

5. Integrated Priorities

All of the actions recommended are necessary in order to provide the best access possible to the Wiehle Avenue and Reston Parkway Metrorail stations for all residents, employees and visitors. The previous three chapters have presented recommended improvements, actions and policies for each of the four modes: vehicles, pedestrians, bicyclists and transit. The recommended system (shown in Figure 5-1) is based on the modal hierarchy developed with the RMAG, members of the public and Fairfax County staff:

1. Pedestrians
2. Bicyclists
3. Transit
4. Vehicles

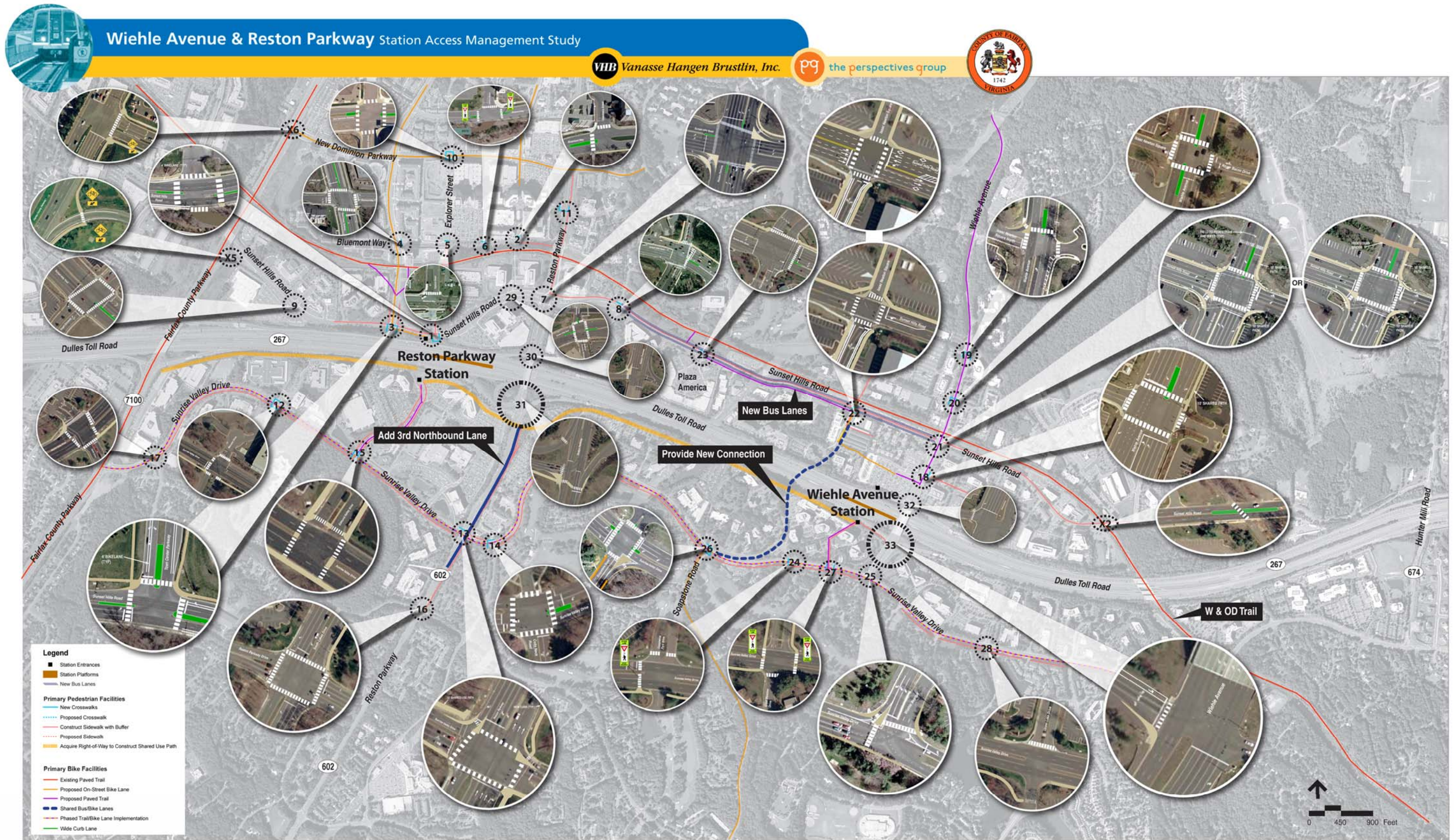
This hierarchy was used to inform which actions should be recommended and included in this report; however it was not used to develop a prioritized multi-modal program of projects. It does not make sense to construct all of the pedestrian improvements before any of the roadway projects. For establishing priorities for the recommended program, a different set of criteria was used including time, funding, resources and operational requirements of the two Metrorail stations.

This chapter details the estimated cost of the recommended access program including the recommended projects from each of the modes. The projects are then prioritized based on the timeline of the rail project. Where appropriate, adjacent projects have been grouped together so that all projects in a corridor or at an intersection might be constructed simultaneously. Three groups have been established:

1. Those projects that are necessary for the opening of the Wiehle Avenue station;
2. Those projects that are necessary for the opening of the Reston Parkway station; and
3. Projects that should be completed whenever the opportunity is presented but that are not absolutely essential for access into either of the stations.

Finally, some funding opportunities and sources are discussed for Fairfax County to use as a starting point towards implementing the recommended program of projects.

Figure 5-1: Recommended Station Access Management Actions



A. Cost

The cost for each of the recommended actions has been detailed in Chapter 2 through Chapter 4. The majority of the costs will be capital costs which include facility construction and the purchase of new equipment. All of the roadway, pedestrian and bicyclist projects are included in this category, along with the necessary contingencies for right-of-way acquisition, utility work and other unforeseen conditions. Some of the transit costs, including the new garage space and new vehicles can be included in this category as well. Transit operating costs must be paid on an annual basis. Table 5-1 shows the total capital and operating costs for the specific projects that have been recommended in this report. Other general recommendations such as Travel Demand Management strategies, improved bus amenities and generalized streetscape improvements in the station area have not been included in these estimates and will add additional projects to the program.

Table 5-1: Total Cost of Recommended Programs

Capital Costs			
	Roadways		\$69,817,500
	Pedestrian/Bicyclist		
		Intersections	\$5,383,800
		Paths & Bike Lanes	\$22,029,500
	Transit		
		Vehicles	\$4,400,000
		Facilities	\$3,500,000
	TOTAL		\$105,130,800
Operating Costs			
	Feeder Bus System	\$15,248,575	annually

* All costs in 2007 dollars

In total, over \$105 million worth of projects have been recommended in this study. Of the capital costs, the majority (over 66%) is allocated to roadway improvement projects including spot improvements, new signals, internal roadway connectors and the over \$42 million for the Soapstone connector across the DIAAH. Another \$22 million (approximately 21%) is allocated for the construction of sidewalks, shared use trails and bike lanes. The only annual operating cost specifically included in this study is the operations of the feeder bus system, at an annual cost of over \$15.2 million. However, there may be some costs associated with the maintenance and operations of the other projects that have not been included.

B. Prioritization

Implementation of the many projects recommended in this report will be a long process; it is likely to take multiple years to complete all of the recommended projects. A timeline for implementation has been developed based on the timeline of the rail project; some projects are necessary for the opening of the Wiehle Avenue station while others are only necessary for the opening of the Reston Parkway station. The remaining projects are not strictly necessary at the time of station opening, but are still recommended as long term projects whenever implementation becomes feasible. Three priority groups have been developed based on these criteria. Additionally, projects were grouped based on proximity for ease of construction. For example, if bike lanes are recommended for a certain corridor, then the

intersection actions recommended for that corridor should be implemented at the same time. Each of the three priority groups is described below including cost estimates for each group.

a. Wiehle Avenue Station Projects

The first group of projects includes all projects that are necessary for providing access to the Wiehle Avenue station and should be completed before the opening of the station. Table 5-2 and Figure 5-2 show the 34 projects that should be completed by the start of Phase I Metrorail service. These projects account for a total cost of \$58 million, more than 60% of the total capital costs for the recommended program. The major project in this group is the construction of the Soapstone Connector with its bike lanes, bus lanes and sidewalks (at a cost of over \$42 million). The first segment of the trail paralleling the DIAAH should be constructed, including the portion from Reston Parkway to Wiehle Avenue.

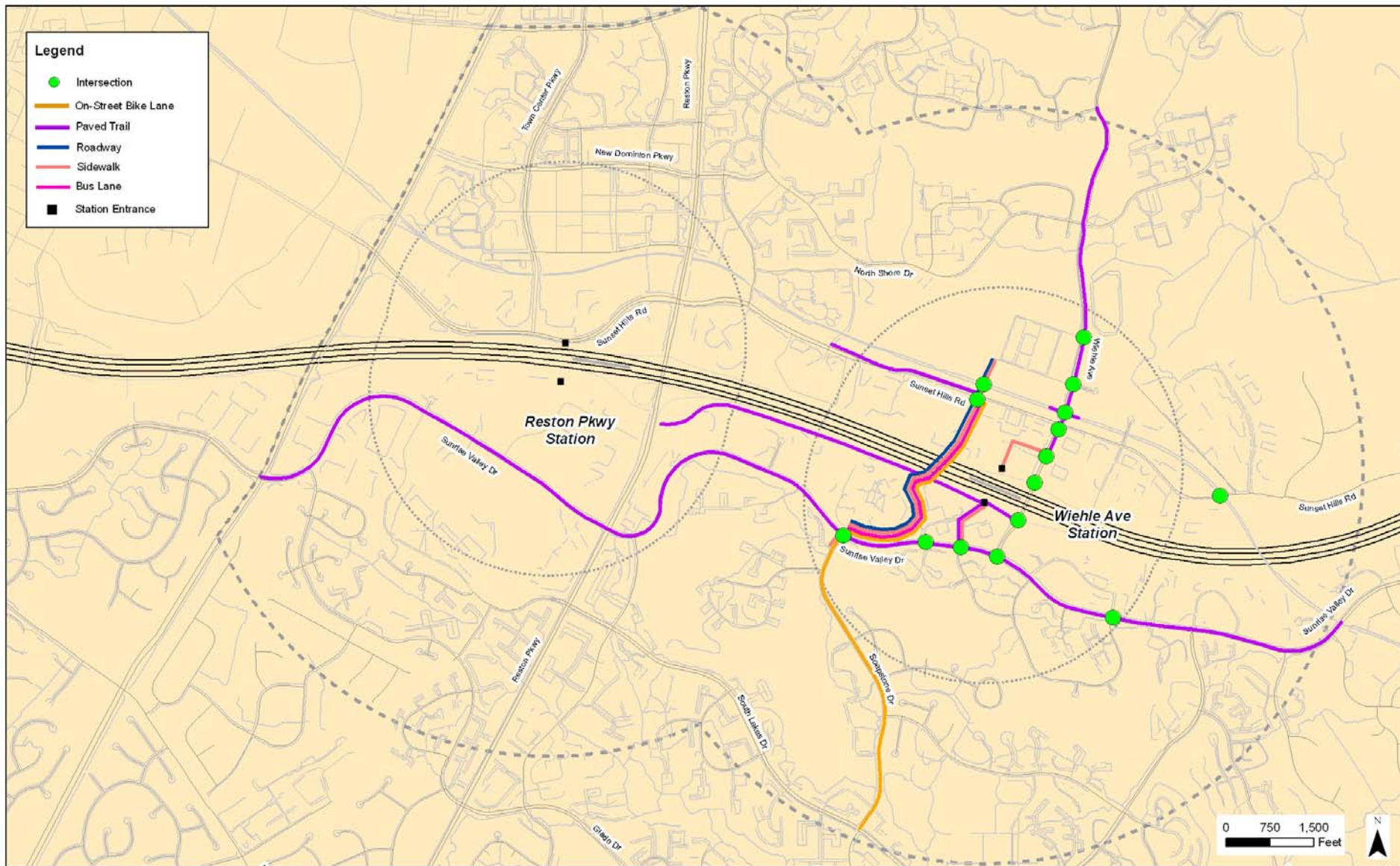
Table 5-2: Wiehle Avenue Station Projects

	Location	Actions	Comments
B	Sunset Hills Rd & Isaac Newton Sq W	New left turn lane for westbound left turning movement at Sunset Hills Rd & Isaac Newton Sq. This would replace the shared left-through lane by providing a dedicated turn lane.	
C	Wiehle Ave & Station Entrance	Add a second left turn lane for northbound traffic at Wiehle Ave & Metro Access (between Sunset Hills Rd & DIAAH) and provide a second inbound lane.	
D	Wiehle Ave & Eastbound Dulles Toll Rd ramps	Add an additional left turn lane on the eastbound DIAAH ramp at Wiehle Ave	
E	Wiehle Ave & Sunset Hills Rd	Improve the existing right turn lane on eastbound Sunset Hills Rd at Wiehle Ave	
F	Wiehle Ave & Sunrise Valley Dr	Improve the existing right turn lane for westbound Sunrise Valley Dr at Wiehle Ave	
I	Soapstone Rd	Provide a new connection over the DIAAH between Soapstone Rd and Isaac Newton Sq W, to connect the major east-west roadways: Sunset Hills Rd & Sunrise Valley Dr.	
K	Isaac Newton Sq W	Expanded section to include sidewalks, streets	
118	Wiehle Ave & Station Entrance	North: Extend median to include pedestrian refuge; South: Extend median as much as possible, wide curb lanes to accommodate bikes; All approaches: Upgrade curb-ramps, pedestrian countdown signals, high visibility crosswalk;	To be completed with project #C
119	Wiehle Ave & Isaac Newton Sq N	South: Potential infill of striped lane area; East: Upgrade curb ramps, high visibility crosswalk; North: Channelize right turns, median pedestrian refuge, high visibility crosswalk, pedestrian warning signs, pedestrian knockdown signs; West: High visibility crosswalk, upgrade curb ramp	To be completed with project #B7
120	Wiehle Ave & Isaac Newton Sq S	South: pedestrian median refuge; All approaches: upgrade curb ramps, high visibility crosswalks, pedestrian countdown signals	To be completed with project #B7 or N
121	Wiehle Ave & Sunset Hills Rd	North: Decrease right turn radius; extend median to include pedestrian refuge; East: Raised median; South: Decrease right turn radius; West: Channelize right turns, decrease right turn radius; All Approaches: Upgraded curb ramps, re-align crosswalks, high visibility crosswalks, pedestrian countdown signals	To be completed with project #E
122	Sunset Hills Rd & Isaac Newton Sq W	East: Upgrade curb ramps, decrease right turn radius; North: Decrease right turn radius, upgrade/construct curb ramps; West: Construct curb ramps; South: Construct/upgrade curb ramps; All Approaches: High visibility crosswalks, pedestrian countdown signals	To be completed with project #B
124	Sunrise Valley Dr & Commerce Park Dr	North: upgraded curb ramps, high visibility cross walk; West: upgrade curb ramps, high visibility crosswalk, pedestrian warning and knockdown signs, pedestrian median refuge;	To be completed with project #S8
125	Sunrise Valley Dr & Wiehle Ave	East: Channelize right turns; North: Re-align right turn channelization; North & West: upgrade curb ramps, high visibility crosswalks, pedestrian countdown signals	To be completed with project #F

	Location	Actions	Comments
I26	Sunrise Valley Dr & Soapstone Rd	East: Extend median to include pedestrian refuge; West: Extend median to include pedestrian refuge; South: Construct curb ramps, decrease right turn radius; North: Median pedestrian refuge; All Approaches: High visibility crosswalk, pedestrian countdown signal, upgrade curb ramps	To be completed with project #I
I27	Sunrise Valley Dr & Great Meadow Dr	East: High visibility crosswalk, median pedestrian refuge, pedestrian warning and knockdown signs, flashing beacons; West: High visibility crosswalk, median pedestrian refuge, pedestrian warning and knockdown signs, flashing beacons; South: High visibility crosswalk; All Approaches: update curb ramps	To be completed with projects #B10 & S15
I28	Sunrise Valley Dr & Upper Lake Dr	North: crosswalk, upgrade curb ramps	To be completed with project #S8
I32	Wiehle Ave & Westbound Dulles Toll Rd ramps	West: High visibility crosswalk, pedestrian countdown signal, upgrade curb ramps	
I33	Wiehle Ave & Eastbound Dulles Toll Rd ramps	West: Decrease right turn radius, high visibility crosswalk, upgrade curb ramps, pedestrian countdown signal	To be completed with project #D
X1	Wiehle Ave & W&OD Trail	Stage 1: Yield lines, yield signage, potential user-activated flasher, improved median refuge; Stage 2: Grade-separated crossing (See B14)	To be completed ASAP and before project #B14
X2	Sunset Hills Rd @ W&OD Trail	Raised 10-foot median refuge, upgraded curb ramps	
X4	Isaac Newton Sq W @ W&OD Trail	High visibility crosswalk, warning signage	To be completed with project #K
S7	S side of DIAAH from Reston Pkwy to Wiehle Ave	Shared use path	
S8	N side of Sunrise Valley Dr	Widen existing sidewalk to 10-foot shared use path	
S11	E side of Isaac Newton Sq W from Station Entrance to Isaac Newton Sq S	Construct sidewalk	To be completed with project #K
S12	W side of Soapstone Rd from Sunrise Valley Dr to Hunter's Green Ct	Construct sidewalk	To be completed with project #B17
S15	Southern Wiehle Ave station entrance to Sunrise Valley Dr	Construct sidewalk	To be completed with project #B10
B7	E side of Wiehle Ave from Station Entrance to Fairway Dr	Construct bike trail	
B10	From southern Wiehle Ave station entrance to Sunrise Valley Dr	Construct bike path	To be completed with project #S15
B11	Private roadway opposite Isaac Newton Sq W into the station entrance	Construct shared bus/bike lanes	
B12	Proposed Soapstone connector	Construct shared bus/bike lanes	To be completed with project #I
B14	W&OD Trail over Wiehle Ave	Grade separation	
B15	South side of Sunset Hills Rd from Plaza America to Isaac Newton Sq W	Widen existing sidewalk to 10-foot shared use path	
B17	Soapstone Rd from Sunrise Valley Dr to South Lakes Dr	Construct bike lanes	To be completed with project #I
	Reston	Change Transit routes	
	Reston	Bus Stop Improvements	

In addition to the construction projects shown in Figure 5-2, transit service must be transitioned to the service proposed in this study in coordination with the start of Metrorail service. This will cost over \$15 million in annual operating costs from that point onwards. In association with the change in transit service, additional bus stops may need to be constructed throughout the Reston community. Bus stop improvements, which have not been detailed specifically in this study, should take place as close as possible to the start of the new service. Many of the sidewalk connections, amenities and landing pads can be added at the same time as other pedestrian and roadway projects in close proximity.

Figure 5-2: Wiehle Avenue Station Projects



b. Reston Parkway Station Projects

The second group of projects includes all actions that are necessary for access to the Reston Parkway station. Table 5-3 and Figure 5-3 show the 39 projects that should be complete by the start of Phase II Metrorail service to the Reston Parkway station, which is currently planned to begin several years after the Wiehle Avenue station. These projects account for a cost of almost \$14 million or approximately 14% of the total recommended program cost. The major projects include intersection actions throughout the study area; the addition of a through lane on Reston Parkway; bike lanes in Reston Town Center; the completion of the DIAAH trail to Fairfax County Parkway; and sidewalks and trail connections near the stations.

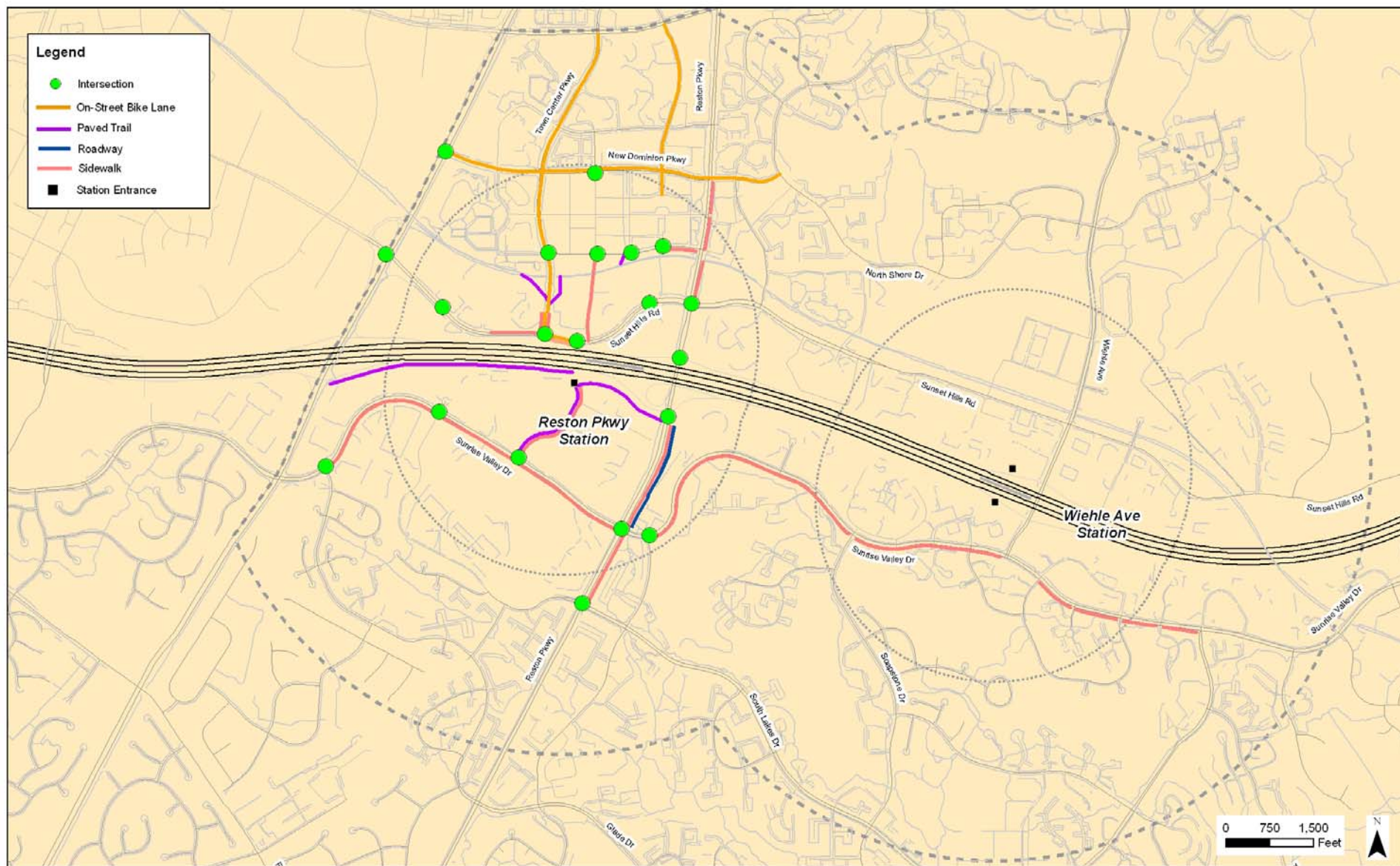
Table 5-3: Reston Parkway Station Projects

	Location	Actions	Comments
A	Sunset Hills Rd & Station Entrance	New signal and turn lanes on Sunset Hills Rd for access into the proposed Reston Parkway Metrorail station	
G	Reston Parkway	Add northbound through lane on Reston Parkway at Sunrise Valley Dr, continuing the lane to the ramp for eastbound DIAAH	To be completed with project #S10
H	Reston Pkwy & Sunrise Valley Dr	Improve the right turn lane for southbound Reston Parkway at Sunrise Valley Dr	
I1	Sunset Hills @ Station Entrance	East: High visibility crosswalk, pedestrian countdown signal, curb ramps, median refuge island; West: High visibility crosswalk, pedestrian countdown signal, curb ramps, median refuge island; South: High visibility crosswalk, pedestrian countdown signal, curb ramps	To be completed with project #A
I2	Bluemont Way & Discovery St @ Pedestrian Bridge	West: High visibility crosswalk, pedestrian countdown signal, raised median refuge island; North: High visibility crosswalk, construct curb ramp (east)	To be completed with project #S4
I3	Sunset Hills & Town Center Pkwy	All Approaches: High visibility crosswalk, extend median to include pedestrian refuge, pedestrian countdown signal, construct curb ramps	To be completed with projects #B1 & B2
I4	Town Center Pkwy & Bluemont Way	North: Extend median to include pedestrian refuge; South: extend median to include pedestrian refuge, decrease right turn radius; All Approaches: Upgrade curb ramps, high visibility crosswalk, re-align crosswalk	To be completed with project #B1
I5	Explorer St & Bluemont Way	North: High visibility crosswalk & upgraded curb ramps	To be completed with project #S16
I6	Library St & Bluemont Way	North: Upgraded curb ramps; East: Median pedestrian refuge, pedestrian warning and knockdown signs; West: Median pedestrian refuge, pedestrian warning and knockdown signs; All Approaches: High visibility crosswalk;	
I7	Reston Pkwy & Sunset Hills Rd	East: Realign right turn channelization; South: Realign right turn channelization, extend median to include pedestrian refuge; West: Realign right turn channelization, extend median to include pedestrian refuge; All Approaches: High visibility crosswalk, pedestrian countdown signal, decrease right turn radius, upgrade curb ramps	
I9	Sunset Hills @ Target Driveway	All approaches: High visibility crosswalks, countdown signals, upgraded curb ramps; East: Extend medians to include pedestrian refuge, re-align crosswalk	To be completed with project # S1
I10	Explorer St & New Dominion Pkwy	All approaches: High visibility crosswalks, upgraded curb ramps, decrease curb radii, potential signal with pedestrian phase; East: Extend median island to include pedestrian refuge; West: Pedestrian median refuge;	To be completed with project #B3
I12	Sunrise Valley Dr & Mercator Dr	North: High visibility crosswalk, upgrade curb-ramps, pedestrian countdown signal; West: High visibility crosswalk, pedestrian countdown signal, pedestrian median refuge, upgrade/construct curb ramps, decrease right turn curb radius; South: High visibility crosswalk, construct curb-ramps, pedestrian median refuge, pedestrian countdown signal;	To be completed with projects #S9 & B5
I13	Sunrise Valley & Reston Pkwy	North: Channelized right turns; West: Re-align crosswalk; South: Re-align crosswalk; East: Re-align crosswalk, channelize right turns, decrease right turn radius; All Approaches: high visibility crosswalks, pedestrian countdown signals, upgrade curb-ramps	To be completed with projects #G & H
I14	Sunrise Valley & Colts Neck	West: Re-align stop bar, upgrade curb ramps; North: Upgrade 1 curb ramp; East: Extend median to include pedestrian refuge; All approaches: pedestrian countdown signals, high visibility crosswalks	To be completed with projects #S9 & B5

Final Report

	Location	Actions	Comments
I15	Sunrise Valley & Edmund Halley Dr	North: Upgrade curb ramps; East: construct/upgrade curb ramps; West: construct/upgrade curb ramps; All Approaches: High visibility crosswalk, pedestrian countdown signal, pedestrian median refuge	To be completed with projects #S6 & B6
I16	Reston Pkwy & South Lakes	All Approaches: Upgrade curb-ramps, high visibility crosswalks, pedestrian countdown signals	To be completed with project #S10
I17	Sunrise Valley & Glade Dr	East: Pedestrian median refuge, upgrade/ construct curb ramps; South: Re-align crosswalk, construct/upgrade curb ramps; West: Re-align crosswalk, pedestrian median refuge, upgrade curb ramps; North: Reduce right turn radius/ remove acceleration lane, upgrade curb ramps; All approaches: High visibility crosswalk, pedestrian countdown signal	To be completed with projects #S9 & B5
I29	Sunset Hills Rd & Discovery Sq/Northrup Grumman E Entrance	East: Median pedestrian refuge; West: Median pedestrian refuge; All Approaches: High visibility crosswalk, pedestrian countdown signal, upgrade curb ramps	
I30	Reston Pkwy & Westbound Dulles Toll Rd ramps	North: Realign pedestrian refuge island, decrease right turn radius; West: Realign crosswalks, high visibility crosswalks, pedestrian countdown signal, upgrade curb ramps;	
I31	Reston Pkwy & Eastbound Dulles Toll Rd ramps	West: High visibility crosswalk, pedestrian countdown signal, upgrade curb ramps, warning signage at unsignalized crossing, decrease right turn radius; South: Pedestrian median refuges, high visibility crosswalk, pedestrian countdown signal, construct curb ramps, stop bar for eastbound on ramp;	To completed with projects #G & S10
X5	Sunset Hills Rd @ Fairfax County Pkwy Trail	East: Widen waiting area, widen curb ramps, pedestrian countdown signal, improved crosswalk, warning signage, redesign ramp, warning flashers with automatic detection	To be completed with projects #S9 & B5
X6	New Dominion Pkwy @ Fairfax County Pkwy Trail	East: Widen waiting area, widen curb ramps, pedestrian countdown signal, improved crosswalk, warning signage	To be completed with project #B3
S1	Along N side of Sunset Hills Rd from the Station Entrance to Target	Construct sidewalk	
S2	E side of Reston Pkwy from Sunset Hills Rd to New Dominion Pkwy	Complete sidewalk	
S4	S side of Bluemont Way from Reston Pkwy to Discovery St	Construct sidewalk	
S5	Town Center Pkwy from W&OD Trail to Sunset Hills Rd	Complete sidewalk	To be completed with projects #B1, B2 & B9
S6	Edmund Halley Dr from the Station entrance to Sunrise Valley Dr	Construct sidewalk	
S7	S side of DIAAH from Fairfax County Pkwy to Reston Pkwy	Construct shared use path	
S9	S side of Sunrise Valley Dr from Fairfax County Pkwy to W&OD Trail	Construct sidewalk	
S10	E side of Reston Pkwy from DIAAH ramps to South Lakes Dr	Construct sidewalk	To be completed with project #G
S16	Through "Gateway Property" for direct connection from Sunset Hills Rd to Bluemont Way	Dedicated multi-use path	Possibly to be completed with project #B13
B1	Town Center Pkwy from Sunset Hills Rd to Baron Cameron Ave	Bike lanes	To be completed with project #B2
B2	Sunset Hills Rd from Town Center Pkwy to Station Entrance	Bike lanes	To be completed with project #B1
B3	New Dominion Pkwy from Fairfax County Pkwy to North Shore Dr	Bike lanes	
B4	Fountain Dr from Freedom Dr to Baron Cameron Ave	Bike lanes	
B6	Edmund Halley Dr from Sunrise Valley Dr to Station Entrance	Bike path	To be completed with project #S6
B9	Town Center Pkwy & W&OD Trail	Pave and formalize existing at-grade access ramp to W&OD Trail on E side of Town Center Pkwy; construct a connection on the W side of Town Center Pkwy	To be completed with projects #B1 & B2
B13	From W&OD trail to Bluemont Way at the Reston Town Center Transit Station	Bike connection	Possibly to be completed with project #S16

Figure 5-3: Reston Parkway Station Projects



Source: Fairfax County GIS, Field Survey

c. Other Recommended Projects

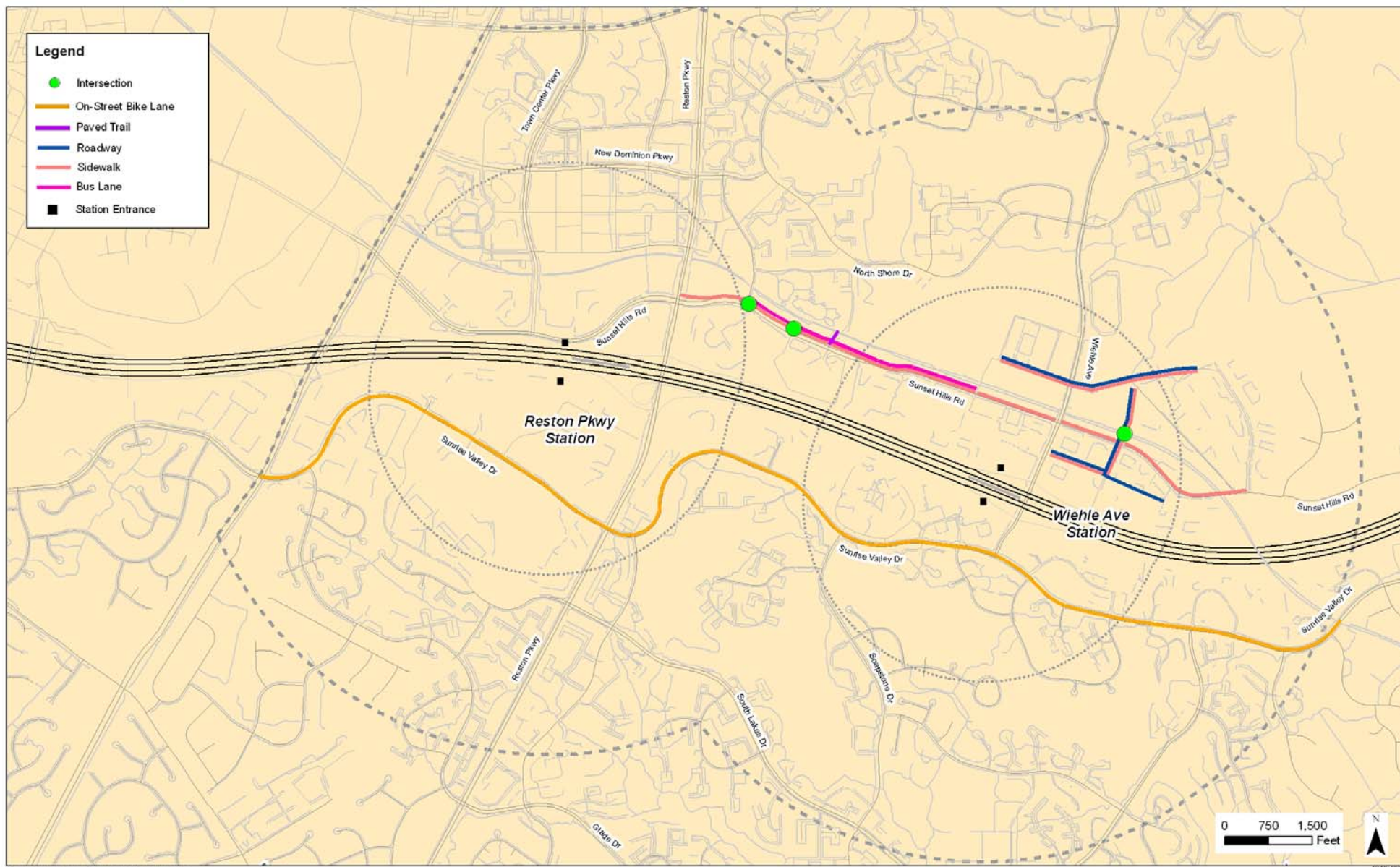
The remaining twelve projects shown in Table 5-4 and Figure 5-4 are not required for access to either station but are recommended to improve overall accessibility in the station areas. These projects account for over \$24 million of the total recommended projects and include many large-scale projects that may require right-of-way acquisition or other major investments. Each project in this group should be completed as soon as an opportunity becomes available, whether before or after the opening of either Metrorail station. The major projects in this group are the dedicated bus lanes on Sunset Hills Rd (costing an estimated \$8.1 million) and the construction or expansion of several internal streets including Michael Faraday Court, Isaac Newton Square S and Roger Bacon Dr.

Table 5-4: Other Recommended Projects

	Location	Actions	Comments
J	Sunset Hills Rd	Bus lanes from Wiehle Ave to Old Reston Ave	
L	Wiehle Ave Station Entrance	Expand roadway east of Wiehle Ave opposite the station entrance	To be completed along with redevelopment if possible
M	Michael Faraday Ct	Extend and expand from new Roger Bacon to new roadway south of Sunset Hills	To be completed along with redevelopment if possible
N	Roger Bacon/Isaac Newton Sq S	Extensions from Isaac Newton Sq W to World Wildlife - improve INSS and Roger Bacon	To be completed along with redevelopment if possible
18	Sunset Hills & Old Reston Ave	North: High visibility crosswalk, pedestrian countdown signal, upgrade/construct curb ramps; South: Pedestrian countdown signal, upgraded curb ramps, high visibility crosswalk; East: Re-align high visibility crosswalk, extend median to include pedestrian refuge, pedestrian countdown signal, upgrade/construct curb ramps	To be completed with project #J
I23	Sunset Hills Rd & Plaza America	East: Re-align crosswalk, high visibility crosswalk, pedestrian countdown signal, extend median to include pedestrian refuge; North: High visibility crosswalk, pedestrian countdown signal; All Approaches: upgraded curb ramps;	To be completed with project #J
X3	Michael Faraday Ct @ W&OD Trail	High visibility crosswalk, upgrade curb ramps, warning signage	To be completed with project #M or sooner
S3	N side of Sunset Hills from Reston Pkwy to Business Center Dr	Construct sidewalk	To be completed with project #I
S13	Isaac Newton Sq S	Construct sidewalk	To be completed with project #N
S14	New roadway extension of Roger Bacon Dr	Construct sidewalk	To be completed with project #N
B5	Sunrise Valley Dr from W&OD Trail to Fairfax County Pkwy	Bike lanes	
B16	W&OD Trail near Plaza America	Formalize existing goat trail connection to W&OD trail near Plaza America with a paved asphalt trail	

The construction of the internal street grid is likely to require major redevelopment in the area surrounding the Wiehle Ave station, which may occur before or after the start of Metrorail service. Whenever redevelopment begins, these projects should be pursued. The sidewalk and bus lanes along Sunset Hills Rd will require right of way acquisition and significant construction to the roadway. This process will take several years to complete and should be started as soon as possible. Construction on all of the projects in this area can begin once engineering and design hurdles have been cleared and funding has been ascertained.

Figure 5-4: Other Recommended Projects



Source: Fairfax County GIS, Field Survey

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C. Funding

Funding for these projects will come from a myriad of different sources based on the type of action including:

- Rail project funds
- Proffers and redevelopment
- Local and County sources
- State Programs
- Federal programs

a. Local Sources

Fairfax County will be responsible for funding the majority of the projects in the recommended station access program. However, where general funds and transportation funds are not sufficient to cover the full cost of the program (estimated at over \$105 million) other local funding sources are available to be combined with federal and state funds.

One of the major sources of funding for the recommended roadway projects will be the rail project itself, which is required to implement certain projects in the area to help mitigate the effects of the construction of the rail line. The projects included in the Record of Decision as mitigation efforts include the roadway projects A- H. These projects accounted for a total of almost \$7 million of the total cost of the recommended access management program.

Redevelopment will offer another major opportunity to implement some of the recommendations in this report, especially sidewalks, trails and street expansions through private property. The Metrorail stations are likely to create interest in redevelopment as increased densities near the stations become possible and profitable. As this redevelopment occurs Fairfax County will have the opportunity to ensure that many of the recommended projects are implemented as part of the development projects. Proffers from developers can include roadway expansions and improvements, construction of sidewalks and trails or other projects that would improve accessibility in the station areas. The County can also use the development process to ensure that new developments match the environment around the stations that is envisioned by the community with all necessary pedestrian, bicycle and transit amenities.

Tax Increment Financing (TIF) is a tool which has been used for redevelopment and community improvement projects that uses future gains in taxes to finance current public projects such as roads, schools, or hazardous waste cleanup. The project increases the value of surrounding real estate and spurs new investment, creating more taxable property. The increased tax revenues, or tax increment, are used to finance debt issued to pay for the project. This type of program could be implemented in the Reston community to provide funds for some of the recommended transportation improvements.

b. State Programs

The Commonwealth of Virginia operates some programs that could provide additional sources of funding for projects that are recommended in this report. Access Programs provide funding for access roads to qualifying economic development sites, airports, and public recreational or historic areas. Access may require the construction of a new roadway, improvement of an existing roadway, or both. Funding is available through VDOT's Industrial, Airport, and Rail Access Fund which currently receives a

\$5.5 million annual allocation. Access roads and bikeways to recreational and historic areas are provided through VDOT's Recreational Access Fund which receives \$1.5 million annual allocation.

The Revenue Sharing Program provides additional funding for use by a county, city, or town to construct, maintain, or improve the highway systems within such county, city, or town, with limitations on the amount of state funds authorized per locality. Locality funds are matched with state funds for qualifying projects. Annual allocation of funds for this program is designated by the Commonwealth Transportation Board.

Capital and operating funds distributed from programs managed by the Department of Rail and Public Transportation will be available to support a portion of the recommended transit program.

c. Federal Programs

The Congestion Mitigation and Air Quality Program CMAQ program provides a flexible funding source to State and local governments for transportation projects and to help meet the requirements of the Clean Air Act. The Federal government provides over \$8.6 billion in CMAQ funds to State DOTs, MPOs, and transit agencies to invest in projects that reduce transportation-related criteria air pollutants. CMAQ funds require a state or local match of 20% State and/or local match and 80% Federal funds. Projects that increase transit ridership, such as improved access to Metrorail stations are eligible for this program.

The Transportation Enhancement Activities Program (TEA) provides innovative opportunities for local communities to enhance and contribute to the transportation system. Federal share is 80%, with a 20% State and/or local match. Activities that provide facilities for pedestrians are eligible for TEA funding, which account for over \$27 million of the program cost.

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. A total of \$32.5 billion in STP funds is authorized through 2009 with funds being distributed among the States based on lane-miles of Federal-aid highways, total vehicle-miles traveled on those Federal-aid highways, and contributions to the Highway Account of the Highway Trust Fund.

