Fund 30040
Contributed Roadway Improvement Fund

Focus

Fund 30040 was created specifically to account for proffered developer contributions received for roadway and transportation improvements throughout the County. Developer contributions are based on the developer rate schedule for road improvements in the Fairfax Center, Centreville, Tysons Corner areas, as well as Tysons-Wide Developer Contributions and Tysons Grid of Streets Contributions. These Tysons area contributions will address the traffic impact of new development associated with growth along the Silver Line. The rate schedule is revised periodically by the Board of Supervisors based on the Consumer Price Index.

This fund is also used to provide matching funds to the state for projects identified by the Board of Supervisors in its consideration of the Virginia Department of Transportation (VDOT) Secondary Improvement Budget. Section 33.1-23.05B of the Code of Virginia enables the use of County funds for improvements to the secondary road system, and the Commonwealth Transportation Board has adopted a policy of providing a match of up to $10 million, through its Revenue Sharing Program, for roadway projects designated by a locality for improvement, construction or reconstruction.

In FY 2015, $550,000 in proffer revenue will be transferred to Fund 30000, Metro Operations and Construction, to provide an increased level of annual support for Transportation Association of Greater Springfield (TAGS) shuttle bus service in the area of the Franconia/Springfield Metrorail Station. Since FY 2003, the proffer revenue transferred to Fund 30000, Metro Operations and Construction, was $110,000 annually based on estimated contributions from developers. An increase in FY 2015 of $440,000 will properly account for additional Transportation Association of Greater Springfield (TAGS) revenue already received from developers to date including pro-rata contributions and rezoning applications. Proffer amounts vary from year to year based on development activity. The Department of Transportation will determine future funding levels based on actual receipts in FY 2016 and beyond.

No project funding is included in Fund 30040, Contributed Roadway Improvement Fund, for FY 2015. Project funding will be appropriated at the fiscal year-end, consistent with the level of developer proffer revenue received during the fiscal year. This approach ensures a conservative approach to project budgeting, recognizing that significant fluctuations can occur from year to year in the pace of development with a resulting impact on proffer contributions. In FY 2015, work will continue on existing and previously funded projects using project balances. It is noted that proffer contributions are typically accumulated over a number of years until a sufficient level of revenue support is achieved for a major improvement. In addition, project expenditures cannot begin until the terms of the proffer contribution are met. Pooled interest will also be appropriated at year end.

A separate reserve project exists for each area for which contributions are received. These reserve projects are described below. As specific roadway improvement projects are identified that conform to the appropriate funding parameters within each of these areas, funding is dedicated to complete the improvements.

Fairfax Center (Route 50/I-66) Developer Contributions – Commitments from developers in the Fairfax Center area are included in individual proffer agreements from zoning cases, and rates of contributions vary by case. Effective February 1, 2014, the developer rate for road improvements in the Fairfax Center area was adjusted from $5.69 to $5.80 per gross square foot of non-residential building structure and from $1,260 to $1,285 per residential dwelling unit. Ten percent of the developer's contribution is paid to the County at the time of the site plan approval. The balance of the amount due is paid as occupancy permits are issued. As negotiated in individual proffer agreements, in-kind contributions of an equivalent value for road improvements can also be made in lieu of cash payments.

Centreville Developer Contributions - Commitments from developers in the Centreville area are included in individual proffer agreements from zoning cases, and rates of contributions vary by case. Effective February 1, 2014, the developer rate for road improvements in the Centreville area was adjusted from $6.10 to $6.22 per gross square foot of non-residential building structure and from $2,414 to $2,462 per residential dwelling unit.

Countywide Developer Contributions – This project was created to serve as a source of funding for contributions received for countywide roadway improvements. Funds are dedicated for specific improvements when required. Many different projects throughout the County are supported by this project within the following major categories: primary and secondary road improvements, bridge design and construction, intersection/interchange improvements, signal improvements and transit improvements.

Tysons Corner Developer Contributions - This project accounts for private sector contributions received for the Tysons Corner area for zoning cases and rates of contributions vary by case. Improvements supported by this project include Dolley Madison Boulevard, proffered projects and corridor/pedestrian improvements throughout the Tysons Corner area. Effective February 1, 2014, the developer rate for road improvements in the Tysons area was adjusted from $4.19 to $4.27 per gross square foot of non-residential building structure and from $929 to $947 per residential dwelling unit.

Tysons-Wide Developer Contributions - This project accounts for private sector contributions received for Tysons-Wide transportation improvements adopted by the Board of Supervisors. Funding in this project is for the improvements outlined in the Tysons Comprehensive Plan Amendment approved by the Board of Supervisors on December 4, 2012. Effective February 1, 2014, the initial rate was adjusted from $5.63 to $5.74 per gross square foot of non-residential building structure and from $1,000 to $1,020 per residential dwelling unit.

Tysons Grid of Streets Contributions - This project accounts for private sector contributions received for Grid of Street improvements within the Tysons Corner Urban Area adopted by the Board of Supervisors. Effective February 1, 2014, the initial rate was adjusted from $6.44 to $6.57 per square foot of non-residential building structure and from $1,000 to $1,020 per residential dwelling unit. The contributions are to be paid with 25 percent prior to site plan approval and the remaining 75 percent before building permits are issued. Developers may elect to construct the transportation improvements outlined in the guidelines in lieu of cash contributions, as negotiated in individual proffer agreements.

Changes to FY 2014 Adopted Budget Plan

The following funding adjustments reflect all approved changes in the FY 2014 Revised Budget Plan since passage of the FY 2014 Adopted Budget Plan. Included are all adjustments made as part of the FY 2013 Carryover Review, FY 2014 Third Quarter Review, and all other approved changes through April 30, 2014.

- **Carryover Adjustments** **$36,440,718**
  As part of the *FY 2013 Carryover Review*, the Board of Supervisors approved an increase of $36,440,718 due to the carryover of unexpended project balances in the amount of $37,085,894 and other adjustments resulting in a decrease of $645,176. This decrease was primarily due to a revenue adjustment in the amount of $703,326 to properly account for actual revenue received associated with Project 2G40-031-000, Fairfax Center Developer Contributions. This decrease was partially offset by an increase based on actual revenue received in FY 2013 in the amount of $50,000 and interest earnings of $8,150. Developer contribution revenue fluctuates each year depending on the pace of development; therefore, contributions are only reflected and applied to projects at the end of the fiscal year.

A Fund Statement and Summary of Capital Projects are provided on the following pages. The Summary of Capital Projects may include some projects without a Total Project Estimate amount. These projects are considered "continuing" projects or projects for which funding is necessary on an ongoing basis (e.g., a contingency or planning project).

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FUND STATEMENT

Fund 30040, Contributed Roadway Improvement Fund

	FY 2013 Actual	FY 2014 Adopted Budget Plan	FY 2014 Revised Budget Plan	FY 2015 Advertised Budget Plan	FY 2015 Adopted Budget Plan
Beginning Balance	$38,949,830	$0	$35,450,343	$0	$0
Revenue:					
Federal Transportation Administration[1]	$0	$0	$290,375	$0	$0
Fairfax Center Developer Contributions	(653,326)	0	0	0	0
Countywide Developer Contributions	110,000	110,000	110,000	550,000	550,000
VDOT Revenues Route 29 Multi-Purpose Trail[2]	200,000	0	700,000	0	0
Centreville Developer Contributions	0	0	0	0	0
Tysons-Wide Developer Contributions[3]	0	0	0	0	0
Tysons Grid of Street Developer Contributions[3]	0	0	0	0	0
Tysons Corner Developer Contributions[3]	0	0	0	0	0
Pooled Interest[4]	8,150	0	0	0	0
Total Revenue[5]	($335,176)	$110,000	$1,100,375	$550,000	$550,000
Total Available	$38,614,654	$110,000	$36,550,718	$550,000	$550,000
Total Expenditures	$3,054,311	$0	$36,440,718	$0	$0
Transfers Out:					
Metro Operations and Construction (30000)[6]	$110,000	$110,000	$110,000	$550,000	$550,000
Total Transfers Out	$110,000	$110,000	$110,000	$550,000	$550,000
Total Disbursements	$3,164,311	$110,000	$36,550,718	$550,000	$550,000
Ending Balance[7,8]	$35,450,343	$0	$0	$0	$0

[1] Represents Federal Transportation Administration revenue associated with Project 2G40-037-000, Job Access/Reverse Commute Pedestrian Projects in the Tysons Corner Area.

[2] Reflects VDOT revenues associated with Project 2G40-033-000, Route 29 Multi-Purpose Trail.

[3] Represents developer contributions associated with proffered projects, transportation and corridor/pedestrian improvements throughout the Tysons Corner area. Revenues are anticipated to be received beginning in FY 2014.

[4] Pooled interest is earned on the contributions as well as the accumulated fund balance in this fund.

[5] FY 2013 Actuals represents an adjustment to revenues in order to properly account for receipts within Project 2G40-031-000, Fairfax Center Developer Contributions.

[6] Represents funds to be transferred to Fund 30000, Metro Operations and Construction, to support Metro shuttle bus service in the Franconia/Springfield area. The FY 2015 transfer of $550,000 represents additional Transportation Association of Greater Springfield (TAGS) revenue received previously from developers including pro-rata contributions and rezoning applications.

[7] Capital projects are budgeted based on the total project costs. Most projects span multiple years, from design to construction completion. Therefore, funding for capital projects is carried forward each fiscal year, and ending balances fluctuate, reflecting the carryover of these funds.

[8] The $35.45 million FY 2013 ending balance will meet capital project requirements in FY 2014 and future years. It is noted that proffered contributions cannot be expended until the terms of the proffer are met and until multiple contributions can be aggregated to meet total estimated costs of a project. As a result, a proffered contribution may be held in balance for several years, earning interest.

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FY 2015 Summary of Capital Projects

Fund 30040, Contributed Roadway Improvement

Project #	Description	Total Project Estimate	FY 2013 Actual Expenditures	FY 2014 Revised Budget	FY 2015 Advertised Budget Plan	FY 2015 Adopted Budget Plan
2G40-031-000	Fairfax Center Developer Contributions		$703,567.50	$3,660,186.47	$0	$0
2G40-032-000	Centreville Developer Contributions		9,640.00	899,567.78	0	0
2G40-033-000	Route 29 Multi-Purpose Trail	2,414,358	27,329.08	1,386,060.93	0	0
2G40-034-000	Countywide Developer Contributions		260,711.32	16,689,186.84	0	0
2G40-035-000	Tysons Corner Developer Contributions		363,380.75	12,769,739.88	0	0
2G40-037-000	Job Access/Reverse Commute	1,005,570	300,657.18	231,000.10	0	0
2G40-038-000	Tysons Corner Grid Concept	2,500,000	1,295,326.36	420,677.69	0	0
2G40-039-000	Tysons Circulator Feasibility Study	500,000	93,698.70	68,520.59	0	0
2G40-040-000	Tysons Metrorail Access Management	350,000	0.00	315,777.50	0	0
Total		$6,769,928	$3,054,310.89	$36,440,717.78	$0	$0