

# Fund 40010: County and Regional Transportation Projects

**Focus** Fund 40010, County and Regional Transportation Projects, supports the County's implementation of new transportation projects and is funded by the commercial and industrial real estate tax for transportation and Northern Virginia Transportation Authority (NVTA) local tax revenues. The taxing authority for commercial and industrial real property was authorized under the Transportation Funding and Reform Act of 2007 (HB 3202), approved by the Virginia General Assembly on April 4, 2007, and implemented by the Board of Supervisors as part of the FY 2009 Adopted Budget Plan. This revenue helps accelerate the County's implementation of roadway, transit, and pedestrian projects.

HB 3202 allows localities to assess a tax on the value of commercial and industrial real estate and to use the proceeds on new transportation improvements. The County's FY 2023 rate is \$0.125 per \$100 of assessed value (the maximum allowed per state code), which will generate approximately \$62.9 million in revenue. This estimate is based on current projections in the commercial real estate market.

On April 3, 2013, the Virginia General Assembly approved HB 2313, a transportation funding package. The bill included regional components for planning districts that meet certain thresholds (population, registered vehicles, and transit ridership). Northern Virginia meets these criteria for the imposition of increases on Sales, Grantors, and Transient Occupancy taxes. The bill mandated that 70 percent of this regional funding be allocated by NVTA, with the remaining 30 percent provided to the individual localities embraced within NVTA for their determination. In FY 2018, HB 2313 generated approximately \$328 million in funding for transportation projects in the Northern Virginia region.

During the 2018 Virginia General Assembly session, HB 1539/SB 856 was passed to support Washington Metropolitan Area Transit Authority (WMATA) capital funding requirements. As a result of the Metro funding bill, Grantors and Transient Occupancy Tax revenues in HB 2313 were redirected to fund Metro Capital needs. In 2020, the General Assembly successfully enacted legislation (HB 1414/SB 890) that provided \$50 million in annual regional transportation funding to partially address the 2018 funding diversion. Though this was significant progress towards restoring regional funding, efforts to mitigate the financial impacts of the COVID-19 pandemic led to a delay in the imposition of some of the revenue streams (e.g., Transient Occupancy Tax), which has yielded less revenue over the last several years than what was originally projected when the legislation was first being considered. In FY 2019, these sources generated approximately \$263 million, approximately \$274 million in FY 2020, and approximately \$273 million in FY 2021, with projected revenues of \$313 million in FY 2022. In FY 2023, total projection of Sales Tax is approximately \$344.4 million. Fairfax County could reasonably expect to benefit from approximately \$151.5 million of this total in transportation improvements. The 30 percent share is expected to be approximately \$45.4 million, including the Towns of Herndon and Vienna.

FY 2023 disbursements include \$8.5 million for operating and staff support for project implementation; \$48.0 million for capital projects; \$13.3 million for Metro capital funding needs (per HB 1539/SB 856) and a \$38.5 million transfer to Fund 40000, County Transit Systems, for the Fairfax Connector for bus service.

# Fund 40010: County and Regional Transportation Projects

## Budget and Staff Resources

Category	FY 2021 Actual	FY 2022 Adopted	FY 2022 Revised	FY 2023 Advertised	FY 2023 Adopted
<b>FUNDING</b>					
<b>Expenditures:</b>					
Personnel Services	\$6,167,881	\$5,412,963	\$6,404,849	\$6,928,833	\$6,928,833
Operating Expenses	2,366,198	2,611,846	2,639,532	2,613,846	2,613,846
Capital Projects	46,215,222	57,918,296	416,877,806	61,275,204	61,275,204
<b>Subtotal</b>	<b>\$54,749,301</b>	<b>\$65,943,105</b>	<b>\$425,922,187</b>	<b>\$70,817,883</b>	<b>\$70,817,883</b>
Less:					
Recovered Costs	(\$982,065)	\$0	(\$991,886)	(\$1,016,249)	(\$1,016,249)
<b>Total Expenditures</b>	<b>\$53,767,236</b>	<b>\$65,943,105</b>	<b>\$424,930,301</b>	<b>\$69,801,634</b>	<b>\$69,801,634</b>
<b>AUTHORIZED POSITIONS/FULL-TIME EQUIVALENT (FTE)</b>					
Regular	56 / 56	56 / 56	56 / 56	57 / 57	57 / 57

## FY 2023 Funding Adjustments

The following funding adjustments from the *FY 2022 Adopted Budget Plan* are necessary to support the FY 2023 program. Included are all adjustments recommended by the County Executive that were approved by the Board of Supervisors, as well as any additional Board of Supervisors' actions, as approved in the adoption of the Budget on May 10, 2022.

### Employee Compensation \$1,405,911

An increase of \$1,405,911 in Personnel Services includes \$200,695 for a 4.01 percent market rate adjustment (MRA) for all employees and \$104,376 for performance-based and longevity increases for non-uniformed merit employees, both effective July 2022. An additional increase of \$166,915 is included for employee pay increases for specific job classes identified in the County's benchmark class survey of comparator jurisdictions. An increase of \$933,925 is also included to align the budget with historical and current compensation and fringe benefit trends.

### Special Project Planner \$140,998

An increase of \$140,998, including \$138,998 in Personnel Services and \$2,000 in Operating Expenses, supports 1/1.0 FTE new position to add capacity to the Special Projects Division, which is responsible for coordinating with state and regional partners as well as the community on large scale projects such as Transform 66, I-495 Next Express Lanes and Embark Richmond Highway Bus Rapid Transit (BRT).

### Other Post-Employment Benefits (\$29,039)

A decrease of \$29,039 in Personnel Services reflects required adjustments associated with providing Other Post-Employment Benefits (OPEBs) to retirees, including the Retiree Health Benefits Subsidy. For more information on Other Post-Employment Benefits, please refer to Fund 73030, OPEB Trust, in Volume 2 of the FY 2023 Adopted Budget Plan.

### Recovered Cost Alignment (\$1,016,249)

A decrease of \$1,016,249 in Recovered Costs is included to align the budget with anticipated costs recovered from capital projects.

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**Capital Projects** **\$3,356,908**

Funding in the amount of \$61,275,204 is included in FY 2023 for priority projects supported by commercial and industrial tax revenue and funding received from the Northern Virginia Transportation Authority (NVTA), consistent with the transportation priorities periodically updated and approved by the Board of Supervisors. This amount also includes portions of NVTA local funding allocated to the Towns of Herndon and Vienna. Compared with the FY 2022 Adopted Budget Plan, this represents an increase of \$3,356,908 or 5.8 percent.

## Changes to FY 2022 Adopted Budget Plan

*The following funding adjustments reflect all approved changes in the FY 2022 Revised Budget Plan since passage of the FY 2022 Adopted Budget Plan. Included are all adjustments made as part of the FY 2021 Carryover Review, FY 2022 Mid-Year Review, FY 2022 Third Quarter Review, and all other approved changes through April 30, 2022.*

**Carryover Adjustments** **\$359,274,754**

As part of the *FY 2021 Carryover Review*, the Board of Supervisors approved funding of \$359,274,754 due to the carryover of and net adjustments to capital project balances.

**Position Reduction** **\$0**

A review of positions for potential reduction was conducted as part of the *FY 2021 Carryover Review*, and 1/1.0 FTE position was eliminated in Fund 40010, County and Regional Transportation Projects, as a result of this review.

**Position Adjustments** **\$0**

In order to make best use of available resources, 1/1.0 FTE position was transferred from Agency 40, Department of Transportation, to Fund 40010, County and Regional Transportation Projects, in FY 2022.

## Position Detail

*The FY 2023 Adopted Budget Plan includes the following positions:*

COUNTY AND REGIONAL TRANSPORTATION PROJECTS – 57 Positions			
1	Deputy Director	1	Business Analyst III
2	Engineers V	1	Financial Specialist III
2	Engineers IV	1	Management Analyst III
1	Senior Engineer III	1	Senior Right-of-Way Agent
5	Engineers III	1	HR Generalist II
2	Engineering Technicians III	1	Communications Specialist II
2	Transportation Planners V	1	GIS Analyst I
9	Transportation Planners IV	1	Network/Telecom Analyst I
8	Transportation Planners III [+1]	2	Administrative Associates
11	Transportation Planners II	1	Planning Technician II
1	Transportation Planner I	2	Administrative Assistants III
+	Denotes New Position(s)		

# Fund 40010: County and Regional Transportation Projects

## FUND STATEMENT

Category	FY 2021 Actual	FY 2022 Adopted Budget Plan	FY 2022 Revised Budget Plan	FY 2023 Advertised Budget Plan	FY 2023 Adopted Budget Plan
<b>Beginning Balance</b>	<b>\$175,848,907</b>	<b>\$13,300,000</b>	<b>\$195,581,446</b>	<b>\$13,300,000</b>	<b>\$13,300,000</b>
<b>Revenue:</b>					
Commercial Real Estate Tax for Transportation <sup>1</sup>	\$64,056,367	\$62,026,632	\$62,026,632	\$62,859,433	\$62,859,433
Local/Regional Transportation Revenue - NVTA <sup>2</sup>					
Fairfax County - NVTA 30%	\$40,374,794	\$39,863,189	\$43,186,179	\$43,836,361	\$43,836,361
Town of Herndon - NVTA 30%	827,628	821,798	954,264	898,585	898,585
Town of Vienna - NVTA 30%	671,669	631,486	796,757	729,255	729,255
Regional Transportation Revenue - NVTA 70% <sup>3</sup>	8,041,631	0	76,378,763	0	0
Other State Revenue <sup>4</sup>	68,080	0	0	0	0
EDA Transportation Bonds <sup>5</sup>	0	0	100,000,000	0	0
Miscellaneous Revenue <sup>6</sup>	96,087	0	0	0	0
<b>Total Revenue</b>	<b>\$114,136,256</b>	<b>\$103,343,105</b>	<b>\$283,342,595</b>	<b>\$108,323,634</b>	<b>\$108,323,634</b>
<b>Total Available</b>	<b>\$289,985,163</b>	<b>\$116,643,105</b>	<b>\$478,924,041</b>	<b>\$121,623,634</b>	<b>\$121,623,634</b>
<b>Expenditures:</b>					
Personnel Services	\$6,167,881	\$5,412,963	\$6,404,849	\$6,928,833	\$6,928,833
Operating Expenses	2,366,198	2,611,846	2,639,532	2,613,846	2,613,846
Recovered Costs	(982,065)	0	(991,886)	(1,016,249)	(1,016,249)
<b>Subtotal - Personnel and Operating</b>	<b>\$7,552,014</b>	<b>\$8,024,809</b>	<b>\$8,052,495</b>	<b>\$8,526,430</b>	<b>\$8,526,430</b>
Capital Projects <sup>7</sup>					
Fairfax County - NVTA 70% <sup>3</sup>	\$8,041,631	\$0	\$76,456,502	\$0	\$0
Fairfax County - Commercial Real Estate Tax and NVTA 30% <sup>2,8,9</sup>	24,792,563	43,140,012	317,259,508	46,322,364	46,322,364
Town of Herndon - NVTA 30% <sup>2</sup>	43,713	821,798	6,644,142	898,585	898,585
Town of Vienna - NVTA 30% <sup>2</sup>	30,673	631,486	3,192,654	729,255	729,255
Metro Capital Program Contribution <sup>9</sup>	13,306,642	13,325,000	13,325,000	13,325,000	13,325,000
<b>Subtotal - Capital Projects</b>	<b>\$46,215,222</b>	<b>\$57,918,296</b>	<b>\$416,877,806</b>	<b>\$61,275,204</b>	<b>\$61,275,204</b>
<b>Total Expenditures</b>	<b>\$53,767,236</b>	<b>\$65,943,105</b>	<b>\$424,930,301</b>	<b>\$69,801,634</b>	<b>\$69,801,634</b>
<b>Transfers Out:</b>					
County Transit Systems (40000) <sup>10</sup>	\$38,430,481	\$37,400,000	\$37,400,000	\$38,522,000	\$38,522,000
Metroraal Parking System (40125) <sup>11</sup>	2,206,000	0	3,293,740	0	0
<b>Total Transfers Out</b>	<b>\$40,636,481</b>	<b>\$37,400,000</b>	<b>\$40,693,740</b>	<b>\$38,522,000</b>	<b>\$38,522,000</b>
<b>Total Disbursements</b>	<b>\$94,403,717</b>	<b>\$103,343,105</b>	<b>\$465,624,041</b>	<b>\$108,323,634</b>	<b>\$108,323,634</b>
<b>Ending Balance</b>	<b>\$195,581,446</b>	<b>\$13,300,000</b>	<b>\$13,300,000</b>	<b>\$13,300,000</b>	<b>\$13,300,000</b>
TIFIA Debt Service Reserve <sup>12</sup>	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000
<b>Unreserved Balance</b>	<b>\$182,281,446</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Rate per \$100 of Assessed Value</b>	<b>\$0.125</b>	<b>\$0.125</b>	<b>\$0.125</b>	<b>\$0.125</b>	<b>\$0.125</b>

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<sup>1</sup> The Board of Supervisors implemented this tax in FY 2009 at a rate of \$0.11 per \$100 of assessed value. In FY 2014, the rate increased from \$0.11 to \$0.125 per \$100 of assessed value as part of the Board's Four-Year Transportation Program; this rate remains unchanged in FY 2023. The Transportation Funding and Reform Act of 2007 (HB 3202) provided the enabling legislation for this tax.

<sup>2</sup> As a result of the State Transportation funding plan (HB2313) approved during the 2013 Session by the General Assembly, additional revenues are available to the County for transportation projects and transit needs. As a result of the General Assembly actions in 2018 and 2020, funding has been redirected from NVTA to support Metro capital needs, and partially restored. Prospective NVTA revenues attributable to Fairfax County are anticipated to be \$151.5 million in FY 2023. This figure includes FY 2023 NVTA 70 percent regional revenues not reflected in the FY 2023 Adopted Budget. Staff will include NVTA 70 percent regional funding as needed as part of *FY 2022 Carryover Review*. Of this total, \$45.4 million, or 30 percent, will be available directly to the County and the towns of Herndon and Vienna.

<sup>3</sup> NVTA had a call for projects for its next program (FY 2020 - FY 2025) in FY 2020. Currently this source of revenue funds the Richmond Highway Bus Rapid Transit project, and Route 28 Widening from Prince William County to Old Centreville Road.

<sup>4</sup> FY 2021 revenue in the amount of \$68,080 was received as reimbursement from the Virginia Department of Transportation (VDOT) Revenue Sharing Program for the Route 29 Widening (Legato Road to Shirley Gate Road) project.

<sup>5</sup> Economic Development Authority (EDA) revenue bonds in the amount of \$100 million were included in the *FY 2022 Revised Budget Plan* and are consistent with the Board of Supervisors Transportation Priorities Plan (TPP) approved January 28, 2014. To date, the sale of these bonds for project implementation has not been necessary as the fund has had sufficient cash to cover project expenses; however, the authorization is important to advance projects expeditiously.

<sup>6</sup> Tysons Partnership contribution to operational costs associated with Tysons Bike Share and interest on balances. The Tysons Partnership contractual obligation ended in FY 2021.

<sup>7</sup> Capital Projects include roadway, pedestrian, and transit capital funding. A portion of funding is held in a reserve and adjustments are made to reflect project funding for specific projects approved by the Board of Supervisors as projects approach implementation.

<sup>8</sup> In order to accurately record expenditure accruals in the correct fiscal year, audit adjustments totaling \$287,558.51 have been reflected as an increase to FY 2021 Fairfax County - Commercial Real Estate Tax and NVTA 30% capital expenditures in 2G40-088-000, CSYP Bike & Pedestrian Program, 2G40-136-000, Rt. 28 Widening HB2, 2G40-152-000 Balls Hill Rd/Old Dominion Drive Intersection, and TF-000028 Laurel Hill Adaptive Reuse. This impacts the amount carried forward and results in a corresponding decrease to Fairfax County - Commercial Real Estate Tax and NVTA 30% capital expenditures in 2G40-088-000 CSYP Bike & Pedestrian Program, 2G40-136-000 Rt. 28 Widening HB2, 2G40-152-000 Balls Hill Rd/Old Dominion Drive Intersection, and TF-000028 Laurel Hill Adaptive Reuse in the *FY 2022 Revised Budget Plan*. The Annual Comprehensive Financial Report (ACFR) reflects all audit adjustments in FY 2021. Details of the audit adjustments were found in Attachment VI of the *FY 2022 Mid-Year Review*.

<sup>9</sup> Approximately \$13.3 million will be transferred to the Commonwealth of Virginia's Washington Metropolitan Area Transit Authority Capital Fund to address WMATA capital purposes, in accordance with Chapter 854 of the Acts of Assembly of 2018 (HB 1539 / SB 856).

<sup>10</sup> The FY 2023 transfer of \$38.5 million from Fund 40010, County and Regional Transportation Projects, is consistent with a transportation funding list periodically updated and approved by the Board of Supervisors. Of this total, \$26.6 million from Commercial and Industrial (C&I) real estate revenues will fund West Ox Division rush hour and midday service, support for increased frequencies on overcrowded priority bus routes, support of I-495 Express lanes service and the Tysons Circulator; and \$11.9 million from HB 2313 local revenues will fund the implementation of new transit service planned for congestion relief.

<sup>11</sup> Provides for the balance of funds required to pay debt service on the Wiehle-Reston East Metrorail Station Parking Garage not covered by ground rent and parking fees on site. Annual funding requirements will be included as part of carryover reviews.

<sup>12</sup> Represents funds held in reserve for TIFIA Debt Service, as required by the TIFIA Loan Agreement. The Reserve is not recorded as an expense but is reallocated within the Project 2G40-094-000, TIFIA Debt Service Reserve, from Equity in Pooled Cash to Cash with Fiscal Agent.

# Fund 40010: County and Regional Transportation Projects

## SUMMARY OF CAPITAL PROJECTS

Project	Total Project Estimate	FY 2021 Actual Expenditures	FY 2022 Revised Budget	FY 2023 Advertised Budget Plan	FY 2023 Adopted Budget Plan
Balls Hill Rd/Old Dominion Dr Int (2G40-152-000)	\$20,502,030	\$420,267.97	\$16,552,006.49	\$0	\$0
Bicycle Facilities Program (TS-000001)	3,749,170	(29,872.47)	2,992.34	0	0
Bike/Ped Program Operations (2G40-177-000)	2,589,087	434,982.67	1,261,054.44	0	0
BIKESHARE EXPANSION LOCAL (TS-000029)	125,000	0.00	125,000.00	0	0
BRAC-Telegraph Rd. Widening S. Van Dorn (2G40-021-000)	3,036,461	77,582.71	127,421.22	0	0
Bus Stops - Braddock District (TS-000011)	678,517	55,989.32	9,307.65	0	0
Bus Stops - Countywide (TS-000010)	2,351,000	119,542.35	1,056,535.90	0	0
Bus Stops - Dranesville District (TS-000012)	545,000	20,716.26	92,036.38	0	0
Bus Stops - Hunter Mill District (TS-000013)	1,352,795	142,727.88	250,497.56	0	0
Bus Stops - Lee District (TS-000014)	835,000	7,479.44	36,206.93	0	0
Bus Stops - Mason District (TS-000015)	1,097,602	206,629.53	308,072.55	0	0
Bus Stops - Mt Vernon District (TS-000016)	1,250,000	191,867.65	103,445.55	0	0
Bus Stops - Providence District (TS-000017)	1,349,469	371,328.34	99,663.72	0	0
Bus Stops - Springfield District (TS-000018)	825,598	106.88	11,068.89	0	0
Bus Stops - Sully District (TS-000019)	155,000	7,922.75	35,142.29	0	0
Capital Expansion (TF-000030)	1,157,149	0.00	357,750.46	0	0
Capital Project Management Information Systems (CPMIS) (2G40-163-000)	1,369,650	36,945.07	791,919.31	0	0
Cinder Bed Rd Bikeway (2G40-176-000)	5,150,000	262,274.21	4,747,718.12	0	0
Columbia Pike Complete Sts Ph I (2G40-188-000)	195,000	0.00	195,000.00	0	0
Construction Reserve (2G40-001-000)		0.00	3,360,720.28	18,216,515	18,216,515
Construction Reserve NVTA 30% (2G40-107-000)		0.00	86,205,221.82	28,105,849	28,105,849
Cost Benefit Analysis Support (2G40-060-000)	1,531,824	13,947.40	107,787.09	0	0
CSYP Bike & Pedestrian Program (2G40-088-000)	53,865,422	5,787,030.43	22,962,341.96	0	0
Dulles Toll Road & Soapstone Dr Overpass (2G40-078-000)	58,250,000	59,114.47	49,861,424.68	0	0
Extension Frontier Drive (VDOT) (2G40-095-000)	8,000,000	0.00	5,000,000.00	0	0
Fairfax Corner Parking Facility (TF-000042)	10,000	0.00	780.21	0	0

# Fund 40010: County and Regional Transportation Projects

## SUMMARY OF CAPITAL PROJECTS

Project	Total Project Estimate	FY 2021 Actual Expenditures	FY 2022 Revised Budget	FY 2023 Advertised Budget Plan	FY 2023 Adopted Budget Plan
Flint Hill Road (ST-000039)	100,000	0.00	97,029.22	0	0
Fox Mill/Pinecrest Intersection Imprv (2G40-185-000)	900,000	0.00	900,000.00	0	0
Giles Run & Laurel Hill (2G40-067-000)	2,800,000	70,760.97	2,244,546.50	0	0
Graham Road (ST-000040)	100,000	0.00	87,945.63	0	0
Herndon Metrorail Parking - C&I (TF-000020)	4,017,242	3,367.23	0.00	0	0
Herndon Metrorail Parking-NVTA 30 (TF-000026)	2,573,145	41,097.00	638,854.43	0	0
Herndon NVTA 30% Capital (2G40-105-000)		43,712.94	6,644,142.08	898,585	898,585
HMSAMS (2G40-086-000)	8,700,648	1,171,832.62	4,215,885.44	0	0
I-66 Random Hills Trail - FCPA (ST-000046)	810,000	167,765.01	631,763.99	0	0
Innovation Center Metro Station NVTA70 (2G40-101-000)	10,000,000	(39,089.60)	2,786,976.87	0	0
Innovation Center Parking - C&I (TF-000021)	4,194,630	112,275.00	224,703.00	0	0
Innovation Center Parking-NVTA 30 (TF-000027)	873,240	5,453.14	11,069.02	0	0
Innovation Station North Neighborhood Access (ST-000048)	8,800,000	189,035.99	8,610,964.01	0	0
Jones Branch Connector (County) (2G40-020-000)	1,918,180	0.00	214.27	0	0
Jones Branch Connector (County/VDOT) (2G40-062-000)	18,858,126	111,343.27	24,999.85	0	0
Laurel Hill Adaptive Reuse (TF-000028)	5,715,000	702,353.71	689,678.01	0	0
Lorton/Cross County Trail Enhancements (ST-000034)	401,264	0.00	179,054.24	0	0
Metro Capital Transfer NVTA 30% (2G40-164-000)	67,977,956	13,306,642.00	13,343,358.00	13,325,000	13,325,000
North Kings Hwy/Shields Ave Imprv (2G40-153-000)	4,193,845	114,499.42	3,917,915.04	0	0
Old Courthouse Rd SRTS (2G40-175-000)	431,642	(439,885.02)	199,999.84	0	0
Orange Hunt Elem SRTS (2G40-187-000)	205,000	0.00	205,000.00	0	0
Pedestrian Task Force Recommendations (ST-000003)	20,126,962	(23,259.91)	0.00	0	0
Providence Bikeshare (TS-000024)	200,000	0.00	200,000.00	0	0
Reston Bikeshare LCM Exp (TS-000026)	505,000	235,116.10	220,794.74	0	0
Reston Bikeshare Silver Line (TS-000030)	150,000	0.00	150,000.00	0	0

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## SUMMARY OF CAPITAL PROJECTS

Project	Total Project Estimate	FY 2021 Actual Expenditures	FY 2022 Revised Budget	FY 2023 Advertised Budget Plan	FY 2023 Adopted Budget Plan
Revitalization - Springfield-Commerce ST (2G40-181-000)	250,000	0.00	250,000.00	0	0
Rich Hwy BRT TOD Study (LCM) (2G40-144-000)	290,766	0.00	105,648.11	0	0
Rich Hwy CSX Underpass - NVTA 30 (2G40-180-000)	792,000	0.00	792,000.00	0	0
Richmond Highway Match - Sidewalks (2G40-049-000)	934,894	686,368.47	248,525.53	0	0
RMAG Phase II (2G40-085-000)	8,621,340	506,332.44	6,907,794.86	0	0
Rolling Rd. VRE Garage Feasibility Study (2G40-055-000)	2,300,000	108,845.00	1,749,393.41	0	0
RSTP Advanced Project Implementation-TMSAMS (2G40-051-000)	2,401,600	7,659.00	1,608,022.08	0	0
Rt 1 BRT NVTA70 (2G40-162-000)	71,571,429	7,497,847.69	52,547,601.30	0	0
Rt 28 Widen CN FY18 NVTA 70% (2G40-190-000)	16,000,000	553,485.27	15,446,514.73	0	0
Rt 28 Widen RW FY17 NVTA 70% (2G40-189-000)	5,000,000	0.00	5,000,000.00	0	0
Rt 7 Widening (Reston Ave - DTR) NVTA30 (2G40-158-000)	13,200,000	9,331,422.00	790,079.00	0	0
Rt. 1 Bus Rapid Transit (BRT) NVTA30 (2G40-114-000)	757,232	5,322.45	43,199.10	0	0
Rt. 1 Wdng (Napper to Mt Vrn Hwy) (2G40-132-000)	3,460,828	0.00	3,455,488.90	0	0
Rt. 28 Widening (Prince William Co Line to Rt. 29) NVTA70 (2G40-100-000)	5,000,000	29,388.01	675,408.75	0	0
Rt. 28 Widening HB2 (2G40-136-000)	10,482,973	99,749.96	10,383,223.04	0	0
Rt. 286/Popes Head Road Interchange – NVTA 30% (2G40-141-000)	4,300,000	0.00	300,000.00	0	0
Rt. 29 Widen Union Mill-Buckley Gate NVTA30 (2G40-110-000)	759,000	0.00	759,000.00	0	0
Scotts Run Trail Streetlights (ST-000045)	210,000	202,560.00	7,440.00	0	0
Seven Corners Interchange (RC-000002)	1,186,115	0.00	1,103,396.19	0	0
Shirley Gate/Braddock/FFX Co Pkwy/Popes (2G40-079-000)	5,000,000	139,192.63	4,183,353.73	0	0
Shreewood Elem SRTS (2G40-186-000)	140,000	0.00	140,000.00	0	0
Sidewalk Replacement VDOT Participation (ST-000001)	820,000	0.00	223,990.63	0	0
Soapstone DTR Overpass (2G40-143-000)	66,100,000	0.00	39,547,423.00	0	0
Spot Improvements (2G40-028-000)	11,529,000	351,618.19	482,934.22	0	0



## Fund 40010: County and Regional Transportation Projects

### SUMMARY OF CAPITAL PROJECTS

Project	Total Project Estimate	FY 2021 Actual Expenditures	FY 2022 Revised Budget	FY 2023 Advertised Budget Plan	FY 2023 Adopted Budget Plan
Spot Program (2G40-087-000)	15,606,000	1,318,671.68	11,543,580.67	0	0
Springfield Multi-Use Transit Hub (ST-000033)	7,171,148	183,703.23	4,530,434.25	0	0
Stormwater- Nutrient Credits (2G40-093-000)	1,095,000	(50,002.70)	218,484.20	0	0
Studies/Planning/Advanced Design/Prog Rsv (2G40-090-000)	6,950,000	756,718.15	2,832,901.40	0	0
Sully Civil War Cycle Tour (2G40-166-000)	54,000	1,875.22	43,490.80	0	0
Synchro/AutoCAD Hardware (TF-000041)	45,705	0.00	15,000.00	0	0
Telegraph Rd Widening/Hayfield Rd (2G40-172-000)	4,500,000	0.00	4,500,000.00	0	0
Telegraph Rd Wilkwy Agreement USACE (2G40-179-000)	100,000	923.79	99,076.21	0	0
Traffic Signals (2G40-127-000)	1,200,000	0.00	752,719.00	0	0
Transportation Projects - At Large (2G40-003-000)	100,000	0.00	55,000.00	0	0
Transportation Projects - Braddock District (2G40-002-000)	100,000	0.00	100,000.00	0	0
Transportation Projects - Dranesville District (2G40-004-000)	100,000	0.00	29,092.34	0	0
Transportation Projects - Hunter Mill District (2G40-005-000)	100,000	0.00	17,460.50	0	0
Transportation Projects - Lee District (2G40-006-000)	100,000	772.00	99,228.00	0	0
Transportation Projects - Mason District (2G40-007-000)	100,000	0.00	100,000.00	0	0
Transportation Projects - Providence District (2G40-009-000)	203,000	0.00	163,304.00	0	0
Transportation Projects - Springfield District (2G40-010-000)	100,000	0.00	100,000.00	0	0
Transportation Projects - Sully District (2G40-011-000)	100,000	0.00	100,000.00	0	0
VDOT Plan Review (2G40-097-000)	3,432,328	470,910.78	1,123,328.00	0	0
Vienna Merrifield Bike Share Local (TF-000052)	100,000	200.00	99,800.00	0	0
Vienna NVTA 30% Capital (2G40-106-000)		30,672.80	3,192,653.74	729,255	729,255
Walney Road at Dallas Street (2G40-025-000)	380,000	0.00	222,002.73	0	0

## Fund 40010: County and Regional Transportation Projects

### SUMMARY OF CAPITAL PROJECTS

Project	Total Project Estimate	FY 2021 Actual Expenditures	FY 2022 Revised Budget	FY 2023 Advertised Budget Plan	FY 2023 Adopted Budget Plan
Wiehle Avenue Metrorail Facility (TF-000001)	23,562,145	297.71	88,081.72	0	0
Wolftrap Elementary School Crosswalk LCM (2G40-168-000)	245,000	21,085.66	215,721.34	0	0
<b>Total</b>	<b>\$631,074,157</b>	<b>\$46,215,222.16</b>	<b>\$416,877,805.50</b>	<b>\$61,275,204</b>	<b>\$61,275,204</b>