

# Fund 30050: Transportation Improvements

## Focus

Fund 30050, Transportation Improvements, supports the land acquisition, design, and construction of County transportation improvements. During the 1981 Session of the Virginia General Assembly, legislation was approved enabling counties with a population over 125,000 to undertake secondary roadway improvements through the use of General Obligation bond revenues or General Fund revenues. Prior to this action, the construction and maintenance of all roadways in Fairfax County had been the exclusive responsibility of the Virginia Department of Transportation (VDOT). The existing road bond program is supported by General Obligation bonds. The most recent bond referendum approved by the voters was in November 2014 and supports pedestrian, bicycle, and roadway improvements, all designed to improve capacity, enhance safety and accessibility, and reduce congestion.

Fund 30050 provides funding for various roadway projects and is used in conjunction with revenue available to the County under the Transportation Funding and Reform Act of 2007 (HB 3202), authorizing a County commercial real estate tax in support of transportation. This commercial and industrial real estate tax revenue is budgeted within Fund 40010, County and Regional Transportation Projects, where a rate of \$0.125 per \$100 assessed value is in place. In addition to roadway, pedestrian, and transit projects, both funds also support spot improvements consisting of quick-hit projects such as turn lanes and sidewalk and trail connections to improve mobility, enhance safety, and provide relief for transportation bottlenecks.

No funding is included in Fund 30050 in FY 2022. Work will continue on existing and previously funded projects.

## Pandemic Response and Impact

All capital projects are being reviewed as they move into the various stages of development, including land acquisition, design, and construction. It is anticipated that most projects will continue to move forward as planned; however, some projects will be delayed for safety reasons and some projects may be delayed if it is determined that the General Fund cannot support the future debt service requirements. Staffing constraints may also delay the schedules for upcoming design and construction projects.

## Changes to FY 2021 Adopted Budget Plan

*The following funding adjustments reflect all approved changes in the FY 2021 Revised Budget Plan since passage of the FY 2021 Adopted Budget Plan. Included are all adjustments made as part of the FY 2020 Carryover Review, FY 2021 Mid-Year Review, and all other approved changes through December 31, 2020:*

**Carryover Adjustments** **\$75,498,060**

As part of the *FY 2020 Carryover Review*, the Board of Supervisors approved an increase of \$75,498,060 due to the carryover of unexpended project balances in the amount of \$73,362,380 and an adjustment of \$2,135,680. This adjustment includes the appropriation of bond premium associated with the January 2020 bond sale and the appropriation of streetlight revenues received in FY 2020.

A Fund Statement and a Summary of Capital Projects are provided on the following pages. The Summary of Capital Projects may include some projects without a Total Project Estimate amount. These projects are considered "continuing" projects or projects for which funding is necessary on an ongoing basis (e.g., a contingency or planning project).

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## FUND STATEMENT

Category	FY 2020 Actual	FY 2021 Adopted Budget Plan	FY 2021 Revised Budget Plan	FY 2022 Advertised Budget Plan
<b>Beginning Balance</b>	\$15,140,692	\$0	\$5,485,208	\$0
<b>Revenue:</b>				
Bond Sale <sup>1</sup>	\$5,900,000	\$0	\$70,140,000	\$0
Bond Premium <sup>1</sup>	2,100,000	0	0	0
Streetlight Revenue	35,680	0	0	0
<b>Total Revenue</b>	<b>\$8,035,680</b>	<b>\$0</b>	<b>\$70,140,000</b>	<b>\$0</b>
<b>Total Available</b>	<b>\$23,176,372</b>	<b>\$0</b>	<b>\$75,625,208</b>	<b>\$0</b>
<b>Total Expenditures<sup>2</sup></b>	<b>\$17,691,164</b>	<b>\$0</b>	<b>\$75,625,208</b>	<b>\$0</b>
<b>Total Disbursements</b>	<b>\$17,691,164</b>	<b>\$0</b>	<b>\$75,625,208</b>	<b>\$0</b>
<b>Ending Balance<sup>3</sup></b>	<b>\$5,485,208</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<sup>1</sup> The sale of bonds is presented here for planning purposes only. Actual bond sales are based on cash needs in accordance with Board policy and are reflected at year-end, therefore the January 2021 bond sale is not yet reflected. On November 4, 2014, the voters approved a Transportation Bond Referendum in the amount of \$100 million. An amount of \$5.9 million from the 2014 referendum was sold in January 2020. In addition, an amount of \$2.1 million was applied to this fund in bond premium associated with the January 2020 sale. A balance of \$70.140 million remains in authorized but unissued bonds from the 2014 Transportation Bond Referendum.

<sup>2</sup> In order to account for revenues and expenditures in the proper fiscal year, an audit adjustment has been reflected as a decrease of \$127,148.56 to FY 2020 Total Expenditures. This impacts the amount carried forward and results in an increase of \$127,148.56 to the *FY 2021 Revised Budget Plan*. The project affected by this adjustment is ST-000036, County-Maintained Pedestrian Imp – 2014. This audit adjustment was included in the FY 2020 Comprehensive Annual Financial Report (CAFR). Details of the audit adjustments were included in the FY 2021 Mid-Year Package.

<sup>3</sup> Capital projects are budgeted based on the total project costs. Most projects span multiple years, from design to construction completion. Therefore, funding for capital projects is carried forward each fiscal year, and ending balances fluctuate, reflecting the carryover of these funds.

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### SUMMARY OF CAPITAL PROJECTS

Project	Total Project Estimate	FY 2020 Actual Expenditures	FY 2021 Revised Budget	FY 2022 Advertised Budget Plan
Advanced Preliminary Engineering (5G25-030-000)	\$2,202,099	\$98,306.34	\$318,526.45	\$0
Bike/Trail Improvements - 2014 (5G25-063-000)	3,875,000	468,872.27	2,200,845.19	0
Bond Transit Projects - 2007 (5G25-056-000)	9,800,000	(23,992.55)	2,056,055.25	0
Cinder Bed Road Improvements-2007 (5G25-054-000)	6,892,087	17,639.50	39,133.30	0
Contingency - Bonds (5G25-027-000)		0.00	3,200,857.27	0
County-Maintained Bike/Trail Imp - 2014 (ST-000037)	5,665,000	770,176.56	3,988,907.86	0
County-Maintained Pedestrian Imp - 2014 (ST-000036)	22,200,000	3,213,500.30	11,911,340.74	0
Jefferson Manor Improvements-Phase IIIA - 2014 (2G25-097-000)	4,300,000	95,564.25	3,461,306.56	0
Lorton Arts Access Road-2014 (TS-000020)	1,710,000	544,505.15	62,087.26	0
Lorton Rd/Route 123-2007 (5G25-053-000)	17,351,694	(27,054.72)	0.00	0
Neighborhood Signs (2G25-113-000)	15,000	0.00	8,300.00	0
Pedestrian Improvements - 2014 (5G25-060-000)	38,614,000	9,827,879.40	11,365,376.84	0
Pedestrian Improvements-2007 (ST-000021)	30,258,446	229,417.56	6,031,957.89	0
Pole Mounted Speed Displays (2G25-112-000)	30,000	16,260.00	13,740.00	0
Rectangular Rapid Flashing Beacons (ST-000047)	100,000	0.00	100,000.00	0
RHPTI Match-Sidewalks (TS-000007)	700,000	0.00	161,617.66	0
RHPTI Ped Improvements - 2014 (5G25-061-000)	7,995,000	378,001.64	5,859,180.41	0
RHPTI Public Transportation - FTA (TS-000005)	500,000	0.00	33,921.37	0
RMAG Phase II - 2014 (5G25-062-000)	6,526,000	165,626.41	5,017,208.92	0
Route 28 Widening (5G25-065-000)	2,000,000	0.00	2,000,000.00	0
Route 29 Widening-2007 (5G25-052-000)	4,732,489	24,747.97	69,893.71	0
S. Van Dorn /I-95 Interchange (5G25-029-000)	11,050,211	257.00	98,567.82	0
Spot Improvements - 2014 (5G25-059-000)	15,970,000	1,310,897.45	12,240,051.32	0
Spot Improvements - FC Parkway Rt. 29 (5G25-049-000)	2,100,000	100,995.70	18,879.72	0
Stonecroft Blvd Wdng SB (Mariott-Wstfld) (5G25-064-000)	800,678	0.00	800,678.00	0
Traffic Calming Program (2G25-076-000)	1,979,399	445,886.35	566,774.95	0
Tysons Transit Center (TF-000047)	4,000,000	0.00	4,000,000.00	0
Wiehle Avenue (5G25-028-000)	17,775,104	33,677.30	0.00	0
<b>Total</b>	<b>\$219,142,207</b>	<b>\$17,691,163.88</b>	<b>\$75,625,208.49</b>	<b>\$0</b>