN TO FOUR LANES	645	Northern Virginia	Secondary	\$34,736	\$3,260	\$0	\$0	\$31,476

UPC	Description	Route	District	Road System	Estimate	Previous	FY08	FY09-13	Balance
					(Values in Thousands of Dollars)				
74749	RTE 657 - MAJOR WIDENING	657	Northern Virginia	Secondary	\$2,067	\$29,580	\$0	\$0	(\$27,513)
72695	RTE 676 - FEASIBILITY & PE FOR PED ACCESS ACROSS DAATR	676	Northern Virginia	Secondary	\$2,242	\$746	\$0	\$0	\$1,496
65072	RTE 677 - EXTEND EB RIGHT TURN LANE (FY 2003/04 HES PROG)	677	Northern Virginia	Secondary	\$487	\$468	\$19	\$0	\$0
T4276	Rte 3546	3546	Northern Virginia	Secondary	\$1,555	\$0	\$0	\$1,555	\$0
T2722	COUNTYWIDE TRAFFIC SERVICES	4007	Northern Virginia	Secondary	\$0	\$3,412	\$2,910	\$15,000	(\$21,323)
85016	Herndon Monroe Park & Ride Lot	5320	Northern Virginia	Secondary	\$5,005	\$4,640	\$0	\$0	\$365
72295	RTE 6197 - BURKE VRE PARKING STRUCTURE DESIGN EXPANSION	6197	Northern Virginia	Secondary	\$28,523	\$29,876	\$0	\$0	(\$1,354)
4700	RTE 7100 - FAIRFAX CO PKWY - CONSTR 6 LANES - SEC/PRI PROJ	7100	Northern Virginia	Secondary	\$93,598	\$88,943	\$0	\$25,813	(\$21,159)
52404	RTE 7100 - FAIRFAX COUNTY PRKWY - CONSTR INTRCHNG-PE/RW ONLY	7100	Northern Virginia	Secondary	\$9,031	\$26,227	\$9,981	\$0	(\$27,177)
57167	RTE 7100 - WIDEN FROM 4 TO 6 LANES	7100	Northern Virginia	Secondary	\$12,850	\$3,804	\$0	\$0	\$9,046
60104	RTE 7199 - RESTON TOWN CENTER TRANSIT CENTER; CO ADMIN CMAQ	7199	Northern Virginia	Secondary	\$1,424	\$2,000	\$0	\$0	(\$576)
52285	RTE 617 (BACKLICK ROAD) - NORTH PARK & RIDE FACILITY	7900	Northern Virginia	Secondary	\$3,130	\$5,965	\$0	\$0	(\$2,835)
52512	RTE 7900 - ADD SINGLE OCCUPANCY VEHICLE ACCESS - PE ONLY ENGINEERING PROVING GROUNDS/SARATOGA PARK-AND-RIDE FACILITY	7900	Northern Virginia	Secondary	\$7,415	\$11,600	\$0	\$0	(\$4,185)
82831		7900	Northern Virginia	Secondary	\$3,000	\$1,500	\$0	\$0	\$1,500
86526	Widening Median and Construct Pedestrian Crosswalk	124	Northern Virginia	Urban	\$227	\$0	\$227	\$0	\$0

**PROJECT COST SUMMARIES  
TRANSPORTATION AND PEDESTRIAN INITIATIVES  
(\$000's)**

Project Title/ Project Number	Source of Funds	Budgeted or Expended Through FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FY2009-FY2013	Total FY2014-FY2018	Total Project Estimate
1a Four-Year Transportation Plan (The total 4-Year plan is \$215 million, including: \$105 million for roads and \$110 million for Metro)	B, F, S	40,085	28,440	16,475	10,000	10,000		64,915		105,000
1b Second Four Year Transportation Plan (The 2007 Four Year Transportation Plan is \$110 million )	B	0	16,750	17,250	42,000	20,000	14,000	110,000		110,000
2a Fairfax County Commercial Real Estate Tax for Transportation	X	C	52,000	52,000	52,000	52,000	52,000	260,000		260,000
2b Northern Virginia Transportation Authority (NVTA)	X	0	60,000					60,000		60,000
3 Future Revenue Sharing Match From VDOT	S, X	C	500	500	500	500	500	2,500		2,500
4 Board of Road Viewer and Road Maintenance Projects / V00000, V00001	X	C	100	100	100	100	100	500		500
5 Emergency Service Drives Repair / V00002	G	C	75	75	75	75	75	375	375	750
6 Spot Improvement Program / 064212	X	C	1,000	1,000	1,000	1,000	1,000	5,000		5,000
7 Advanced Preliminary Engineering/ 064130	B	1,430	50	50				100		1,530
8 West Ox/ Monroe / 064242	B	350	250					250		600
9 Fx Co Pkwy/Sunrise Valley Drive / 006618	G	125	600					600		725
10 Stonecroft Blvd Widening / 009217	G	110	440					440		550
11 Metro Matters Program	B,S	C	22,900	24,828	27,519	27,519	25,596	128,362		128,362
12 Beyond Metro Matters Program	B,S	C	417	417	417	830	3,172	5,253		5,253
13 West Ox Bus Operations Center / 88A002	B, X	42,947	11,000	507				11,507		54,454
14 Bus Stop Improvements (Installation)	F	1,000	500	319				819		1,819
15 Seven Corners Transit Center	F	300	700					700		1,000
16 Reston East Park-and-Ride Lot Expansion	F	0	4,641	7,680	7,679			20,000		20,000
17 Burke Centre VRE Station	B, G, F	27,882	1,000					1,000		28,882
18 Richmond Highway Public Transit Initiatives (RHPTI)	F, G, S	0	7,500	12,000	12,000	12,000	11,500	55,000		55,000
19 Huntington Metro Parking	X	15,000	16,200					16,200		31,200
20 Herndon/Monroe Garage Repairs	G, U	625						0		625
<b>Subtotal</b>		<b>129,854</b>	<b>225,063</b>	<b>133,201</b>	<b>153,290</b>	<b>124,024</b>	<b>107,943</b>	<b>743,521</b>	<b>375</b>	<b>873,750</b>

**PROJECT COST SUMMARIES  
TRANSPORTATION AND PEDESTRIAN INITIATIVES  
(\$000's)**

Project Title/ Project Number	Source of Funds	Budgeted or Expended Through FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FY2009-FY2013	Total FY2014-FY2018	Total Project Estimate
<b>Pedestrian Initiatives</b>										
21 VDOT Secondary Pedestrian Program	S	0	6,045					6,045		6,045
22 Route 50 Pedestrian Improvements	S	0		274	501			775		775
23 Route 50 Pedestrian Bridge	S	0	5,883					5,883		5,883
24 State Supported Countywide Trails	S	1,000	1,000					1,000		2,000
25 Safety Improvements and Emergency Maintenance of Existing Trails / 002200	X	C	100	100	100	100	100	500		500
26 VDOT Sidewalk Repairs/Replacement / X00407	G	C		300	300	300	300	1,200	1,500	2,700
27 On-Road Bike Lane Initiative	F	0	500					500		500
28 Safety Enhancements for Bus Shelters and Bus Stops / Z00032	G	2,500						0		2,500
29 Burke VRE Trails, Burke Intersection Improvements and Feasibility Study for Pedestrian Bridge / 009491	G	1,339						0		1,339
Subtotal		4,839	13,528	674	901	400	400	15,903	1,500	22,242
<b>Other</b>										
30 VDOT Administration Building	S	3,500	7,250	25,750	17,500			50,500		54,000
31 VDOT West Parcel Maintenance Facility	S	9,000	1,500					1,500		10,500
Subtotal		12,500	8,750	25,750	17,500	0	0	52,000	0	64,500
<b>GRAND TOTAL</b>		<b>\$147,193</b>	<b>\$247,341</b>	<b>\$159,625</b>	<b>\$171,691</b>	<b>\$124,424</b>	<b>\$108,343</b>	<b>\$811,424</b>	<b>\$1,875</b>	<b>\$960,492</b>

<b>Key: Stage of Development</b>	
	Feasibility Study or Design
	Land Acquisition
	Construction

**Notes:**  
 Numbers in **bold italics** represent funded amounts.  
 A "C" in the 'Budgeted or Expended' column denotes a continuing project.  
 TBD = To Be Determined

<b>Key: Source of Funds</b>	
B	Bonds
G	General Fund
S	State
F	Federal
X	Other