

# 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 2022 rate is \$0.125 per \$100 of assessed value (the maximum allowed per state code), which will generate approximately \$62.0 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. In FY 2019, these sources generated approximately \$262.8 million and approximately \$274.2 million in FY 2020.

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) expected to provide \$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 have led to a delay in the imposition of some of the revenue streams (e.g. Transient Occupancy Tax), which will likely yield less revenue over the next few years than what was original projected when the legislation was being considered. In FY 2022, total projection of Sales Tax is approximately \$313 million. Fairfax County could reasonably expect to benefit from approximately \$138 million of this total in transportation improvements. The 30 percent share is expected to be approximately \$41.3 million, including the Towns of Herndon and Vienna.

FY 2022 disbursements include \$8.0 million for operating and staff support for project implementation; \$44.65 million for capital projects; \$13.3 million for Metro capital funding needs (per HB 1539/SB 856) and a \$37.4 million transfer to Fund 40000, County Transit Systems, for the Fairfax Connector for bus service.

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## Pandemic Response and Impact

In response to COVID-19, the transit service supported by transfers from this fund, including Metrorail, Metrobus, and MetroAccess in Fund 30000, Metro Operations and Construction, and Fairfax Connector in Fund 40000, County Transit Systems, adjusted service based on a decline in ridership but continued to provide essential trips while mitigating public health concerns. Since August 2020, Metrobus has been operating at 80 percent of the pre-pandemic level of service and Fairfax Connector returned to full service. Budget adjustments as a result of the ridership and service changes in Fund 30000, Metro Operations and Construction, and Fund 40000, County Transit Systems, will be considered as part of the *FY 2021 Carryover Review*. COVID-19 may also have a lingering impact on capital projects. The current economic disruption does allow for capital projects to proceed with reduced construction impacts on commuters, but social distancing requirements and supply chain disruption may delay some construction activities.

## Budget and Staff Resources

Category	FY 2020 Actual	FY 2021 Adopted	FY 2021 Revised	FY 2022 Advertised	FY 2022 Adopted
<b>FUNDING</b>					
<b>Expenditures:</b>					
Personnel Services	\$5,782,616	\$6,187,942	\$6,187,942	\$5,363,411	\$5,412,963
Operating Expenses	2,258,773	2,489,854	2,405,646	2,611,846	2,611,846
Capital Equipment	(8,988)	0	0	0	0
Capital Projects	91,060,690	49,564,533	374,900,875	57,967,848	57,918,296
<b>Subtotal</b>	<b>\$99,093,091</b>	<b>\$58,242,329</b>	<b>\$383,494,463</b>	<b>\$65,943,105</b>	<b>\$65,943,105</b>
Less:					
Recovered Costs	(\$1,113,871)	\$0	(\$1,486,798)	\$0	\$0
<b>Total Expenditures</b>	<b>\$97,979,220</b>	<b>\$58,242,329</b>	<b>\$382,007,665</b>	<b>\$65,943,105</b>	<b>\$65,943,105</b>
<b>AUTHORIZED POSITIONS/FULL-TIME EQUIVALENT (FTE)</b>					
Regular	56 / 56	56 / 56	56 / 56	56 / 56	56 / 56

## FY 2022 Funding Adjustments

The following funding adjustments from the *FY 2021 Adopted Budget Plan* are necessary to support the FY 2022 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 4, 2021.

**Employee Compensation** **\$49,552**  
 An increase of \$49,552 in Personnel Services is included for a 1.00 percent market rate adjustment (MRA) for all employees effective July 2021.

**Personnel Services Alignment** **(\$833,381)**  
 A decrease of \$833,381 in Personnel Services is included to align the budget with anticipated expenses.

**Other Post-Employment Benefits** **\$8,850**  
 An increase of \$8,850 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 2022 Adopted Budget Plan*.

**Operating Expenses Alignment** **\$121,992**  
 An increase of \$121,992 in Operating Expenses is included in order to align the budget with anticipated expenses.

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**Capital Projects** **\$8,353,763**

Funding in the amount of \$57,918,296 is included in FY 2022 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 2021 Adopted Budget Plan, this represents an increase of \$8,353,763 or 16.9 percent.

## 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, FY 2021 Third Quarter Review, and all other approved changes through April 30, 2021.*

**Carryover Adjustments** **\$331,414,305**

As part of the *FY 2020 Carryover Review*, the Board of Supervisors approved funding of \$331,414,305, due to the carryover of unexpended project balances and net adjustments of \$333,085,311, partially offset by \$1,486,798 in recovered costs and a \$184,208 reduction in operating expenses.

## Position Detail

*The FY 2022 Adopted Budget Plan includes the following positions:*

COUNTY AND REGIONAL TRANSPORTATION PROJECTS – 56 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
7	Transportation Planners III	2	Administrative Associates
11	Transportation Planners II	1	Planning Technician II
1	Transportation Planner I	2	Administrative Assistants III

# Fund 40010: County and Regional Transportation Projects

## FUND STATEMENT

Category	FY 2020 Actual	FY 2021 Adopted Budget Plan	FY 2021 Revised Budget Plan	FY 2022 Advertised Budget Plan	FY 2022 Adopted Budget Plan
<b>Beginning Balance</b>	<b>\$205,701,140</b>	<b>\$13,300,000</b>	<b>\$175,848,907</b>	<b>\$13,300,000</b>	<b>\$13,300,000</b>
<b>Revenue:</b>					
Commercial Real Estate Tax for Transportation <sup>1</sup>	\$62,510,642	\$61,201,872	\$61,201,872	\$62,026,632	\$62,026,632
Local/Regional Transportation Revenue - NVTA <sup>2</sup>					
Fairfax County - NVTA 30%	\$35,755,428	\$33,929,128	\$31,871,108	\$39,863,189	\$39,863,189
Town of Herndon - NVTA 30%	737,115	847,460	801,455	821,798	821,798
Town of Vienna - NVTA 30%	566,414	564,350	527,553	631,486	631,486
Regional Transportation Revenue - NVTA 70% <sup>3</sup>	7,818,596	0	65,563,251	0	0
Other State Revenue <sup>4</sup>	136,300	0	0	0	0
EDA Transportation Bonds <sup>5</sup>	0	0	100,000,000	0	0
Miscellaneous Revenue <sup>6</sup>	171,511	130,000	130,000	0	0
<b>Total Revenue</b>	<b>\$107,696,006</b>	<b>\$96,672,810</b>	<b>\$260,095,239</b>	<b>\$103,343,105</b>	<b>\$103,343,105</b>
<b>Total Available</b>	<b>\$313,397,146</b>	<b>\$109,972,810</b>	<b>\$435,944,146</b>	<b>\$116,643,105</b>	<b>\$116,643,105</b>
<b>Expenditures:</b>					
Personnel Services	\$5,782,616	\$6,187,942	\$6,187,942	\$5,363,411	\$5,412,963
Operating Expenses	2,258,773	2,489,854	2,405,646	2,611,846	2,611,846
Recovered Costs	(1,113,871)	0	(1,486,798)	0	0
<b>Subtotal - Personnel and Operating</b>	<b>\$6,927,518</b>	<b>\$8,677,796</b>	<b>\$7,106,790</b>	<b>\$7,975,257</b>	<b>\$8,024,809</b>
<b>Capital Equipment</b>	<b>(\$8,988)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Capital Projects<sup>7</sup></b>					
Fairfax County - NVTA 70% <sup>3</sup>	\$7,818,596	\$0	\$65,640,990	\$0	\$0
Fairfax County - Commercial Real Estate Tax and NVTA 30% <sup>2</sup>	68,507,751	34,152,723	287,945,013	43,189,564	43,140,012
Town of Herndon - NVTA 30% <sup>2</sup>	327,936	847,460	5,707,418	821,798	821,798
Town of Vienna - NVTA 30% <sup>2</sup>	336,065	564,350	2,282,454	631,486	631,486
Metro Capital Program Contribution <sup>8</sup>	14,070,342	14,000,000	13,325,000	13,325,000	13,325,000
<b>Subtotal - Capital Projects</b>	<b>\$91,060,690</b>	<b>\$49,564,533</b>	<b>\$374,900,875</b>	<b>\$57,967,848</b>	<b>\$57,918,296</b>
<b>Total Expenditures</b>	<b>\$97,979,220</b>	<b>\$58,242,329</b>	<b>\$382,007,665</b>	<b>\$65,943,105</b>	<b>\$65,943,105</b>
<b>Transfers Out:</b>					
County Transit Systems (40000) <sup>9</sup>	\$36,974,719	\$38,430,481	\$38,430,481	\$37,400,000	\$37,400,000
Metrorail Parking System (40125) <sup>10</sup>	2,594,300	0	2,206,000	0	0
<b>Total Transfers Out</b>	<b>\$39,569,019</b>	<b>\$38,430,481</b>	<b>\$40,636,481</b>	<b>\$37,400,000</b>	<b>\$37,400,000</b>
<b>Total Disbursements</b>	<b>\$137,548,239</b>	<b>\$96,672,810</b>	<b>\$422,644,146</b>	<b>\$103,343,105</b>	<b>\$103,343,105</b>
<b>Ending Balance</b>	<b>\$175,848,907</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>11</sup>	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000	\$13,300,000
<b>Unreserved Balance</b>	<b>\$162,548,907</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>

## Fund 40010: County and Regional Transportation Projects

<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 2022. 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 (HB 2313) 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's 2018 Metro funding bill (HB 1539/SB 856) the Grantors Tax and Transient Occupancy Tax revenue were redirected to fund Metro Capital needs. Following the 2020 General Assembly, NVTA legislation (HB 1414/SB 890) was approved to replace revenue diverted to the Metro Capital Fund in the form of new truck fees, an off-the-top allocation from the Commonwealth Transportation Fund, and an increase to the Regional Grantor's Tax and Transient Occupancy Tax (implementation delayed until May 2021 due to COVID-19). As a result, the County will benefit from approximately \$137.7 million in regional transportation revenues in FY 2022. Of this total, \$41.3 million, or 30 percent, will be available primarily from the generation of NVTA dedicated sales tax directly to the County and the Towns of Herndon and Vienna.

<sup>3</sup> NVTA regional funding in the amount of \$65.6 million was included in the *FY 2021 Revised Budget Plan*. Of this total, \$50.0 million is the remaining balance from previous year's anticipated reimbursements, and \$18.9 million is a new NVTA FY 2020 award for the Richmond Highway Bus Rapid Transit project, partially offset by a decrease of \$3.3 million to the second phase of the West Ox Bus Garage.

<sup>4</sup> The Virginia Department of Transportation (VDOT) is constructing the Route 29 Widening Phase 1 (Pickwick Road) project that was initially intended to be funded using local revenues. The project will now receive I-66 Outside the Beltway Concessionaire Fee funds and the County was reimbursed \$0.136 million by VDOT in FY 2020.

<sup>5</sup> Economic Development Authority (EDA) revenue bonds in the amount of \$100 million were included in the *FY 2021 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 operations costs associated with Tysons Bike Share and interest on balances. The Tysons Partnership contractual obligation ends 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> 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>9</sup> The FY 2022 transfer of \$37.4 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, \$23.9 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 \$13.5 million from HB 2313 local revenues will fund the implementation of new transit service planned for congestion relief.

<sup>10</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>11</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 2020 Actual Expenditures	FY 2021 Revised Budget	FY 2022 Advertised Budget Plan	FY 2022 Adopted Budget Plan
Bailey's Crossroads Land Acq/Demo (2G40-126-000)	\$8,122,000	\$99,530.93	\$0.00	\$0	\$0
Balls Hill Rd/Old Dominion Dr Int (2G40-152-000)	20,502,030	366,330.20	16,972,274.46	0	0
Bicycle Facilities Program (2G40-096-000)	151,230	1,230.00	56,579.40	0	0
Bicycle Facilities Program (TS-000001)	4,024,000	(11,359.50)	247,949.75	0	0
Bike/Ped Program Operations (2G40-177-000)	1,454,257	566,771.90	561,207.23	0	0
Bonds Advanced Project Implementation (2G40-053-000)	1,638,903	128.50	0.00	0	0
BRAC-Telegraph Rd. Widening S. Van Dorn (2G40-021-000)	3,066,461	(246,064.84)	235,003.93	0	0
Braddock Rd & Burke Lake Rd & Guinea Rd (2G40-081-000)	1,720,000	0.00	97,312.98	0	0
Braddock Rd Imprv Phase II NVTA30 (2G40-161-000)	5,400,000	5,400,000.00	0.00	0	0
Bus Stops - Braddock District (TS-000011)	678,517	5,703.03	65,296.97	0	0
Bus Stops - Countywide (TS-000010)	1,551,000	201,713.68	376,078.25	0	0
Bus Stops - Dranesville District (TS-000012)	545,000	0.00	112,752.64	0	0
Bus Stops - Hunter Mill District (TS-000013)	1,352,795	191,774.56	393,225.44	0	0
Bus Stops - Lee District (TS-000014)	835,000	174,100.90	43,686.37	0	0
Bus Stops - Mason District (TS-000015)	1,097,602	77,696.57	514,702.08	0	0
Bus Stops - Mt Vernon District (TS-000016)	1,250,000	127,374.27	295,313.20	0	0
Bus Stops - Providence District (TS-000017)	1,349,469	144,007.94	470,992.06	0	0
Bus Stops - Springfield District (TS-000018)	825,598	190,325.14	11,175.77	0	0
Bus Stops - Sully District (TS-000019)	155,000	81,374.70	43,065.04	0	0
Capital Expansion (TF-000030)	1,157,149	256,700.71	357,750.46	0	0
Capital Project Management Information Systems (CPMIS) (2G40-163-000)	1,369,650	312,639.91	828,864.38	0	0
Cinder Bed Rd Bikeway (2G40-176-000)	5,150,000	126,876.81	5,009,992.33	0	0
Construction Reserve (2G40-001-000)		0.00	11,294,641.69	18,905,621	18,888,245
Construction Reserve NVTA 30% (2G40-107-000)		0.00	39,121,418.53	24,283,943	24,251,767
Cost Benefit Analysis Support (2G40-060-000)	1,531,824	128,265.51	121,734.49	0	0
CSYP Bike & Pedestrian Program (2G40-088-000)	39,865,421	16,147,976.87	14,749,371.88	0	0
Dulles Toll Road & Soapstone Dr Overpass (2G40-078-000)	58,250,000	101,898.17	49,920,539.15	0	0
Eskridge Rd. Extension (2G40-029-000)	4,411,437	42,997.17	6,479.33	0	0

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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	FY 2022 Adopted Budget Plan
Extension Frontier Drive (VDOT) (2G40-095-000)	8,000,000	0.00	5,000,000.00	0	0
Fairfax Corner Parking Facility (TF-000042)	6,010,000	0.00	6,000,780.21	0	0
Flint Hill Road (ST-000039)	100,000	2,970.78	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	144,450.41	2,315,307.47	0	0
Graham Road (ST-000040)	100,000	12,054.37	87,945.63	0	0
Herndon Bus Garage Renovation (TF-000038)	6,000,000	(10,000.02)	194,854.40	0	0
Herndon Metrorail Parking - C&I (TF-000020)	4,017,242	3,609.95	3,367.23	0	0
Herndon Metrorail Parking-NVTA 30 (TF-000026)	2,573,145	177,815.69	679,951.43	0	0
Herndon NVTA 30% Capital (2G40-105-000)		327,935.97	5,707,418.02	821,798	821,798
HMSAMS (2G40-086-000)	6,200,648	1,520,775.45	2,887,718.06	0	0
Huntington Service Line Renov/Expansion C&I (TF-000025)	4,329,302	0.00	54,107.74	0	0
I-66 Median Widening/Rt 29 (2G40-169-000)	9,449,264	9,449,264.00	0.00	0	0
I-66 Random Hills Trail - FCPA (ST-000046)	810,000	10,471.00	799,529.00	0	0
Innovation Center Metro Station NVTA70 (2G40-101-000)	10,000,000	909,759.51	2,747,887.27	0	0
Innovation Center Parking - C&I (TF-000021)	4,194,630	22,948.04	336,978.00	0	0
Innovation Center Parking-NVTA 30 (TF-000027)	873,240	94,512.41	16,522.16	0	0
Innovation Station North Neighborhood Access (ST-000048)	4,400,000	0.00	4,400,000.00	0	0
Jones Branch Connector (County) (2G40-020-000)	1,918,180	874.93	214.27	0	0
Jones Branch Connector (County/VDOT) (2G40-062-000)	18,867,930	791,043.88	146,147.12	0	0
Laurel Hill Adaptive Reuse (TF-000028)	5,715,000	961,072.72	1,392,031.72	0	0
Lorton/Cross County Trail Enhancements (ST-000034)	401,264	160.30	179,054.24	0	0
Metro Capital Transfer NVTA 30% (2G40-164-000)	54,652,956	14,070,342.00	13,325,000.00	13,325,000	13,325,000
North Kings Hwy/Shields Ave Imprv (2G40-153-000)	4,193,845	61,848.54	4,032,414.46	0	0
Old Courthouse Rd SRTS (2G40-175-000)	920,000	608,348.87	248,472.82	0	0
Pedestrian Task Force Recommendations (ST-000003)	20,390,700	1,229,204.41	240,477.73	0	0
Pohick Road Widening (2G40-130-000)	1,500,000	0.00	1,500,000.00	0	0

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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	FY 2022 Adopted Budget Plan
Providence Bikeshare (TS-000024)	200,000	0.00	200,000.00	0	0
Reston Bikeshare LCM Exp (TS-000026)	505,000	49,089.16	455,910.84	0	0
Rich Hwy BRT TOD Study (LCM) (2G40-144-000)	290,766	90,765.61	105,648.11	0	0
Rich Hwy CSX Underpass - NVTA 30 (2G40-180-000)	8,000,000	0.00	8,000,000.00	0	0
Richmond Highway Match - Sidewalks (2G40-049-000)	934,894	0.00	934,894.00	0	0
RMAG Phase II (2G40-085-000)	8,621,340	272,293.69	7,414,127.30	0	0
Rolling Rd. VRE Garage Feasibility Study (2G40-055-000)	1,000,000	99,609.72	558,238.41	0	0
RSTP Advanced Project Implementation-TMSAMS (2G40-051-000)	2,401,600	40,858.71	1,615,681.08	0	0
Rt 1 BRT NVTA70 (2G40-162-000)	52,714,286	6,366,360.47	41,188,305.99	0	0
Rt 7 Widening (Reston Ave - DTR) (2G40-157-000)	4,570,470	4,570,470.00	0.00	0	0
Rt 7 Widening (Reston Ave - DTR) NVTA30 (2G40-158-000)	13,200,000	3,078,499.00	10,121,501.00	0	0
Rt. 1 Bus Rapid Transit (BRT) NVTA30 (2G40-114-000)	757,232	17,369.19	48,521.55	0	0
Rt. 1 Wdng (Napper to Mt Vrn Hwy) (2G40-132-000)	3,460,828	942.18	3,455,488.90	0	0
Rt. 28 Widening (Prince William Co Line to Rt. 29) NVTA70 (2G40-100-000)	26,000,000	542,475.77	21,704,796.76	0	0
Rt. 28 Widening HB2 (2G40-136-000)	10,482,973	0.00	10,482,973.00	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
Rt. 29 Widening (Centreville To FFX City) (2G40-019-000)	11,051,897	(5,103.91)	62,177.25	0	0
Rt. 7 Georgetown Pike Lighting Project (2G40-070-000)	249,000	0.00	44,250.77	0	0
Scotts Run Trail Streetlights (ST-000045)	210,000	0.00	210,000.00	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	271,556.92	4,322,546.36	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	452,577.00	39,547,423.00	0	0
Spot Improvements (2G40-028-000)	11,529,000	1,305,049.91	834,552.41	0	0
Spot Program (2G40-087-000)	12,606,000	1,251,084.49	9,862,252.35	0	0
Springfield Multi-Use Transit Hub (ST-000033)	7,171,148	142,657.39	4,714,137.48	0	0



## Fund 40010: County and Regional Transportation Projects

### SUMMARY OF CAPITAL PROJECTS

Project	Total Project Estimate	FY 2020 Actual Expenditures	FY 2021 Revised Budget	FY 2022 Advertised Budget Plan	FY 2022 Adopted Budget Plan
State St (2G40-170-000)	15,018,050	15,018,050.00	0.00	0	0
Stormwater- Nutrient Credits (2G40-093-000)	995,000	334,874.00	68,481.50	0	0
Studies/Planning/Advanced Design/Prog Rsv (2G40-090-000)	6,250,000	1,141,987.97	2,889,619.55	0	0
Sully Civil War Cycle Tour (2G40-166-000)	14,000	4,826.81	5,366.02	0	0
Synchro/AutoCAD Hardware (TF-000041)	45,705	0.00	15,000.00	0	0
Telegraph Rd Widening/Hayfield Rd (2G40-172-000)	3,000,000	0.00	3,000,000.00	0	0
Telegraph Rd Wilkwy Agreement USACE (2G40-179-000)	100,000	0.00	100,000.00	0	0
Traffic Signals (2G40-127-000)	1,200,000	447,281.00	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	0.00	100,000.00	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	93.53	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
Van Dorn Street Bike/Ped LCM (ST-000043)	200,000	42,317.62	157,682.38	0	0
VDOT Plan Review (2G40-097-000)	2,759,000	299,308.06	920,910.78	0	0
Vienna Merrifield Bike Share Local (TF-000052)	100,000	0.00	100,000.00	0	0
Vienna NVTA 30% Capital (2G40-106-000)		336,065.12	2,282,453.54	631,486	631,486
Walney Road at Dallas Street (2G40-025-000)	380,000	0.00	222,002.73	0	0
West Ox Bus Facility-Parking Expansion (TF-000003)	3,141,272	0.00	21,166.34	0	0
Wiehle Avenue Metrorail Facility (TF-000001)	23,562,145	3,681.46	88,379.43	0	0
Wolftrap Elementary School Crosswalk LCM (2G40-168-000)	50,000	8,193.00	41,807.00	0	0
<b>Total</b>	<b>\$658,711,410</b>	<b>\$91,060,690.21</b>	<b>\$374,900,874.50</b>	<b>\$57,967,848</b>	<b>\$57,918,296</b>