

Transportation and Pedestrian Initiatives

Transportation Goals

- ✓ To provide long range transportation planning for new capacity roadway improvements.
- ✓ To identify potential locations for major transit facilities such as future rail stations and park-and-ride sites.
- ✓ To enhanced public transportation corridors which will require further study to identify the feasibility of alternative modes and levels of service.

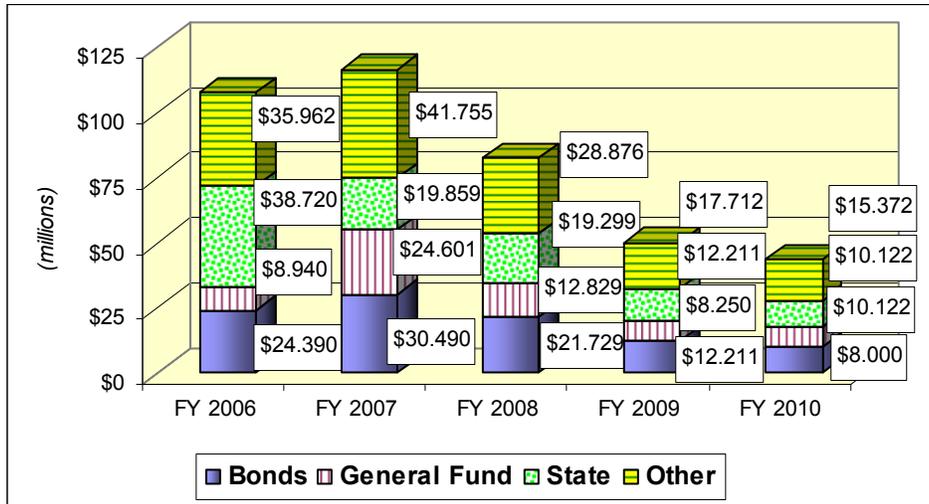
Pedestrian Initiatives Goals

- ✓ To provide a system of alternative transportation links between residential, educational and commercial activity centers oriented to the non-motorized user.

Five-Year Program Summary (in 000's)

Program Area	Anticipated to be Expended Thru FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total FY 2006 - FY 2010	Total FY 2011 - FY 2015	Total Program Costs
Four-Year Transportation Plan	\$10,420	\$29,665	\$28,440	\$16,475	\$10,000	\$10,000	\$94,580	\$0	\$105,000
Revenue Sharing Projects	0	4,974	500	500	500	500	6,974	6,974	13,948
Fairfax County Projects	16,059	7,240	4,255	3,975	1,375	1,375	18,220	2,250	36,529
Public Transportation Projects	25,350	59,703	81,139	59,185	37,134	30,366	267,527	70,949	363,826
Pedestrian Initiatives	5,556	6,430	2,371	2,598	1,375	1,375	14,149	6,875	26,580
Total	\$57,385	\$108,012	\$116,705	\$82,733	\$50,384	\$43,616	\$401,450	\$87,048	\$545,883

Source of Funding



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 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 potential locations for major transit facilities such as future rail stations and park-and-ride sites.
- ✓ 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.

Source: 2003 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. At the Federal level, the Intermodal Surface Transportation Efficiency Act of 1991 and subsequently, the Transportation Equity Act for the 21st Century, (TEA-21) approved in 1998, and 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 requires all public and private providers of transportation services to provide accessible services to those with disabilities. These provisions impact transit services operated by WMATA and Fairfax County as well as the para-transit services operated by the County.

TEA-21 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 role of regional and local planning has been strengthened. Projects in Fairfax County are eligible to receive Federal funding through TEA-21 from a variety of funding programs, including the Regional Surface Transportation Program (RSTP), CMAQ Program 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.

Funding for public transportation in Fairfax County includes Federal aid, State aid, Northern Virginia Transportation District bonds, 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 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. Initially, the Program was updated biannually; however, beginning with the FY 1997 - 2001 Program, this update has been completed each year. 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.

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 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. For FY 2005, 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, now called the Infrastructure Renewal Program (IRP). The IRP 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. There is also a small security piece of the program which WMATA is assuming will be totally federally funded. The SAP is designed to provide additional access to the existing Metrorail and Metrobus systems to meet growing demand. The third part of the WMATA CIP is the System Expansion Program (SEP) which is designed to accommodate expansions and extensions to the existing system including extending the rail system to Dulles Airport. Projects included in this program are funded on a reimbursement basis by the jurisdictions that request them. A small amount of funding is available regionally on an annual basis for feasibility studies and conceptual design work.

Fairfax County's share of the WMATA CIP is expected to be approximately \$166 million from FY 2005 to FY 2010. 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 and the County CIP assumes a state participation level of 25 percent.

Other Metro Programs

In recent years, Metro has initiated two other capital programs, the System Access Program (SAP) and the System Expansion Program (SEP). Collective with the IRP, these programs comprise Metro's Capital Improvement Program. The SAP is designed to provide additional access to the existing Metrorail and Metrobus systems to meet growing demand. This program includes additional new rail cars, buses and parking spaces. The SEP is designed to accommodate expansions and extensions to the existing system including extending the rail system to Dulles Airport. Projects included in this program are funded on a reimbursement basis by the jurisdictions that request them. A small amount of funding is available regionally on an annual basis for feasibility studies and conceptual design work.

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 40 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 2004 included 56 routes serving 9 Metrorail Stations with 170 transit buses.

Dulles Corridor Park-and-Ride Program

In April 1989, Fairfax County completed the Dulles Airport Access Road Corridor Transit Alternatives Study. The study recommended and the Board of Supervisors endorsed implementation of the express bus alternative in such a way as to preserve the option of future rail service in the Corridor. A grant application was forwarded to FTA in December 1990 for \$36 million of FTA funds to be matched with \$12

million of County General Obligation Bonds. On November 6, 1990, County voters approved the \$12 million local match. Additionally, local developers proffered \$1.2 million for improvements in the corridor.

Congress authorized \$36 million for this project, and FTA has appropriated \$34.2 million in increments to date. These federal dollars along with local bond funds were used to construct the 827 space Reston East at Wiehle Avenue Park-and-Ride facility (opened January 1997), and the 1,740 space Herndon Monroe Park-and-Ride facility (opened in July 1999). These facilities provide all day parking for persons wishing to travel by bus or carpool to Tysons Corner, Reston Town Center, the West Falls Church-VT/UVA Metrorail Station or the Pentagon.

The Board of Supervisors and the FTA have approved using the remaining grant funds for other projects in the Dulles Corridor. Other projects include preliminary design costs for an additional park-and-ride lot (location to be determined by the feasibility study), adding a canopy over the bus bay platform waiting areas at the Herndon-Monroe Park-and-Ride lot (completed in 2003), and passenger amenity improvements at the Rolling Valley Park-and-Ride lot and additional slip ramps between the Dulles Toll Road and the Dulles Airport Access Road to allow buses to operate more efficiently.

The Dulles Corridor Park-and-Ride project also includes two transit centers. The transit centers at Tyson's-West*Park (opened January 1999), and at Reston Town Center, will serve primarily as bus passenger transfer points. The County has a \$2.0 million grant to construct the Reston Town Center Transit Center, and construction began in Fall 2004.

Dulles Corridor Bus Rapid Transit Service

The Board of Supervisors approved the Dulles Corridor Express Bus Service in FY 1999. This plan was implemented in July 1999, and more than doubled the amount of service in the Dulles Corridor. In FY 1998, the County secured approximately \$8.9 million in surplus Dulles Toll Road revenues to pay for the operating costs of this new service until the end of FY 2001. Subsequently, funding has been approved through FY 2005. The initial agreement with the Commonwealth Transportation Board requires the County to provide the capital facility and buses to operate the additional service. Accordingly, \$825,000 was spent to expand the FAIRFAX CONNECTOR Herndon Operations Center, and the County purchased 20 new buses for the Dulles Corridor service for approximately \$5.0 million. The County paid for these capital facilities and bus expenditures with general funds. The Dulles Corridor Express Bus Service (now called the Dulles Corridor Bus Rapid Transit Service) is the first step to increase transit service in the corridor and ultimately construct a rail extension from West Falls Church Metrorail Station through Tysons Corner to Dulles Airport and Loudoun County. As of 2003, service levels and frequencies equal and, in many cases, exceed projects being developed and implemented throughout the United States. In 2001, Fairfax County purchased the Herndon Operations Center for \$3.3 million.

Dulles Corridor Rail Project

The Locally Preferred Alternative (LPA) of the Dulles Corridor Rail Project is the extension of Metrorail from the vicinity of West Falls Church Station through Tysons Corner to Dulles Airport and Loudoun County. On October 28, 2002, the Board of Supervisors endorsed the LPA, and the Commonwealth Transportation Board (CTB) selected the LPA on December 19, 2002. In early 2003, the project was divided into two phases due to projected federal funding. Phase I of the project is the extension of Metrorail to Wiehle Avenue. A Supplemental Draft Environmental Impact Statement (SDEIS) was released in October 2003 to address this change and other refinements. Phase I is expected to be completed in 2011, and Phase II is to be completed in 2015. The estimated capital cost is \$1.5 billion for Phase I, and \$1.9 billion for Phase II. A tax district, the Dulles Corridor Transportation Improvement District has been created to cover Fairfax County's share of the Phase I capital cost. For the full LPA, this share is 16.1 percent, which is \$557.1 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.

Additional Park-and-Ride Projects

The FY 1999, 2000, 2003 and 2004, Congestion Mitigation and Air Quality Program includes \$8.1 million for Fairfax County to develop three park-and-ride lots along the Franconia-Springfield Parkway west of I-95, including one in the vicinity of Gambrill Road, one on Backlick Road north and one on Backlick Road south of the Parkway. These facilities are intended to reduce the number of single occupant vehicles using the Springfield Interchange while it is reconstructed, and to supplement parking at the Franconia-Springfield Metrorail Station which is at capacity, despite the opening of a 1,000 space parking garage expansion in 2003.

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.

Richmond Highway Transportation Initiative

This initiative is 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 \$16.450 million towards needed improvements. In FY 2005, Fairfax County implemented the South County Bus Service which includes bus rapid transit (REX) service operated by WMATA.

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, and Phase II completed May 2004. This phase of the plan discusses the long-term capital and equipment needs for the VRE system, and also, various expansion options and their associated capital needs requirements. Ridership in the VRE system, including Fairfax County, continues to grow at a steady pace. Current ridership is averaging close to 16,000 daily riders and is anticipated to be above 17,000 daily in 2005. As a result, 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 these two stations was completed in May 2004. One of its primary recommendations was to construct a structured parking lot on site at the Burke Centre Station. The Board of Supervisors endorsed the final draft of the feasibility study with this recommendation on December 8, 2003. Design of this facility began in September 2004 using federal Congestion Mitigation and Air Quality (CMAQ) funds. Construction is expected to be complete in late 2007. Examination of the Rolling Road Station parking lot is continuing to determine what improvements can be implemented at that facility.

Pedestrian Initiatives

Pedestrian initiatives in the County support non-motorized transportation alternatives, including the Sidewalk Program and the Trail Program. The Sidewalk Program is directed toward the provision of safe walking conditions for the public school students of the County in cooperation with the School Board. The Trail Program was developed in recognition of the general lack of safe paths for non-motorized transportation. Trails are intended to serve the recreation and transportation needs of pedestrians, bicyclists, and equestrians. In addition, Fairfax County has been working to improve pedestrian safety through implementing recommendations from the Transportation Advisory Commission after hosting a pedestrian summit. Improvements will include pedestrian safety initiatives such as better "Yield to Pedestrian" signage, increased public awareness through a media campaign, and changing the County code to increase penalties for crosswalk violations by drivers failing to yield the right of way. Other initiatives include: conducting a comprehensive pedestrian safety review of all public transit bus stops, working jointly with VDOT to construct pedestrian bridges at busy intersections, and introducing a pilot project to install in-ground illumination for pedestrian safety in the Richmond Highway area.

CURRENT PROJECT DESCRIPTIONS

The Transportation CIP consists of projects presented in six program sections: the Board of Supervisors Transportation Plan, Revenue Sharing Projects, Fairfax County Road Projects, Public Transportation Projects, Pedestrian Initiatives, and an Information Only section consisting of road projects that are included in the Virginia Six-year Plan. This plan can be accessed through VDOT's web site, www.Virginiadot.org.

1. **Four-Year Transportation Plan.** \$105,000,000 for a comprehensive transportation plan as approved by the Board of Supervisors on February 9, 2004. The 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 Four-Year Transportation Plan, \$110,000,000 will go to Metro. The following Projects A through W will be either partially or fully funded as a result of the Transportation Bond Referendum.

Major Transit and Highway Projects

- A. **Metro Infrastructure Renewal Program.** See Project 26 below. \$110,000,000 in Four-Year Plan.
- B. **Route 29/Gallows Road Intersection Improvements.** \$23,000,000 to supplement VDOT funding for at-grade intersection improvements, including widening to 6 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.** See Project 34 below. \$19,500,000 in Four-Year Plan.
- D. **Stringfellow Road.** \$16,000,000 to supplement VDOT funding to widen Stringfellow Road to 4 lanes from Route 50 to I-66.
- E. **Centreville Road.** \$29,000,000 to widen Centreville Road to 4 lanes from Metrotech Drive to McLearn Road.

Minor Spot Intersection Improvement Projects

- F. **Richmond Highway at Engleside Post Office.** \$550,000 for the addition of a left turn lane on northbound Richmond Highway into the Engleside Post Office entrance.
- G. **I-66 at Route 7.** \$200,000 to add a second left turn lane from the eastbound I-66 exit onto northbound Route 7.
- H. **Braddock Road at Route 123.** \$375,000 to extend the westbound right turn lane from the existing terminus to the George Mason University entrance at Roanoke Lane.
- I. **Old Keene Mill Road at Hillside Road.** \$200,000 to extend the eastbound left turn lane on Old Keene Mill Road.
- J. **Backlick Road at the Franconia-Springfield Parkway.** \$100,000 to extend the northbound left turn lane on Backlick Road to the westbound Franconia-Springfield Parkway.
- K. **I-95/I-495 Ramp at South Van Dorn Street.** \$700,000 to construct a dedicated southbound receiving lane on South Van Dorn Street from the interchange ramp.
- L. **Route 236 at Beauregard Street.** \$1,000,000 to add a second left turn lane on eastbound Route 236 to Beauregard Street.
- M. **Braddock Road at Route 236.** \$600,000 to realign the eastbound lanes through the intersection.
- N. **South Kings Highway at Harrison Lane.** \$3,000,000 to provide turn lanes at intersection.

Pedestrian Projects

- O. **Richmond Highway Public Transportation Initiative.** See Project 35 below. \$7,500,000 in Four-Year Plan.
- P. **Sydenstricker Road at Hooes Road.** \$40,000 for pedestrian improvements adjacent to the Park-and-Ride lot.
- Q. **Route 29 under I-66.** \$750,000 for a trail connection along the north side of Route 29.
- R. **Ravensworth Road.** \$225,000 to construct a sidewalk along the west side of Ravensworth Road from Kalorama Road to Braddock Road.
- S. **Route 236.** \$600,000 to construct a sidewalk on the south side between Virginia Street and Chowan Avenue.
- T. **Government Center Parkway.** \$65,000 to construct sidewalks and add pedestrian signals and crosswalks at the intersection with Monument Drive.
- U. **South Lakes Drive.** \$350,000 to construct a sidewalk between Colts Neck Road and Olde Craft Drive.
- V. **Route 123.** \$300,000 to construct a missing section of sidewalk on the west side of Route 123 from Gosnell Drive to West Briar Drive.
- W. **Other pedestrian or spot improvements projects.** \$945,000 for projects to be identified.

REVENUE SHARING PROJECTS

2. **Future Revenue Sharing Match from VDOT.** \$2,500,000 including \$500,000 per year for State revenue sharing projects to be determined.
3. **Columbia Pike/Spring Lane/Carlin Springs Road.** \$155,000 for construction of left turn lanes on Columbia Pike. (\$77,500 County funds, \$77,500 VDOT Revenue Sharing Program funds).
4. **Prosperity Avenue/Lee Highway.** \$215,000 for construction of right turn lane on Prosperity Avenue. (\$107,500 County funds, \$107,500 VDOT Revenue Sharing Program funds).
5. **Popes Head Road/O'Faly Road.** \$305,000 for curve realignment between O'Faly Road and Ladue Lane. (\$152,500 County funds, \$152,500 VDOT Revenue Sharing Program funds).
6. **Popes Head Road/Ladue Lane.** \$249,000 for curve realignment between Ladue Lane and Pope's Head Creek. (\$124,500 County funds, \$124,500 VDOT Revenue Sharing Program funds).
7. **Poplar Tree Road/Stringfellow Road.** \$135,000 for construction of an additional lane at Stringfellow Road. (\$67,500 County funds, \$67,500 VDOT Revenue Sharing Program funds).
8. **Route 29/Shirley Gate Road.** \$3,414,702 for preliminary engineering to widen to six lanes from Shirley Gate Road to Old Centreville Road. (\$1,707,351 County funds, \$1,707,351 VDOT Revenue Sharing Program funds).

FAIRFAX COUNTY PROJECTS

9. **Board of Road Viewer and Road Maintenance Projects.** This is a continuing program for the maintenance and improvement of roads until acceptance into the State Secondary Road System. Funding 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 Project 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. Currently, 54 roads are included in the County program, having a total length of 4.5 miles. 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.
10. **Emergency Road Repair.** This continuing project addresses emergency and safety road repair to County-owned service drives and stub streets which are not currently accepted for maintenance by VDOT..
11. **Service Drive Upgrade.** This project is an ongoing program to upgrade existing County-owned service drives to current standards for acceptance by VDOT for maintenance.
12. **TAC Spot Improvement Program.** \$1,000,000 in general funds and bonds for various spot improvement projects. This is an on-going program and consists of intersection improvements and other miscellaneous transportation improvements.
13. **Advanced Preliminary Engineering.** \$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.
14. **Fairfax County Parkway/Advanced Right-of-Way.** \$5,750,000 to provide right-of-way funding for use along the Fairfax County Parkway.
15. **Route 29/Bull Run Post Office Road.** \$1,430,000 for the installation of a right turn lane on southbound Route 29, a left turn lane on northbound Route 29, and turn lanes for Bull Run Post Office Road in order to improve road alignment.
16. **Leesburg Pike.** \$1,640,000 for the addition of a third lane from Pimmit Drive to Idylwood Road.

17. **Route 1/Mt Vernon Memorial Highway.** \$130,000 for the addition of a left turn lane from northbound Mount Vernon Highway to US Route 1 including traffic signal modifications.
18. **Route 50/Annandale Road.** \$970,000 for the addition of a westbound dual left turn lane.
19. **Popes Head Road/McDuffie Lane.** \$450,000 for improvement of vertical and horizontal sight distance on Popes Head Road west of McDuffie Lane.
20. **Roberts Road/Braddock Road.** \$370,000 for the addition of a southbound right turn lane on Roberts Road, turning onto westbound Braddock Road.
21. **Gallows/Annandale/Hummer Roads.** \$2,550,000 for spot improvements at the intersection of Gallows Road and Annandale/Hummer roads.
22. **Governor's Congestion Relief Projects.** \$2,030,000 for improvements to seven intersections, Balls Hill Road at Old Dominion Drive (southbound left-turn lane); Leesburg Pike at Glen Carlyn Road (extend eastbound left-turn lane); Beauregard Street near Little River Turnpike (install raised median between Little River Turnpike and N. Chambliss Street); West Ox Road at Monroe Street (eastbound left-turn lane); Poplar Tree Road between Lee's Corner and Stringfellow Road (realign substandard curve); Gallows Road at Idylwood Road (extend southbound left-turn lane); Reston Parkway at South Lakes Drive (add dual southbound left-turn lanes on Reston Parkway and a right-turn lane on eastbound South Lakes Drive). Funding is provided from the Governor's Congestion Relief Program.
23. **Route 50/Waples Mill Road.** \$5,000,000 for at-grade intersection improvements to the intersection.
24. **Stone Road.** \$1,000,000 for construction of a raised median from Route 29 to Billingsgate Lane and additional widening to Awbrey Patent Drive.
25. **Clifton Road.** \$4,879,000 to widen to 4 lanes from Route 29 to Braddock Road.

PUBLIC TRANSPORTATION PROJECTS

26. **Metro Infrastructure Renewal Program (IRP) and System Expansion Program (SEP).** This program includes railcar rehabilitations, escalator overhauls and station enhancements. Fairfax County's share of the IRP and SEP are estimated at \$70.7 million from FY 2006 to FY 2010. These expenses were previously paid with state aid, but will be paid with a combination of County General Obligation Bonds and state aid. Fairfax County's share of the WMATA's FY 2006 SEP 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.
27. **Metro System Access Program (SAP).** The SAP is estimated at \$53.7 million for FY 2006 – FY 2010. 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. 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, State aid, and Federal funds.
28. **West Ox Bus Operations Center** \$24,181,000 committed for Fairfax County's share for this project. This project involves the construction of a joint-use maintenance facility for Fairfax Connector and WMATA buses which will serve Fairfax County. Phase I includes land acquisition, design, and construction of the Fairfax facility for up to 150 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 total is currently being developed in conjunction with the Camp 30/West Ox master plan. 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.

29. **Reston Town Center Transit Station.** \$2,000,000 for engineering and construction of a public transit center at the Reston Town Center as part of the Dulles Corridor TSM program.
30. **Bus Shelter Program.** \$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.
31. **Seven Corners Transit Center.** \$1,000,000 for the construction of a transit center at Seven Corners Shopping Center to encourage transit ridership and reduce congestion. This project will involve the development of a transit center at the Seven Corners Shopping Center in eastern Fairfax County which is 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.
32. **Franconia/Springfield Parkway Park-and-Ride Lots.** \$6,642,000 for design, land acquisition and construction of four park-and-ride lots with approximately 1,100 total parking spaces along the Franconia-Springfield Parkway west of I-95. These lots include: Gambrell, Sydenstricker, Backlick North, and Backlick South.
33. **Reston East Park-and-Ride Lot Expansion.** \$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.
34. **Burke Centre VRE Parking Lot Expansion.** \$27,606,000 for the expansion of the Burke Centre VRE parking lot to include an estimated 1,450 space parking structure and 300 additional surface spaces. The feasibility study is complete and the design is in progress. The feasibility study recommended a multi-level parking structure at the current site to provide additional parking capacity. A large portion of the interim parking during the construction phase of this project will be provided on the site of the new Burke Centre Library (see Project 1 under Libraries in the Government Facilities section).
35. **Richmond Highway Public Transit Initiatives.** \$55,000,000 to implement the Richmond Highway Express bus service, construct pedestrian crossings, improve bus stops, and establish several transit centers and park-and-ride lots from Gunston Road to Huntington Avenue.
36. **Huntington Metro Parking.** \$6,200,000 to fund an additional 500 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 surface parking lot at the Huntington Metrorail Station. The current Metrorail parking will be moved to a parking structure. As part of the agreement, the developer will pay Metro to build a parking structure to replace the surface parking lot. Approximately \$5.0 million will be funded from WMATA resources. The remaining \$1.2 million will be supported by the County's parking surcharge account.
37. **West Falls Church Parking Expansion.** \$16,800,000 for an additional 1,000 space parking structure at the West Falls Church Metrorail Station. As part of the Virginia Transportation Act of 2000, the General Assembly approved \$13 million for this project. The remaining \$3.8 million will be supported by the County's parking surcharge account and Transportation Infrastructure Investment Funds at WMATA. The structure will be completed in late 2004 or early 2005.

PEDESTRIAN INITIATIVES

38. **Route 50 Pedestrian Improvements.** \$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.
39. **Route 50 Pedestrian Bridge.** \$2,628,000 to install a pedestrian bridge east of Route 7 at Seven Corners Shopping Center. This project is supported by State funds.
40. **State Supported Countywide Trails.** \$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.
41. **Accotink Gateway Trail.** \$826,000 for a connecting trail from King Arthur Drive to Wakefield Park. This project is supported by State funds.
42. **Lee Highway Trail.** \$776,000 for a trail along Lee Highway corridor under the I-66 Interchange. These projects supported by CMAQ funds (\$619,000) and County Walkway Funds (\$151,000). This will provide a safe passage for the pedestrians and bicyclists who are currently using the shoulders along Lee Highway.
43. **Safety Improvements and Emergency Maintenance of Existing Trails.** 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). The County is currently responsible for maintaining approximately 550 miles of walkways.
44. **Walkways (Trails and Sidewalks).** This is an on-going project which provides for the installation of trails and sidewalks on a countywide basis as identified by the Non-Motorized Transportation Committee.
45. **VDOT Sidewalk Repairs/Replacement.** 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.
46. **Cross County Trail.** \$6,000,000 for a proposed Cross County Trail. This trail is proposed to be 32 miles, of which 27 miles is existing trail and 5 miles will be developed. The trail will travel from Great Falls Park to Alban Road, passing through all nine Magisterial Districts. This project is funded by a variety of sources.
47. **Columbia Pike Trail.** \$400,000 for construction of the Holmes Run segment of the trail. This project is supported by the County Walkways Program and CMAQ funds.
48. **On-Road Bike Lane Initiative.** \$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.

VDOT SIX-YEAR PLAN INTERSTATE SYSTEM CONSTRUCTION PROGRAM (More Detailed information may be found on these projects using the UPC numbers on VDOT's web site, www.Virginiadot.org, under the Six Year Program)

UPC	Description	Route	District	Road System	Estimate	Previous	FY05	FY06-10	Balance
	ROUTE 66 - ACCESS IMPROVEMENTS AND FLYOVER - 56356 PE ONLY	66	Northern Virginia	Interstate	\$12,000	\$0	\$0	\$31,145	(\$19,145)
	54 RTE 95 - INTERCHANGE IMPROVEMENTS	95	Northern Virginia	Interstate	\$130,359	\$119,332	\$3,973	\$7,054	\$0
	RTE 95 - INTERCHANGE IMPROVEMENTS (PHASE I - 14676 PROVIDE 4TH LN)	95	Northern Virginia	Interstate	\$2,973	\$2,973	\$0	\$0	\$0
	RTE 95 - INTERCHANGE MODIFICATIONS (PHASES II 14677 & III)	95	Northern Virginia	Interstate	\$132,574	\$131,500	\$1,074	\$0	\$0
	14678 RTE 95 - INTERCHANGE MODIFICATIONS - PHASE 4	95	Northern Virginia	Interstate	\$175,367	\$153,983	\$21,384	\$0	\$0
	RTE 95 - INTERCHANGE IMPROVEMENTS (PHASE 6 & 14680 7)	95	Northern Virginia	Interstate	\$133,524	\$44,868	\$9,995	\$78,660	\$1
	17039 RTE 95 - CONSTRUCT RAMP	95	Northern Virginia	Interstate	\$2,040	\$2,040	\$0	\$0	\$0
	RTE 95 - INTERCHANGE MODIFICATION - TDM & 17814 TRANSIT	95	Northern Virginia	Interstate	\$4,556	\$4,556	\$0	\$0	\$0
	RTE 95 - INTERCHANGE MODIFICATION - INCIDENT 18004 MANAGEMENT/TMS	95	Northern Virginia	Interstate	\$8,015	\$8,015	\$0	\$0	\$0
	RTE 95 - INTERCHANGE MODIFICATION - LOCAL 18005 AREA NETWORK OPERATIONS	95	Northern Virginia	Interstate	\$1,297	\$1,297	\$0	\$0	\$0
	RTE 95 - INTERCHANGE MODIFICATION - 18006 MARKETING & PUBLIC AFFAIRS	95	Northern Virginia	Interstate	\$6,958	\$6,958	\$0	\$0	\$0
	ROUTE 95 - I-495 WB ROADWAY AND RAMP 18516 IMPROVEMENTS	95	Northern Virginia	Interstate	\$869	\$869	\$0	\$0	\$0
	50121 RTE 95 - EXPANSION OF COMMUTER PARKING LOT	95	Northern Virginia	Interstate	\$1,606	\$1,606	\$0	\$0	\$0
	52403 RTE 95 - INFORMATION CENTER	95	Northern Virginia	Interstate	\$3,998	\$3,998	\$0	\$0	\$0
	RTE 95/640 - CONSTR 225+ SPACE GAMBRILL ROAD 54503 PARK & RIDE LOT	95	Northern Virginia	Interstate	\$2,595	\$3,785	\$0	\$0	(\$1,190)
	55384 RTE 95 - INTERCHANGE MODIFICATION - PHASE 5	95	Northern Virginia	Interstate	\$83,143	\$83,143	\$0	\$0	\$0
	56915 RTE 95 - HIGHWAY ADVISORY RADIO	95	Northern Virginia	Interstate	\$101	\$101	\$0	\$0	\$0
	RTE 95 - BROADCAST ADVISORY REGARDING 56916 EMERGENCIES & TRAFFIC	95	Northern Virginia	Interstate	\$99	\$99	\$0	\$0	\$0
	RTE 95 - STREAM COMPENSATION FOR SPRINGFIELD 60599 INTERCHANGE	95	Northern Virginia	Interstate	\$31	\$31	\$0	\$0	\$0
	RTE 495 (CAPTL BLTWY) -5TH LANE (HOV) EACH 12796 DIRECTION	495	Northern Virginia	Interstate	\$5,285	\$5,285	\$0	\$0	\$0
	RTE 495 (CAPTL BLTWY) -5TH LANE (HOV) EACH 12797 DIRECTION	495	Northern Virginia	Interstate	\$2,540	\$2,540	\$0	\$0	\$0
	RTE 495 (CAPTL BLTWY) -5TH LANE (HOV) EACH 13335 DIRECTION	495	Northern Virginia	Interstate	\$4,670	\$4,670	\$0	\$0	\$0
	16625 RTE 495 - INTERIM ROADWAY LIGHTING	495	Northern Virginia	Interstate	\$1,000	\$1,000	\$0	\$0	\$0
	57018 RTE 495 - CONSTRUCT NOISE BARRIER	495	Northern Virginia	Interstate	\$2,169	\$2,169	\$0	\$0	\$0
	RTE 495 - CAPITAL BELTWAY HOT LANES -- PPTA 68805 PROJECT	495	Northern Virginia	Interstate	\$200	\$200	\$0	\$0	\$0
	RTE 267 - DETERMINE LOCATION/INSTALL VARIABLE 70269 MESSAGE SIGNS	267	Northern Virginia	Miscellaneous	\$1,279	\$1,279	\$0	\$0	\$0
	70270 RTE 267 - VIDEO SECURITY TOLL BOOTHS	267	Northern Virginia	Miscellaneous	\$0	\$328	\$0	\$0	(\$328)
	70504 BUS OPERATING SUBSIDY TRANSIT SET-ASIDE DULLES CORRIDOR RAIL PROJECT DEVELOPMENT - 70554 PH. 1	DT00	Northern Virginia	Miscellaneous	\$0	\$1,564	\$0	\$0	(\$1,564)
		DT00	Northern Virginia	Miscellaneous	\$0	\$3,002	\$740	\$0	(\$3,742)
	70559 EXPANSION OF ADMINISTRATION BUILDING	DT00	Northern Virginia	Miscellaneous	\$0	\$770	\$1,711	\$0	(\$2,481)
	DULLES TOLL ROAD - RELOCATION OF 70563 MAINTENANCE DEPARTMENT	DT00	Northern Virginia	Miscellaneous	\$0	\$0	\$0	\$394	(\$394)
	70574 VIDEO ENFORCEMENT SYSTEM	DT00	Northern Virginia	Miscellaneous	\$0	\$2,749	\$42	\$0	(\$2,791)
	PE AND NEPA ANALYSIS TRANSIT SET-ASIDE 70592 (DULLES BRT)	DT00	Northern Virginia	Miscellaneous	\$1,000	\$1,000	\$0	\$0	\$0
	GREAT FALLS STREET TRAIL-ALONG EAST SIDE 15157 GREAT FALLS STREET	EN94	Northern Virginia	Miscellaneous	\$596	\$647	\$0	\$0	(\$51)
	50108 CONSTRUCTION OF A BICYCLE/PEDESTRIAN TRAIL	EN98	Northern Virginia	Miscellaneous	\$1,033	\$675	\$0	\$0	\$358
	52288 SIDEWALKS / TRAILS AT METRO FACILITIES	R000	Northern Virginia	Miscellaneous	\$750	\$600	\$0	\$0	\$150
	50007 SEVEN CORNERS TRANSIT TRANSFER CENTER	SCTC	Northern Virginia	Miscellaneous	\$0	\$800	\$0	\$0	(\$800)
	70632 TRAILS PROJECTS AT VARIOUS LOCATIONS	TP00	Northern Virginia	Miscellaneous	\$1,600	\$1,600	\$0	\$0	\$0
	12906 RTE 1 - WIDENING	1	Northern Virginia	Primary	\$25,728	\$24,727	\$1,000	\$0	\$1
	52327 RTE 7 - WIDEN TO 6 LANES	7	Northern Virginia	Primary	\$4,409	\$11,425	\$0	\$0	(\$7,017)
	52328 RTE 7 - WIDEN TO 6 LANES - PE ONLY	7	Northern Virginia	Primary	\$6,254	\$3,000	\$0	\$0	\$3,254
	56991 RTE 7 - SPOT IMPROVEMENTS	7	Northern Virginia	Primary	\$363	\$66	\$0	\$0	\$297
	72103 SPOT IMPROVEMENTS	7	Northern Virginia	Primary	\$150	\$150	\$0	\$0	\$0
	RTE 7 - SPOT IMPROVEMENTS - APPROACH TO 72511 BELTWAY	7	Northern Virginia	Primary	\$648	\$648	\$0	\$0	\$0
	RTE 28 - CONSTRUCT PARTIAL INTERCHANGE FOR 17669 SASM - PHASE 3	28	Northern Virginia	Primary	\$15,091	\$11,146	\$3,945	\$0	\$0
	RTE 28 - MONITOR PPTA PROJECT FUNDS & 64966 ACTIVITIES	28	Northern Virginia	Primary	\$22,133	\$6,990	\$15,142	\$0	\$1

UPC	Description	Route	District	Road System	Estimate	Previous	FY05	FY06-10	Balance
64967	RTE 28 - MONITOR PPTA PROJECT FUNDS & ACTIVITIES	28	Northern Virginia	Primary	\$12,474	\$540	\$11,934	\$0	\$0
64968	RTE 28 - MONITOR PPTA PROJECT FUNDS & ACTIVITIES	28	Northern Virginia	Primary	\$12,880	\$12,880	\$0	\$0	\$0
71287	RTE 28 -REALIGNMENT WB RGHT TRN LNE & SIGNALIZE INTERSECTION	28	Northern Virginia	Primary	\$355	\$36	\$320	\$0	\$0
11395	RTE 29 (LEE HIGHWAY) - WIDENING TO 5 & 6 LANES - PE ONLY	29	Northern Virginia	Primary	\$6,049	\$14,470	\$6,030	\$7,583	(\$22,034)
14869	RTE 29 - CONSTRUCT INTERCHANGE	29	Northern Virginia	Primary	\$40,832	\$30,209	\$0	\$10,623	\$0
59094	RTE 29-LEE HWY; RS-FUNDED PE FOR WIDENING TO 6 LANES-PE ONLY	29	Northern Virginia	Primary	\$600	\$993	\$0	\$0	(\$393)
56780	RTE 50 - INSTALL MEDIAN BARRIER AND FENCE	50	Northern Virginia	Primary	\$677	\$612	\$65	\$0	\$0
68757	RTE 50 - 6-LANE WIDENING-PE TO DETERMINE METHOD OF DEVELOPMNT	50	Northern Virginia	Primary	\$2,500	\$275	\$225	\$4,300	(\$2,300)
71291	RTE 50 - EXT WB LTL & INSTALL EXCL EB & WB LEFT TURN SIGNALS	50	Northern Virginia	Primary	\$498	\$50	\$448	\$0	\$0
13532	RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6 LANE RW -PE & RW ONLY	123	Northern Virginia	Primary	\$11,489	\$8,971	\$927	\$1,591	\$0
14692	RTE 123 - WIDEN TO 6 LANES	123	Northern Virginia	Primary	\$30,531	\$30,531	\$0	\$0	\$0
16622	RTE 123 - WIDENING FROM 2 LANES TO 4 LANES ON 6 LANE R/W	123	Northern Virginia	Primary	\$19,967	\$19,967	\$0	\$0	\$0
51135	RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W	123	Northern Virginia	Primary	\$25,848	\$25,848	\$0	\$0	\$0
60042	RTE 123 - LANDSCAPING	123	Northern Virginia	Primary	\$542	\$542	\$0	\$0	\$0
62691	RTE 123 - ADD ACCELERATION LANES & RIGHT TURN ISLANDS	123	Northern Virginia	Primary	\$500	\$433	\$67	\$0	\$0
52503	RTE 193 - LOWER VERTICAL CURVE	193	Northern Virginia	Primary	\$232	\$379	\$0	\$0	(\$147)
57547	RTE 193 - TRAFFIC CALMING	193	Northern Virginia	Primary	\$187	\$187	\$0	\$0	\$0
12918	RTE 228 (DRANESVILLE RD) - WIDENING	228	Northern Virginia	Primary	\$18,625	\$15,435	\$1,106	\$2,084	\$0
58434	RTE 235 - MOUNT VERNON TRAFFIC CIRCLE - PE ONLY	235	Northern Virginia	Primary	\$5	\$15	\$0	\$0	(\$10)
17671	RTE 236 -TURN LNS SIGNL & SPOT SAFETY IMPRVMENTS-PE & RW ONLY	236	Northern Virginia	Primary	\$11,752	\$11,829	\$18	\$0	(\$95)
62692	RTE 236 - INSTALL SECOND LEFT-TURN LANE & MODIFY SIGNAL	236	Northern Virginia	Primary	\$477	\$477	\$0	\$0	\$0
62857	RTE 236 - INSTALL SECOND LTL FROM WB ONTO ROUTE 620 SB	236	Northern Virginia	Primary	\$336	\$336	\$0	\$0	\$0
63717	RTE 236 - INSTALL PEDESTRIAN SAFETY MEASURES	236	Northern Virginia	Primary	\$880	\$880	\$0	\$0	\$0
18412	ROUTE 267 - TOLL BOOTH MODIFICATIONS	267	Northern Virginia	Primary	\$2,890	\$2,692	\$198	\$0	\$0
52922	RTE 267 - DULLES TOLL ROAD PROG - INTERCHANGE IMPROVEMENTS	267	Northern Virginia	Primary	\$4,859	\$4,879	\$0	\$0	(\$20)
55273	RTE 267 - DTR -MODIFY SMART TAG ONLY LNS FOR OPEN LN CONCEPT	267	Northern Virginia	Primary	\$5,679	\$5,906	\$0	\$0	(\$227)
57298	RTE 267 - RAMP IMPROVEMENTS	267	Northern Virginia	Primary	\$6,277	\$6,640	\$0	\$0	(\$363)
60635	RTE 267 - UPDATE & RESTORE SECURITY SYSTEMS	267	Northern Virginia	Primary	\$105	\$105	\$0	\$0	\$0
70274	RTE 267-MODIFY/INSTALL SMART TAG ONLY LANES AT EB RAMPS DTR	267	Northern Virginia	Primary	\$7,915	\$0	\$0	\$8,784	(\$869)
59473	ADVERTISEMENT OF ANNUAL CONTRACTOR	BS00	Northern Virginia	Primary	\$0	\$267	\$0	\$0	(\$267)
64873	ADVERTISEMENT OF ANNUAL CONTRACTOR	BS00	Northern Virginia	Primary	\$139	\$853	\$0	\$0	(\$714)
70601	CONGESTION RELIEF PROJECT - INTERSECTION IMPROVEMENTS	CRPT	Northern Virginia	Primary	\$1,875	\$1,875	\$0	\$0	\$0
70489	NATIONAL AIR AND SPACE MUSEUM	DT00	Northern Virginia	Primary	\$0	\$1,519	\$0	\$0	(\$1,519)
70519	DULLES CORRIDOR EXPRESS BUS SERVICE PILOT PROJECT	DT00	Northern Virginia	Primary	\$0	\$27,726	\$6,645	\$0	(\$34,371)
70531	PROJECT ADMINISTRATION FOR THE DULLES CORRIDOR RAPID TRANSIT	DT00	Northern Virginia	Primary	\$0	\$633	\$0	\$0	(\$633)
57046	TECHWAY - FEASIBILITY STUDY - PE ONLY	R000	Northern Virginia	Primary	\$400	\$400	\$0	\$0	\$0
13926	AERIAL SURVEY - PE ONLY	SASM	Northern Virginia	Primary	\$439	\$1,948	\$0	\$0	(\$1,509)
18700	HAULROAD, SERVICE ROADS & PARKING LOTS FOR SASM - PACKAGE B	SASM	Northern Virginia	Primary	\$14,242	\$13,655	\$0	\$0	\$587
64209	RTE 602 -INSTALL SECOND LTL ONTO ROUTE 5320 (OC PROGRAM)	602	Northern Virginia	Secondary	\$185	\$185	\$0	\$0	\$0
65071	RTE 606 - REPLACE SIGNALS & EXTEND EB & WB LEFT TURN LANES	606	Northern Virginia	Secondary	\$178	\$182	\$0	\$0	(\$4)
52981	RTE 609 - STRAIGHTEN CURVE	609	Northern Virginia	Secondary	\$827	\$884	\$0	\$0	(\$57)
52982	RTE 609 - STRAIGHTEN CURVE	609	Northern Virginia	Secondary	\$606	\$580	\$0	\$0	\$26
52983	RTE 609 - STRAIGHTEN CURVE	609	Northern Virginia	Secondary	\$547	\$526	\$0	\$0	\$21
17836	RTE 611 - IMPROVE VERT & HORIZ ALIGNMENT, WIDEN RDWY & SHLDR	611	Northern Virginia	Secondary	\$580	\$573	\$0	\$0	\$7
53313	RTE 613 - GRADE SEPARATION - PE ONLY	613	Northern Virginia	Secondary	\$4,036	\$8,000	\$0	\$0	(\$3,964)

UPC	Description	Route	District	Road System	Estimate	Previous	FY05	FY06-10	Balance
60644	RTE 620 - REMOVE ISLAND & EXTEND RTL EB ONTO ROUTE 617 SB	620	Northern Virginia	Secondary	\$444	\$444	\$0	\$0	\$0
60645	RTE 620 - ADD 250' ACCEL LANE WB FOR RT FROM ROUTE 2864 SB	620	Northern Virginia	Secondary	\$190	\$190	\$0	\$0	\$0
60643	RTE 636 - SUPER ELEVATE CURVE & RELOCATE UTILITIES (HES)	636	Northern Virginia	Secondary	\$73	\$199	\$0	\$0	(\$126)
98	RTE 642 - WIDEN TO 6 LANES	642	Northern Virginia	Secondary	\$4,960	\$6,000	\$0	\$0	(\$1,040)
15130	RTE 642 - WIDEN TO 6 LANES & REPLACE BRIDGE AT POHICK CREEK	642	Northern Virginia	Secondary	\$21,063	\$17,702	\$2,408	\$2,397	(\$1,444)
52984	RTE 654 - STRAIGHTEN CURVE	654	Northern Virginia	Secondary	\$1,440	\$956	\$703	\$434	(\$653)
72695	RTE 676 - FEASIBILITY & PE FOR PED ACCESS ACROSS DAATR	676	Northern Virginia	Secondary	\$750	\$0	\$746	\$0	\$4
65072	RTE 677 - EXTEND EASTBOUND RIGHT TURN LANE	677	Northern Virginia	Secondary	\$337	\$343	\$0	\$0	(\$6)
59095	RTE 828 - WIEHLE AVE, PARKING DECK @ RESTON EAST PARK & RIDE	828	Northern Virginia	Secondary	\$4,640	\$4,640	\$0	\$0	\$0
52502	RTE 1813 - RECONSTRUCTION	1813	Northern Virginia	Secondary	\$677	\$642	\$0	\$0	\$35
72295	RTE 6197 - PARKING STRUCTURE DESIGN EXPANSION	6197	Northern Virginia	Secondary	\$2,000	\$1,600	\$11,223	\$0	(\$10,823)
4700	RTE 7100 - FAIRFAX CO PKWY - CONSTR 6 LANES - SEC/PRI PROJ	7100	Northern Virginia	Secondary	\$91,573	\$74,148	\$6,846	\$10,579	\$0
52404	FAIRFAX COUNTY PARKWAY - CONSTRUCT INTERCHANGE-PE & RW ONLY	7100	Northern Virginia	Secondary	\$7,082	\$14,909	\$13,253	\$0	(\$21,080)
57167	RTE 7100 - JACK HERRITY PARKWAY - WIDEN FROM 4 TO 6 LANES	7100	Northern Virginia	Secondary	\$6,523	\$3,804	\$0	\$0	\$2,719
60314	RTE 7100 - LANDSCAPING	7100	Northern Virginia	Secondary	\$275	\$200	\$75	\$0	\$0
52512	RTE 7900 - ADD SINGLE OCCUPANCY VEHICLE ACCESS - PE ONLY	7900	Northern Virginia	Secondary	\$7,473	\$11,600	\$0	\$0	(\$4,127)
11679	FAIRFAX COUNTY PARKWAY - CONSTRUCT 4 & 6 LANES	R000	Northern Virginia	Secondary	\$8,134	\$9,035	\$0	\$0	(\$901)
11680	FAIRFAX COUNTY PARKWAY - CONSTRUCT 4 & 6 LANES	R000	Northern Virginia	Secondary	\$26,948	\$28,246	\$2,143	\$0	(\$3,441)
14719	FAIRFAX COUNTY PARKWAY - CONSTRUCT 4 LANES	R000	Northern Virginia	Secondary	\$23,921	\$23,920	\$0	\$0	\$1
15292	FAIRFAX COUNTY PARKWAY - RTE 7 INTERCHANGE	R000	Northern Virginia	Secondary	\$20,353	\$16,567	\$76	\$0	\$3,710
16627	CONSTRUCT INTERCHANGE AT BARON CAMERON AVENUE	R000	Northern Virginia	Secondary	\$25,446	\$24,141	\$1,292	\$0	\$13

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

Project Title/ Project Number	Source of Funds	Anticipated to be Expended Thru FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total FY2006-FY2010	Total FY2011-FY2015	Total Project Estimate
1. Four-Year Transportation Plan (Excluding \$110,000,000 for Metro)	B, F, S	10,420	29,665	28,440	16,475	10,000	10,000	94,580		105,000
Revenue Sharing Projects										
2. Future Revenue Sharing Match From VDOT	S	C	500	500	500	500	500	2,500		2,500
3. Columbia Pike/Spring Lane/Carlin Springs Road	S	0	155					155		155
4. Prosperity Avenue/Lee Highway	S	0	215					215		215
5. Popes Head Road/O'Faly Road	S	0	305					305		305
6. Popes Head Road/Ladue Lane	S	0	249					249		249
7. Poplar Tree Road/Stringfellow Road	S	0	135					135		135
8. Route 29/Shirley Gate Road	S	0	3,415					3,415		3,415
Revenue Sharing Projects Subtotal		0	4,974	500	500	500	500	6,974	6,974	13,948
Fairfax County Projects										
9. Board of Road Viewer and Road Maintenance Projects / V00000, V00001	G	C	50	300	300	300	300	1,250	1,500	2,750
10. Emergency Road Repair	G	C		75	75	75	75	300	375	675
11. Service Drive Upgrade	G	C		1,000	1,000	1,000	1,000	4,000	375	4,375
12. TAC Spot Improvement Program / 064212	G	C	1,000					1,000		1,000
13. Advanced Preliminary Engineering/ 064130	B	1,350	100	80				180		1,530
14. Fairfax County Parkway/ Advanced Right-of-Way/ 064149	B	0	1,000	2,250	2,500			5,750		5,750
15. Route 29/Bull Run Post Office Road/ 064228	G, B	1,050	380					380		1,430
16. Leesburg Pike / 064231	G, B	1,200	440					440		1,640
17. Richmond Highway/Mt. Vernon Memorial Highway / 064234	G, B	100	30					30		130
18. Route 50/Annandale Road / 064235	B	310	610	50				660		970
19. Popes Head Road/ McDuffie Lane / 064236	B	200	250					250		450
20. Roberts Road/ Braddock Road / 064237	B	210	160					160		370
21. Gallows/Annandale/Hummer Roads / 006616	G, B	1,180	1,020	250	100			1,370		2,550
22. Governor's Congestion Relief Projects	F, S	580	1,200	250				1,450		2,030
23. Route 50/Waples Mill Road	X	5,000						0		5,000
24. Stone Road	B	0	1,000					1,000		1,000
25. Clifton Road	X	4,879						0		4,879
Fairfax County Projects Subtotal		16,059	7,240	4,255	3,975	1,375	1,375	18,220	2,250	36,529

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

Project Title/ Project Number	Source of Funds	Anticipated to be Expended Thru FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total FY2006-FY2010	Total FY2011-FY2015	Total Project Estimate
Public Transportation Projects										
26. Metro Infrastructure Renewal Program (IRP) and System Expansion Program (SEP)	B, F, S	4,285	7,568	12,813	20,543	16,291	13,472	70,687	68,180	143,152
27. Metro System Access Program (SAP)	B, F, S	2,950	5,967	15,627	17,876	8,843	5,394	53,707	2,769	59,426
28. West Ox Bus Operations Center / 88A002	B	10,450	5,000	8,400	331			13,731		24,181
29. Reston Town Center Transit Station	F, G	894	1,106					1,106		2,000
30. Bus Shelter Program	F	1,000	500	319				819		1,819
31. Seven Corners Transit Center	S, U	300	700					700		1,000
32. Franconia/Springfield Parkway Park-and-Ride Lots	F	3,321	3,321					3,321		6,642
33. Reston East Park-and-Ride Lot Expansion	F, G	0	4,641	7,680	7,679			20,000		20,000
34. Burke Centre VRE Parking Lot Expansion	F, G	950	1,600	24,300	756			26,656		27,606
35. Richmond Highway Public Transit Initiatives	F, G	0	7,500	12,000	12,000	12,000	11,500	55,000		55,000
36. Huntington Metro Parking	X	1,200	5,000					5,000		6,200
37. West Falls Church Parking Expansion	X, S	0	16,800					16,800		16,800
Public Transportation Projects Subtotal		25,350	59,703	81,139	59,185	37,134	30,366	267,527	70,949	363,826
Pedestrian Initiatives										
38. Route 50 Pedestrian Improvements	S	0		274	501			775		775
39. Route 50 Pedestrian Bridge	S	0	2,628					2,628		2,628
40. State Supported Countywide Trails	S	1,000	1,000					1,000		2,000
41. Accotink Gateway Trail	S	0	826					826		826
42. Lee Highway Trail	S	0	776					776		776
43. Safety Improvements and Emergency Maintenance of Existing Trails / 002200	G	C		75	75	75	75	300	375	675
44. Walkways (Trails and Sidewalks)	G, B	C		1,000	1,000	1,000	1,000	4,000	5,000	9,000
45. VDOT Sidewalk Repairs/Replacement	G	C	300	300	300	300	300	1,500	1,500	3,000
46. Cross County Trail	G, X	4,556		722	722			1,444		6,000
47. Columbia Pike Trail	X	0	400					400		400
48. On-Road Bike Lane Initiative	S, F, G	0	500					500		500
Pedestrian Initiatives Subtotal		5,556	6,430	2,371	2,598	1,375	1,375	14,149	6,875	26,580
GRAND TOTAL		\$57,385	\$108,012	\$116,705	\$82,733	\$50,384	\$43,616	\$401,450	\$87,048	\$545,883

	Feasibility Study or Design
	Land Acquisition
	Construction

Notes:
Numbers in bold italics represent funded amounts.
A "C" in the Authorized or Expended Column denotes a continuing project.

Key: Source of Funds	
B	Bonds
G	General Fund
S	State
F	Federal
X	Other
U	Undetermined