

## Fairfax County FY 2008 Federal Appropriations Funding Requests

### Transportation Requests

#### Fairfax County Parkway – Interchange at Fair Lakes Boulevard and Monument Drive:

This project is a grade-separated interchange on the Fairfax County Parkway between I-66 and US Route 50 in the area of Fair Lakes Parkway and Monument Drive. The existing at-grade, signalized intersection at Fairfax County Parkway and Fair Lakes Parkway has been identified as one of the most congested areas of the Parkway, and it operates at Level of Service "F". Delays extend beyond the normal peak hours, include weekends, and are projected to worsen as traffic volumes increase.

This grade-separation will significantly improve traffic flow on the Fairfax County Parkway by providing free flow conditions (no signals) between Route 50 and Popes Head Road. Traffic flow on both Monument Drive and Fair Lakes Parkway will also improve. Fairfax County is requesting \$5.0 million for this project in FY 2008.

#### I-66/Vienna Metrorail Accessibility and Capacity Improvements:

Fairfax County is requesting \$5.0 million for the design of a transit/HOV access ramp from I-66 to the Vaden Drive bridge near the Metro station. This would allow faster transit access to the station, encourage bus ridership, and alleviate parking problems.

#### Richmond Highway Public Transportation Initiative:

The Richmond Highway (U.S. Route 1) Corridor is one of the most heavily transit dependent areas of Fairfax County. It is also one of the most congested and economically disadvantaged. Currently, pedestrians and transit passengers have significant difficulty crossing the six lanes and numerous turn lanes on Richmond Highway. The Route 1 Corridor Bus Study, conducted by NVTC, found that transit service would be better utilized if transit facilities are upgraded.

Fairfax County is requesting \$5.0 million for design work, land acquisition, and partial construction of a transit center and park-and-ride lot, in order to increase transit ridership, reduce traffic congestion and promote economic revitalization in the area.

#### Fairfax County Parkway – HOV Lane US Route 50 to Dulles Toll Road:

Fairfax County is requesting \$5.0 million for design and advanced land acquisition for an HOV lane on the Fairfax County Parkway from Route 50 to the Dulles Toll Road.

#### Old Mill Road

Construction of a new east-west, four to six lane divided roadway between Telegraph Road and Richmond Highway (U.S. Route 1) to replace the traffic capacity and accessibility lost with the closure of Woodlawn Road through Fort Belvoir after September 11, 2001. Fairfax County is requesting an additional \$11.0 million to fund the projected needs for this project in FY 2008.

## Transportation Requests Continued

### Fort Belvoir Base Realignment and Closure (BRAC) Projects

- **Transportation improvements needed to address impacts of the Fort Belvoir BRAC plan**

The Fort Belvoir BRAC plan has created the immediate need for transportation improvements in the surrounding area. The estimated costs of the BRAC related transportation projects vary from \$626 million in funding needed for the U.S. Army identified improvements; to \$1.6 billion needed for improvements identified by Fairfax County and VDOT due to the BRAC impacts.

In addition to the many projects that the County has already included in the Constrained Long Range Plan and the County's Capital Improvement Plan, the Fort Belvoir BRAC plan has created a need to address numerous transportation impacts that the plan will have on Fairfax County. The improvements, above and beyond what is incorporated in existing plans, include the following:

#### *Top Priority*

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|---|--------------|
| - Additional improvements to Fairfax County Parkway (FCP) construction beyond those included in the original base design (required due to BRAC relocations alone, including interchange modifications, widening to six or more lanes, access modifications, etc.) | \$50 Million |
| - Reconstruction of the I-95/FCP Interchange at Newington   | \$75 Million |
| - Additional and improved ramps to and from I-95 for the EPG  | \$40 Million |
| - FCP/Neuman Street Interchange   | \$50 Million |

#### *High Priority*

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|---|---------------|
| - Improvements to existing EPG entrance at Barta and Backlick Roads                     | \$2 Million   |
| - Additional intersection improvements in the impacted areas                            | \$15 Million  |
| - Improvements to FCP between I-95 and Kingman Road                                     | \$55 Million  |
| - Interchange at FCP and Kingman Road   | \$30 Million  |
| - Transit center and ridesharing facility(s)  | \$45 Million  |
| - Implementation of expanded bus service and circulator service                         | \$75 Million  |
| - Widening of I-95 from three lanes to four lanes from Newington Road to U.S. Route 123 | \$68 Million  |
| - Additional crossings over U.S. Route 1 between the North and South posts              | \$15 Million  |
| - Improvements to Beulah, Telegraph, Backlick, Loisdale and Newington Roads             | \$50 Million  |
| - Widening of U.S. Route 1 through Fort Belvoir   | \$75 Million  |
| - Interchange at U.S. Route 1 and FCP   | \$55 Million  |
| - Interchange at Telegraph Road and U.S. Route 1  | \$75 Million  |
| - Extension of Metrorail to Fort Belvoir  | \$600 Million |
| - Completion of Van Dorn Street/Franconia Road Interchange                              | \$90 Million  |

Fairfax County is requesting substantial funding to address the impacts of the Fort Belvoir BRAC plan.

## Transportation Requests Continued

### *REQUESTS BY OTHERS (County Supports)*

#### Dedicated Funding for the Washington Metropolitan Area Transit Authority (WMATA)

WMATA is the only major transit provider in the country without a dedicated revenue source for a significant part of their revenue base. Legislation has been introduced that would provide \$1.5 billion for WMATA over ten years, if the region adopts a dedicated funding source(s) and provides an additional \$1.5 billion to match the federal funds. The bill passed the House of Representatives and is waiting action by the full Senate. If this bill does not pass during the 2006 session, some version of the bill will need to be reintroduced during the 2007 session of Congress.

#### Dulles Rail Extension

It is anticipated that the Federal Transit Administration will issue a Full Funding Grant Agreement for the Dulles rail project in the Fall 2007. Based on the project budgets contained in the Federal Transit Administration's New Starts Report, Phase 1 of the Project (from the Metrorail Orange Line to Wiehle Avenue) requires \$0.9 billion in federal New Starts funding to support Phase 1 construction.

#### WMATA Capital Improvement Program

In addition to the dedicated funding listed above, WMATA is still seeking federal funding for its capital program and to improve the security of the system against terrorist attacks. The Metro Matters Funding Agreement, approved in 2004, anticipated \$260 million in federal funds for the WMATA capital program over six years and \$144 million in federal security funds. So far, the reauthorization of the federal surface transportation program (SAFETEA-LU) provided \$104 million towards WMATA's capital program. Unless additional federal funding is secured, WMATA will be required to borrow the balance of the \$260 million for its capital program.

#### Virginia Railway Express (VRE) Capital Requests

VRE is seeking federal funding for locomotives (\$41 million), platform extensions and additions (\$20 million), and a new mid-day storage facility in Washington, D.C. (\$10 million). Funding for the locomotives is the highest priority. These locomotives will replace aging locomotives VRE purchased used in the early 1990s to start its service. More powerful locomotives are needed to haul VRE's bi-level equipment. In addition, the new locomotives will facilitate service expansion.