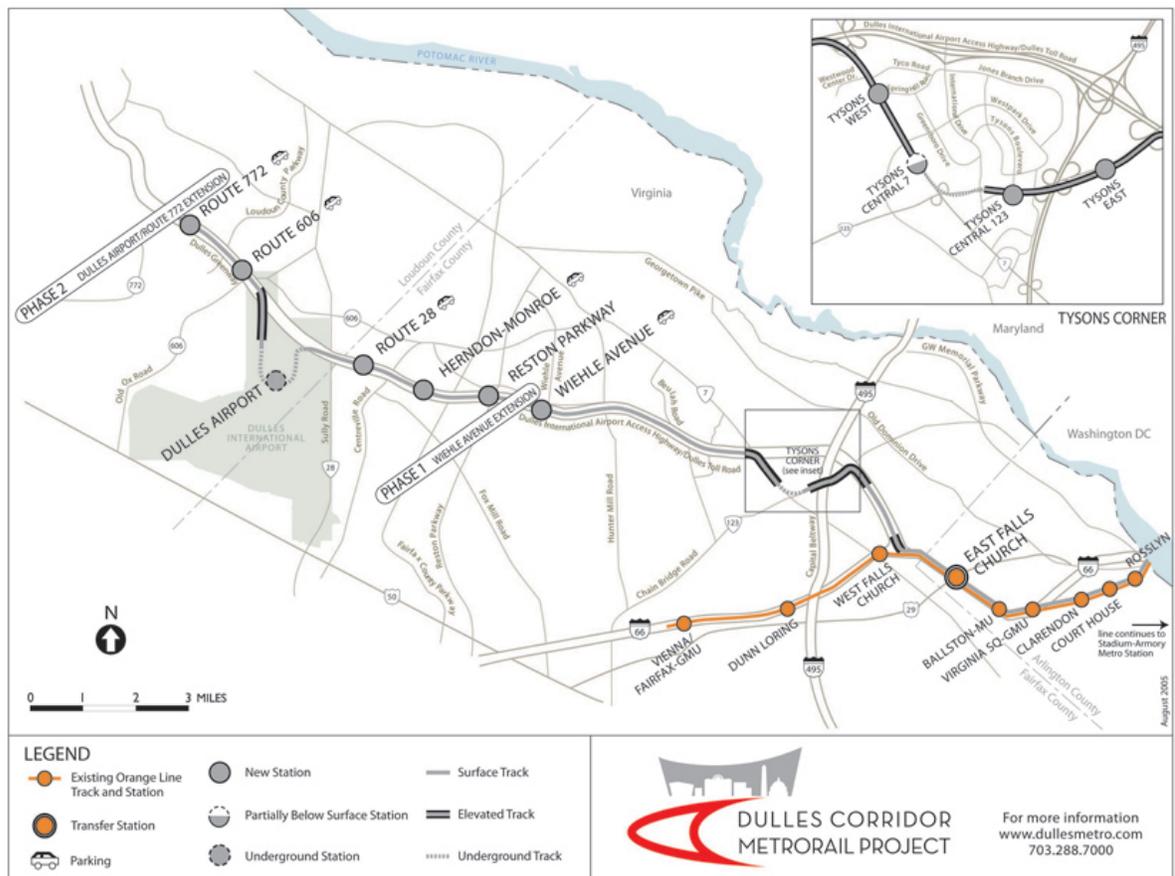


Fund 121

Dulles Rail Phase I Transportation Improvement District

Focus

Metrorail service is planned to be extended approximately 23 miles from an area east of West Falls Church station, along the median of the Dulles Connector Road (DCR) through Tysons Corner, then further out the Dulles International Airport Access Highway (DIAAH), through Dulles International Airport, to Route 772 in Loudoun County. The total cost of the Rail to Dulles Project currently is estimated to be approximately \$5.2 billion. Due to financial constraints imposed by the federal government, which are expected to limit federal funding to approximately \$900 million; the project is currently expected to be completed in two phases. Phase I is expected to cost approximately \$2.64 billion for the segment from the Metrorail Orange line to Wiehle Avenue in Reston, including construction of five new stations. Final cost estimates for Phase II, from Wiehle Avenue, through Dulles Airport to Route 772 in Loudoun County, are expected to be developed during FY 2009.



The total project costs are expected to be shared by the federal government, the Commonwealth, Fairfax County, Loudoun County, Metropolitan Washington Airports Authority (MWAA) and operation of the Dulles Toll Road. It should be noted that the County's participation rate is determined on the basis of total project costs and sharing the cost of common features necessary to complete an operational line, such as soft costs, rail yards and power stations.

The primary source of revenue to support construction of the rail line is expected to be tolls from the Dulles Toll Road. There is currently an agreement to transfer control and operation of the Dulles Toll Road from the Commonwealth to MWAA, contingent on the successful negotiation of an acceptable contract as well as other project conditions. For Phase I, the local funding partners, Fairfax County, Loudoun County, and MWAA have entered into an agreement which specifies the level of funding responsibility for each partner; the Fairfax share is approximately 16.1 percent of total costs or approximately \$400.0 million. This is also the maximum permitted under the terms of the Phase I Tax District.

Fund 121

Dulles Rail Phase I Transportation Improvement District

On January 21, 2004, a petition was filed with the Clerk to the Board of Supervisors (the Petition) by owners of commercial and industrial property (the Petitioners) asking the Board of Supervisors to create a Phase I Dulles Rail Transportation Improvement District (the Phase I District), as provided by Chapter 15 of Title 33.1 of the Code of Virginia, as amended (the Act). The Act is similar although not identical to the law that empowered the Board and the Board of Supervisors of Loudoun County to create the Route 28 Highway Transportation Improvement District (the Route 28 District) in both counties in 1988.

The Phase I District was approved and established by the Board of Supervisors on February 23, 2004, following a public hearing. The Phase I District is governed by a District Commission, consisting of four Board members and the Chairman of the Commonwealth Transportation Board (CTB) or his/her designee. The District Commission is advised by a District Advisory Board, composed of landowner representatives. This is the same basic governance structure used for the Route 28 District.

Commercial and industrial property within the district created pursuant to the Act can be taxed to raise funds for transportation improvements in the district. Such a district can be created upon the petition of the owners of at least 51 percent, measured by land area or assessed value, of the real property located within the proposed district that is zoned or used for commercial or industrial purposes. The properties listed on the signature pages of the Petition constituted over 64 percent of such property located within the Phase I District, measured by assessed value.

Per the Code of Virginia § 33.1-435, properties zoned to permit multi-unit residential use but not yet used for that purpose and multi-unit properties primarily leased or rented to residential tenants or other occupants by an owner who is engaged in such a business are deemed to be in commercial use for purposes of the Act. But no other residential properties are subject to any tax that may be levied on behalf of such a district, even if they are within the boundaries of such a district.

The boundaries, as proposed by the Petitioners, encompass most if not all of the Tysons Corner Urban Center, commercial and industrial properties near the proposed Metrorail station at Wiehle Avenue, and the necessary DAAR right-of-way.

The proposed transportation improvements include that portion in the Phase I District of the capital improvements described as the Locally Preferred Alternative (LPA) in a resolution of the Board of Directors of the Washington Metropolitan Area Transit Authority (WMATA), adopted on November 21, 2002.

The Petitioners will contribute up to \$400.0 million of the County's share for Phase I through the imposition of a voluntary tax on commercial and industrial properties within the Phase I District. Included in the proposal is a provision for full coverage of the long-term financing costs for the County's net share of construction costs. At the maximum contribution, under the current plan, the total expected cost including interest costs over the life of the district to be provided by the tax on behalf of the Phase I District is approximately \$882.5 million. As of December 2006, funds for the tax district are expected to fully fund the County's expected share of Phase I costs. Funding requirements in excess of the amount to be provided by the District are expected to be funded by other available revenue sources.

The plan as set forth in the Petition contains specific provisions regarding timing, tax rates, total costs, and percentage of costs to be paid with Phase I District revenue. The plan contemplates the establishment of a Revenue Stabilization Fund (RSF) with early collection of taxes commencing in FY 2005 to build reasonable reserves to help maintain the rate parameters in view of the cyclic pattern of changes in assessed value from year to year. It is anticipated that the RSF and perhaps other rate or coverage covenants will be required by rating agencies to achieve an investment grade rating on bonds issued that are supported by Phase I District tax revenues.

Fund 121

Dulles Rail Phase I Transportation Improvement District

Under the terms of the petition, before any Phase I District revenues are committed the tax rate is capped at 22 cents per \$100 of assessed value, and taxes collected accumulate in the RSF. If a federal Full Funding Grant Agreement (FFGA) for Phase I is not executed, then the owners of 51 percent of the commercial and industrial property within the Phase I District may petition for its dissolution, and individual property owners can ask for the return of taxes previously paid and accumulated in the RSF.

Before committing Phase I District tax revenues, the District Commission must determine that the District's actual share of the financing will not exceed \$400 million of construction funds for Phase I costs, and that a tax rate of no more than 29 cents per \$100 of assessed value will be sufficient to meet the Phase I District's obligations at an assumed rate of growth in assessed value of 1.5 percent. If at the time the District Commission expects either of those parameters to be exceeded, then they must seek approval from the owners of 51 percent of the commercial or industrial property within the Phase I District before proceeding to commit the revenues.

However, once Phase I District revenues have been committed, allowing the financing to be put into place for the sale of bonds supported by those revenues, there is no "hard" cap on the Phase I District tax rate other than the statutory cap of 40 cents per \$100 of assessed value. Thus there would be full latitude to set the tax rate up to the statutory maximum, if necessary, to meet the obligations of the Phase I District, e.g., if necessary to meet debt service requirements in the event assessed value growth rates cannot be sustained at 1.5 percent or greater.

FY 2009 Funding Adjustments

The following funding adjustments from the FY 2008 Revised Budget Plan are necessary to support the FY 2009 program:

- ◆ **Debt Service Payments** **\$650,000**
An increase of \$650,000 is estimated for interim debt service financing based on total project expenditure projections and the percentage share for the District's contribution. A bond sale will be planned for FY 2009 or FY 2010 in order to provide the permanent financing.

Board of Supervisors' Adjustments

The following funding adjustments reflect all changes to the FY 2009 Advertised Budget Plan, as approved by the Board of Supervisors on April 28, 2008:

- ◆ The Board of Supervisors made no adjustments to this fund.

Changes to FY 2008 Adopted Budget Plan

The following funding adjustments reflect all approved changes in the FY 2008 Revised Budget Plan since passage of the FY 2008 Adopted Budget Plan. Included are all adjustments made as part of the FY 2007 Carryover Review and all other approved changes through December 31, 2007:

- ◆ There have been no revisions to this fund since approval of the FY 2008 Adopted Budget Plan.

The following funding adjustments reflect all approved changes to the FY 2008 Revised Budget Plan from January 1, 2008 through April 21, 2008. Included are all adjustments made as part of the FY 2008 Third Quarter Review:

- ◆ The Board of Supervisors made no adjustments to this fund.

Fund 121

Dulles Rail Phase I Transportation Improvement District

FUND STATEMENT

Fund Type G10, Special Revenue Funds

Fund 121, Dulles Rail
Phase I Transportation Improvement District

	FY 2007 Actual	FY 2008 Adopted Budget Plan	FY 2008 Revised Budget Plan	FY 2009 Advertised Budget Plan	FY 2009 Adopted Budget Plan
Beginning Balance	\$26,186,239	\$40,961,970	\$50,665,143	\$70,989,464	\$70,989,464
Revenue:					
Real Estate Taxes-Current	\$22,148,692	\$24,398,029	\$24,398,029	\$27,386,620	\$27,386,620
Interest on Investments	2,330,212	2,276,292	2,276,292	3,150,000	3,150,000
Total Revenue	\$24,478,904	\$26,674,321	\$26,674,321	\$30,536,620	\$30,536,620
Total Available	\$50,665,143	\$67,636,291	\$77,339,464	\$101,526,084	\$101,526,084
Expenditures:					
Debt Service	\$0	\$6,350,000	\$6,350,000	\$7,000,000	\$7,000,000
Total Expenditures	\$0	\$6,350,000	\$6,350,000	\$7,000,000	\$7,000,000
Total Disbursements	\$0	\$6,350,000	\$6,350,000	\$7,000,000	\$7,000,000
Ending Balance¹	\$50,665,143	\$61,286,291	\$70,989,464	\$94,526,084	\$94,526,084
Tax rate/per \$100 Assessed Value	\$0.22	\$0.22	\$0.22	\$0.22	\$0.22

¹ The ending balance is accumulating in anticipation of the start of construction, which is expected to begin following approval of the Full Funding Grant Agreement in FY 2009.