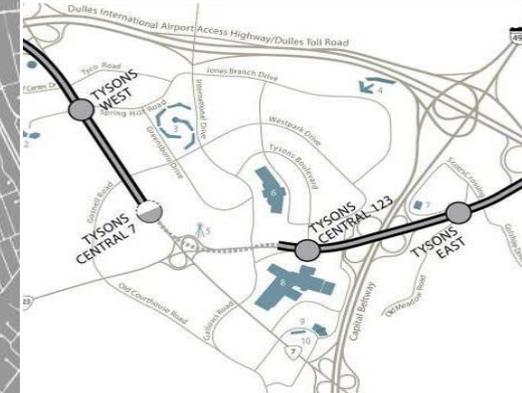


Funding Tysons Transportation Improvements

Board of Supervisors
Revitalization & Reinvestment Committee
June 1, 2010



Benefits of Replanning Tysons

- Capitalize on Metrorail investment to Dulles of four Tysons stations
- Regional growth management strategy to concentrate development in activity centers
- Vehicle trips generated by concentrating development in Tysons will be significantly less as compared to locating the same uses in dispersed suburban developments.

This is due to the high density mixed use urban environment planned within walking distance of Metrorail stations.

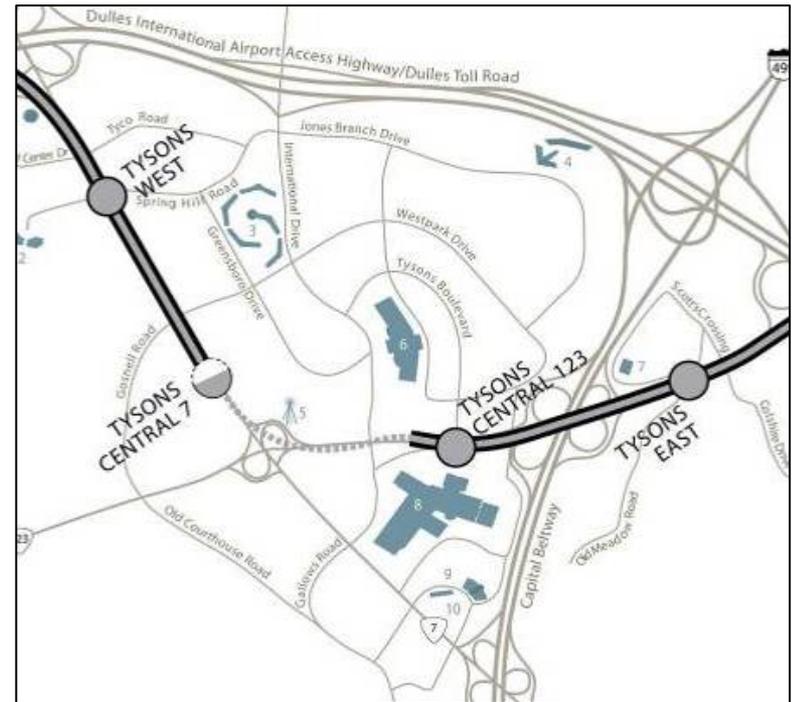


Image source: Dulles Corridor Metrorail Project

Benefits of Replanning Tysons

A livable urban center with:

- 100,000 residents; 200,000 jobs
- More housing and less parking
- Grid of complete streets
- Built around transit and walking
- Parks, plazas, and open space
- High level of environmental stewardship
- Urban standards for buildings, services and infrastructure
- Affordable/workforce housing targets
- Arts, cultural, recreation opportunities



Development Levels and Projected Time Frames

Alternative	Development Level	Anticipated Build-Out Time Frame (GMU Forecast)
Existing Development	46 million	2010
1994 Plan (3 Stations)	73 million	2030 Mid
Modified 1994 Plan (4 Stations)	76 million	2030 Mid - High
No Max FAR Alternatives	84 million	2030 High
Consultant Recommendation	114 million	2050 Mid- High
Staff Recommendation	116 million	2050 Mid - High
Task Force Recommendation	175 million	2080 Estimated

Assumptions/Disclaimers

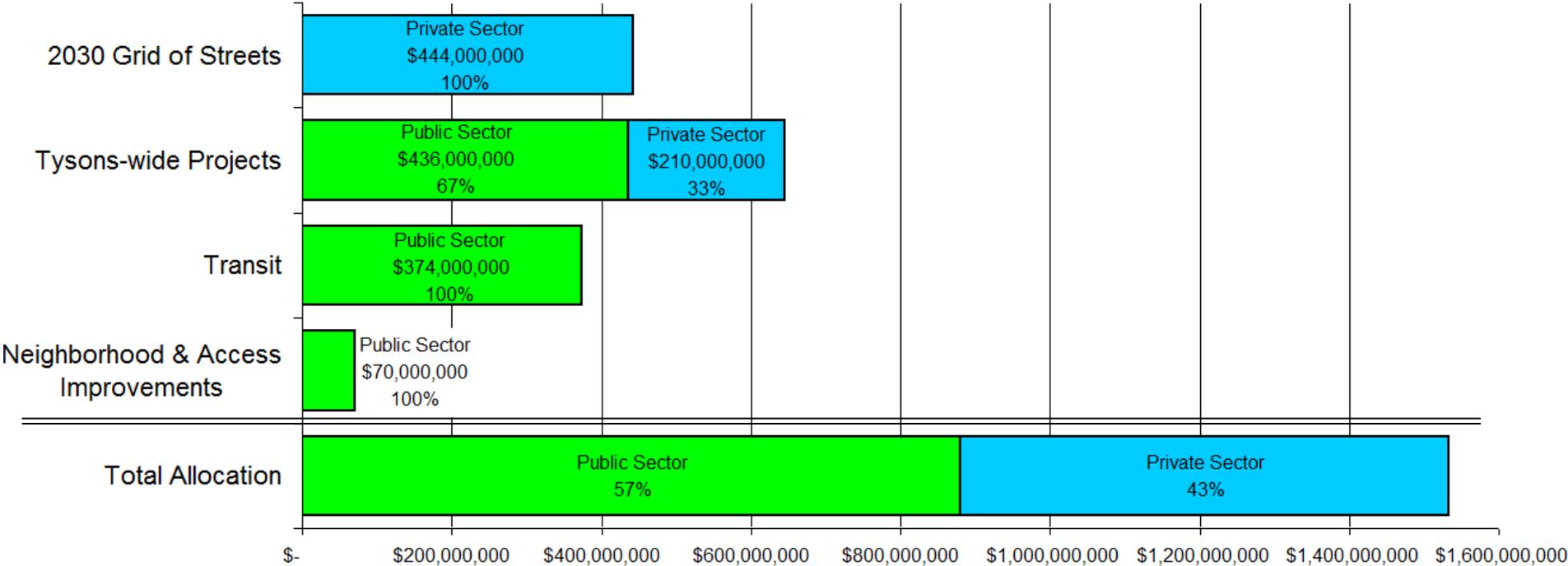
- Evaluate transportation infrastructure required to support total development of 84 M square feet (2030 horizon year)
- Future unentitled land use assumed at 50% residential and 50% non-residential
- Revenue projections include 3% annual growth in taxes collected
- Cost estimates have been prepared by FCDOT using 2006 VDOT guidelines which have been increased where appropriate due to inflation, cost of right-of-way in Tysons, and the provision of complete streets
- All cost and revenue amounts are expressed as 2010 dollars
- Cost allocations between public and private sectors were developed by staff for the purpose of evaluating funding options

Estimated Transportation Costs to 2030

1. 2030 Grid of Streets	\$444 M
a. Construction of streets associated with redevelopment proposals (Does NOT include right-of-way cost, for which density credit can be given)	\$296 M
b. Construction of streets outside of redevelopment proposals (includes ROW)	\$148 M
2. Tysons-wide Road Improvements (Includes right-of-way and construction cost)	\$646 M
3. Transit Operational and Capital Costs (Does NOT include Dulles Rail cost)	\$374 M
4. Neighborhood & Access Improvements (preliminary estimate)	\$ 70 M
	Total: \$1,534 M

Staff Proposed Public/Private Share Apportionment

Overall funding for transportation and transit investment is a shared responsibility between public and private sectors.



Grid of Streets

Grid of streets is critical to achieve urban form and road network to support planned intensities

Current road network with

‘superblock structure’ needs to be transformed into urban street grid with a smaller block form

Existing Street Network



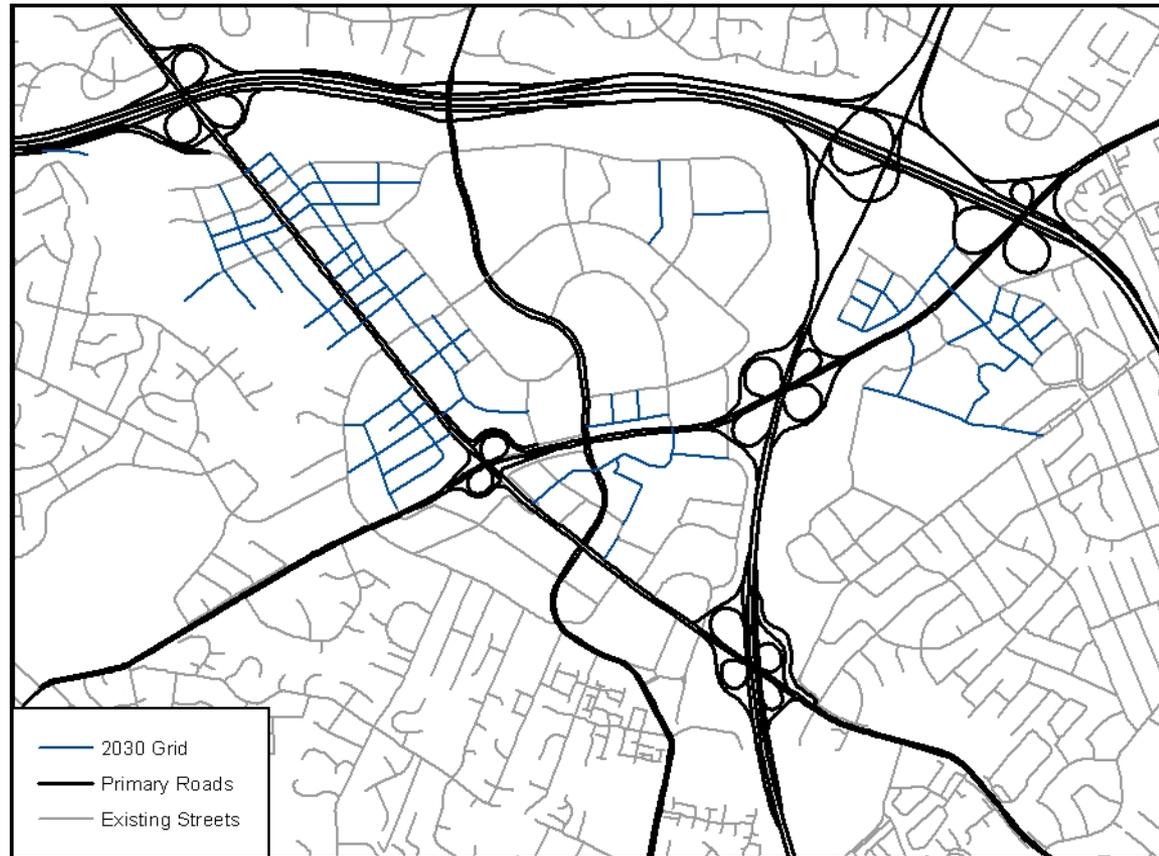
2030 Grid of Streets

New grid will be implemented concurrent with redevelopment

Staff Recommends:
100% of grid cost be the responsibility of developers

Anticipate 80% of street grid will be provided with redevelopment; 20% will not come through redevelopment proposals

Street Network with 2030 Grid



Funding 2030 Street Grid

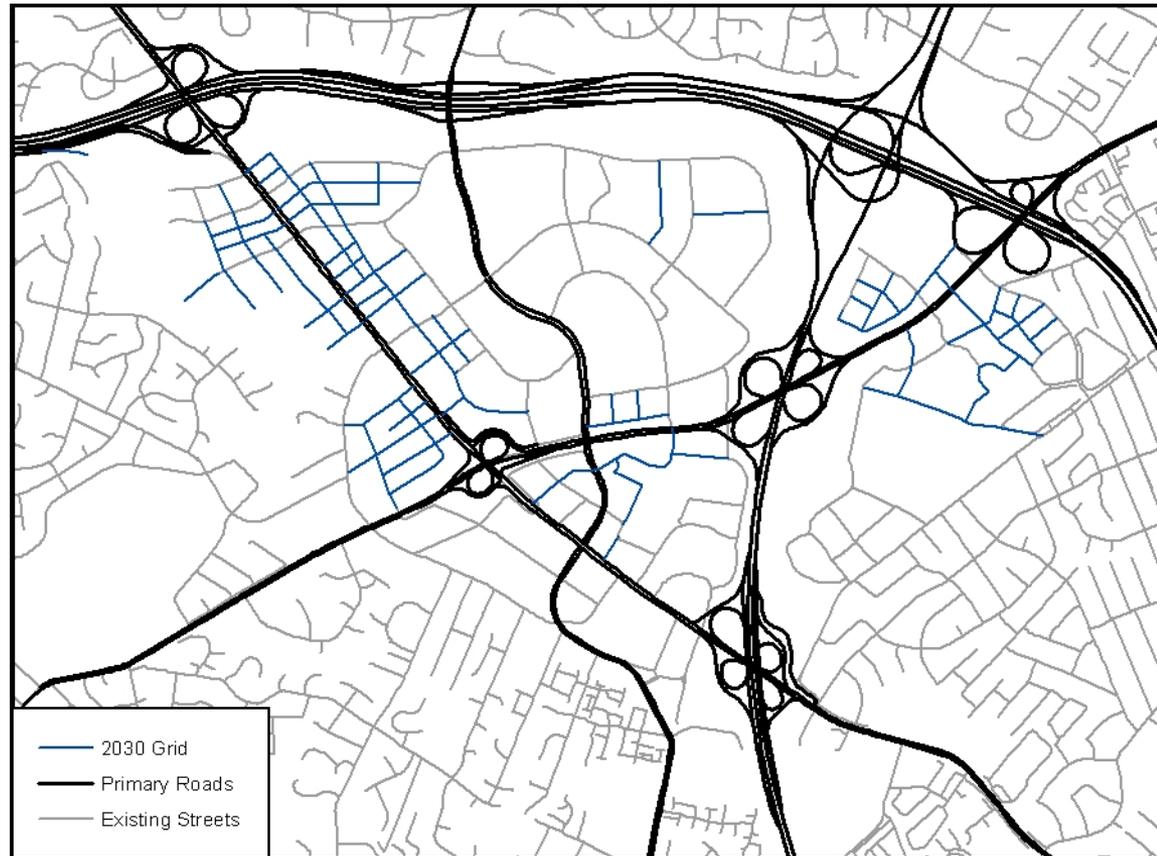
2030 grid is 60%
of 2050 grid

Cost: **\$444 M** to
construct 2030 grid

80% of 2030 grid to be
provided within projects.
Generally consists of
frontage and internal
street improvements

Cost: **\$296 M**
(does NOT include ROW)

Street Network with 2030 Grid



Funding 2030 Street Grid

20% of 2030 grid is expected to occur outside of redevelopment

Cost: **\$148 M**
(includes ROW cost)

Recommend continuation of Tysons Road Club (current rate: \$3.87 per sq ft non-residential; \$859 per residential unit).

If sole source of funds, potential Road Club rates would be:

\$8.63 per non-res sq.ft. and **\$1,000** per residential unit.

(Based on 27 M sq.ft. of unentitled new development, assuming a 50% - 50% split between residential and non-residential development)

Street Network with 2030 Grid



Road Club Rates

In comparison:

Potential Tysons Rate
\$8.63 sq.ft. for non-res
\$1,000 unit for res

Centreville Rate
\$5.45 sq.ft. for non-res
\$2,153 unit for res

Fairfax Center Area Rate
\$5.07 sq.ft. for non-res
\$1,124 unit for res

Street Network with 2030 Grid

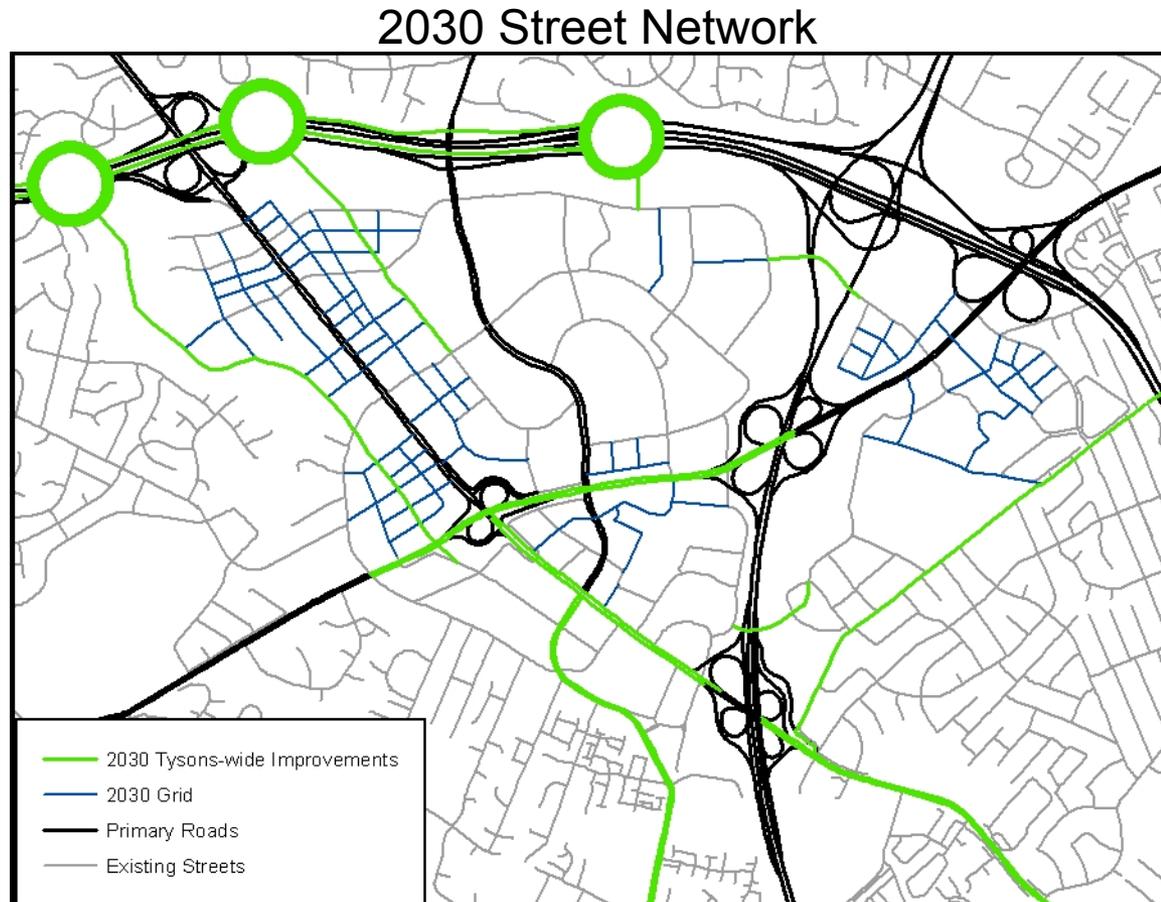


Tysons-wide 2030 Road Projects

14 Projects
required to support
2030 redevelopment
intensity levels

Projects needed to:

- Maintain access within area
- Expand capacity of existing links
- Improve access points from DTR and I-495 and Tysons
- Improve traffic flow within area



Total Cost: **\$646 M**

Tysons-wide 2030 Road Projects

* Phase I (2010-2015)	
Rt.7 Widening from Rt.123 to I-495	\$29,000,000
Boone Blvd Extension west from Rt.123 to Ashgrove Lane	\$99,000,000
Phase II (2015-2020)	
Greensboro Drive Extension west from Spring Hill Road to Rt.7	\$46,000,000
Dulles Toll Road Ramp to Boone Blvd Extension	\$59,000,000
Dulles Toll Road Ramp to Greensboro Drive Extension	\$24,000,000
Dulles Toll Road Westbound Collector Distributor	\$105,000,000
Dulles Toll Road Eastbound Collector Distributor	\$53,000,000
Phase III (2020-2025)	
Rt.7 Widening between I-495 and I-66 (1.34 mile length, 0.18 miles in Tysons)	\$43,000,000
Rt.123 Widening from Old Courthouse Road to Rt.7	\$21,000,000
Rt.123 Widening from Rt.7 to I-495	\$27,000,000
Widen Magarity Road from Lisle/Rt.7 to Great Falls Street	\$40,000,000
I-495 Overpass at Tysons Corner Center	\$16,000,000
Extension of Jones Branch Connection to inside I-495	\$16,000,000
Phase IV (2025-2030)	
Widen Gallows Road from Rt.7 to Prosperity Ave (2.56 mile length, 0.84 miles inside Tysons)	\$68,000,000
Total for 2010 to 2030	\$646,000,000

* Project phasing could be adjusted based on changes to prioritization

Funding Tysons-wide 2030 Projects

Staff Recommends:

Tysons-wide project costs should be a shared responsibility between the public and private sectors.

The cost share should be allocated based upon the ratio of through and local traffic volumes.

Public responsibility: All of through traffic (35%) and ½ of local traffic generated (32.5%)

Private responsibility: ½ of local traffic generated (32.5%)

Cost Split for Tysons-wide Projects:

Private Sector	32.5%	(\$210 M)
Public Sector	67.5%	(\$436 M)

Tyson-wide 2030 Projects Funding Options Elements

Each funding option was rated on 7 elements to illustrate issues related to each (see appendix for more detail)

Seven elements

- Cost of Financing/Carrying Cost
- General Fund Impact
- Ability to Meet Capital Requirements
- Level of Third Party Concurrence
- Length of Time to Accrue Funds
- Impact on Redevelopment
- Impact to G.O. Debt

Elements are ranked on color scale:

- Green  = Low impact and/or Most Beneficial
- Orange  = Medium Impact and/or Of Concern
- Red  = High Impact and/or Most Difficult

Tyson's-wide 2030 Projects Funding Option – Public Sector

Tax Increment Financing (TIF)

Capture projected incremental property tax revenue stream and allocate all, or portion, to transportation improvements

Goal Amount
Public : \$436 M
Private: \$210 M

	Cost of Financing / Carrying Cost	Length of Time to Accrue Funds	General Fund Impact	Impact on Redevelopment	Impact to G.O. Debt	Ability to Meet Capital Requirements	Requires Third Party Concurrence
100% TIF	●	◆	●	■	■	■	■
Capped TIF	●	◆	◆	■	■	◆	■

Through 2030

100% of TIF at \$1.09 and 3% annual growth value ≈ **\$439 M**

Since 100% TIF is unlikely, as an alternative,

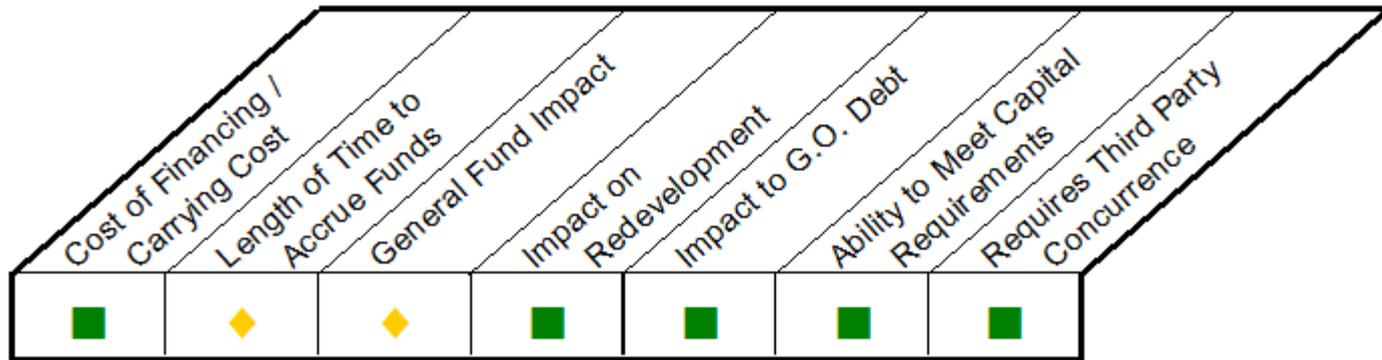
Capped TIF ≈ **\$251** at maximum annual amount equal to \$0.01 tax rate value

Tyson-wide 2030 Projects Funding Option – Public Sector

General Revenue Fund (Pay-Go)

Dedicate portion of general revenue collected through property tax

Goal Amount
Public : \$436 M
Private: \$210 M



Through 2030

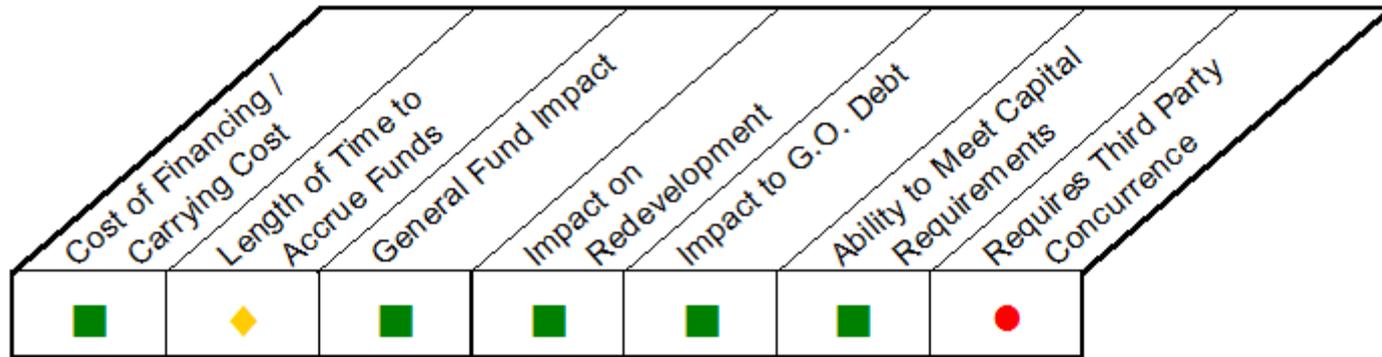
\$0.01 General Fund dedication ≈ **\$502 M**

Tyson-wide 2030 Projects Funding Option – Public Sector

Meals Tax (Pay-Go)

Establish a countywide 4% meals tax with a portion dedicated for transportation

<u>Goal Amount</u> Public : \$436 M Private: \$210 M
--



Through 2030

Annual contribution of **\$21.8 M** could fully fund **\$436 M** Tysons' need
 Meals Tax at 4% expected to generate **≈ \$80 M** annually countywide (**\$1.6 B** over 20 yrs)
 which is sufficient to fund Tyson-wide improvements, as well as a significant number of
 other Countywide transportation improvements

Tyson-wide 2030 Projects

Funding Option – Public Sector

General Obligation Bond Program
 Include all or a portion into County's
 CIP and debt program

Goal Amount
 Public : \$436 M
 Private: \$210 M



Through 2030

Final allocation to be considered in conjunction with other CIP priorities and review of debt capacity

(Full cost of Tysons projects would require **\$21.8 M** per year on top of current priorities)

Tyson-wide 2030 Projects Funding Option – Public Sector

State and Federal Funding

There is enormous uncertainty related to federal and state funding for transportation

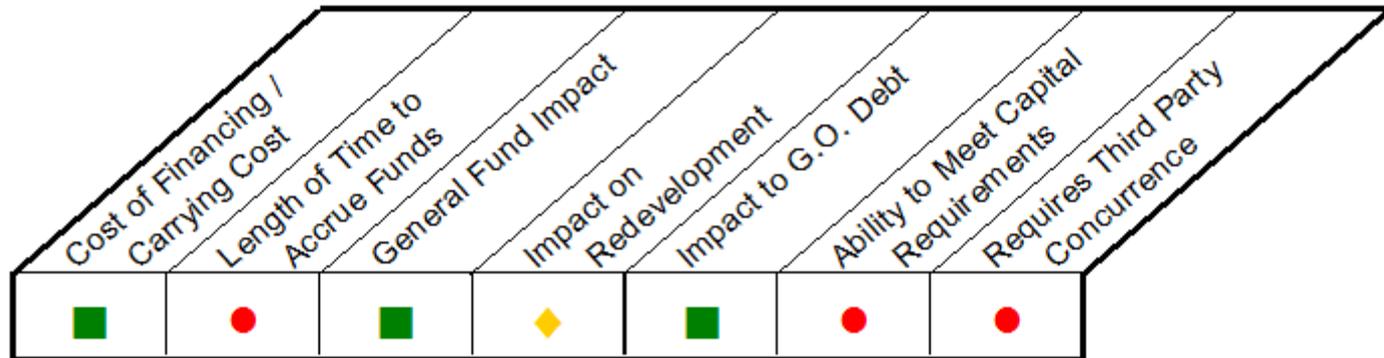
- State transportation funds for construction began being diverted to maintenance in FY02. Due to this, and other factors, it is projected that, without increases in state transportation revenue, the state will not have adequate transportation funds to fully match federal funds by FY14
- Availability of Federal funding for new construction projects remains extremely uncertain and will remain so until a new federal transportation bill is enacted by Congress.
- All state and federal funds are largely already committed to other projects over the next 6 years (FY11 – FY16) and not available for new projects

Tyson-wide 2030 Projects Funding Option – Public Sector

State and Federal Funding

Portion of funding provided from state or federal sources

Goal Amount
Public : \$436 M
Private: \$210 M

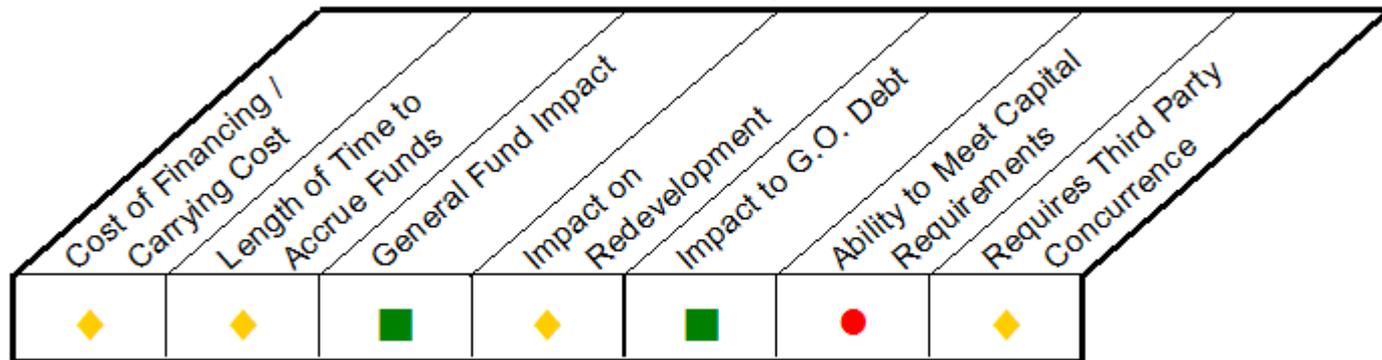


Historically state and federal funding sources for ALL COUNTYWIDE capital transportation projects has averaged between \$40 – 50 M annually

Tyson-wide 2030 Projects Funding Option – Public Sector

Commercial Transportation Tax (C&I Fund)
 Dedicate portion of revenue collected through C&I Fund. FY2009 rate at \$0.11 (max rate permitted = \$0.125)

Goal Amount
 Public : \$436 M
 Private: \$210 M



Through 2030

24% of C & I dedication (\$0.0267) ≈ **\$138 M**

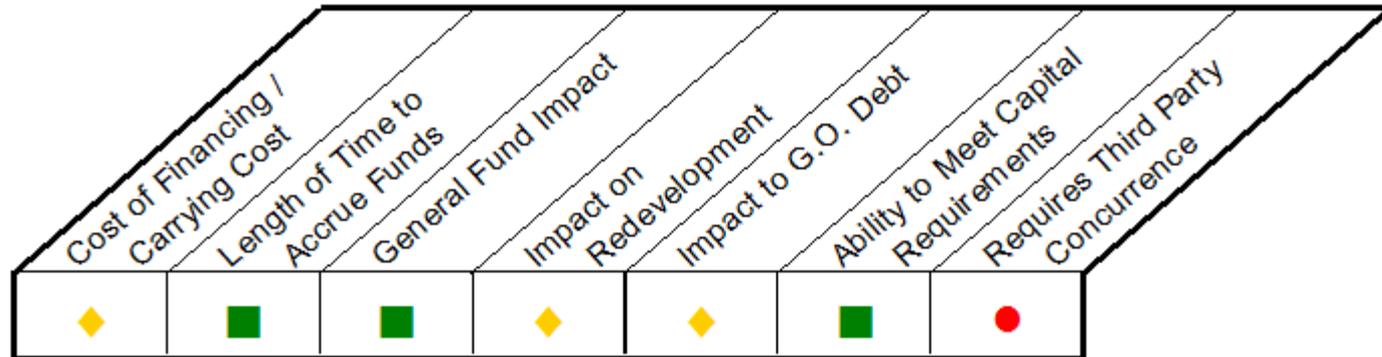
48% of C & I dedication (\$0.0535) ≈ **\$336 M**

(Tysons currently contributes ≈ 24% of total C&I revenue)

Tyson-wide 2030 Projects Funding Option – Private Sector

Special Tax or Service District
ad valorem special tax or special
 assessment within defined geographic area

Goal Amount
 Public : \$436 M
 Private: \$210 M



Through 2030

\$0.14 *ad valorem* tax rate ≈ **\$210 M**

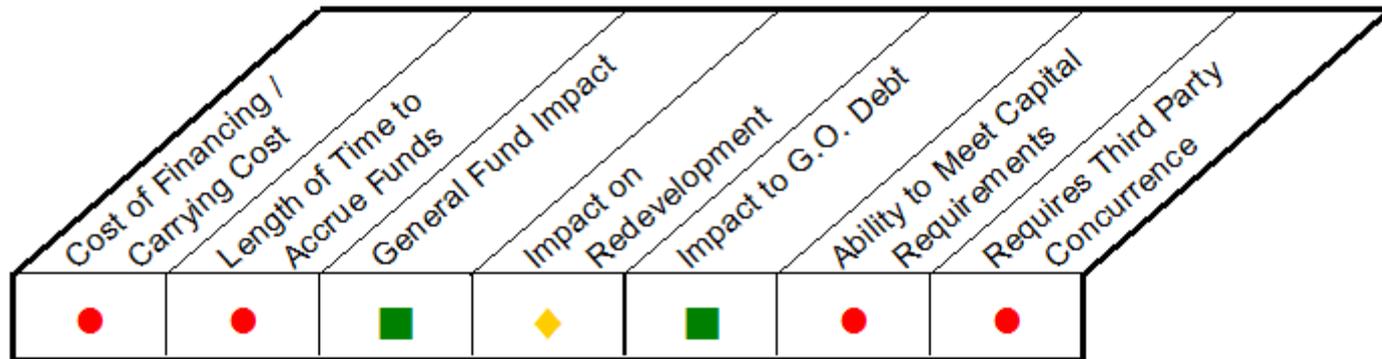
Tyson's-wide 2030 Projects

Funding Option – Private Sector

Community Development Authority (CDA)
ad valorem special tax or special
 assessment within defined geographic area

Goal Amount
 Public : \$436 M
 Private: \$210 M

Requires petition by 51% of land owners



Through 2030

\$0.07 ad valorem tax rate ≈ \$86 M

(linked to Dulles Rail maximum rate where CDA rate increases as Dulles Rail rate is reduced with a combined maximum rate of \$0.29)

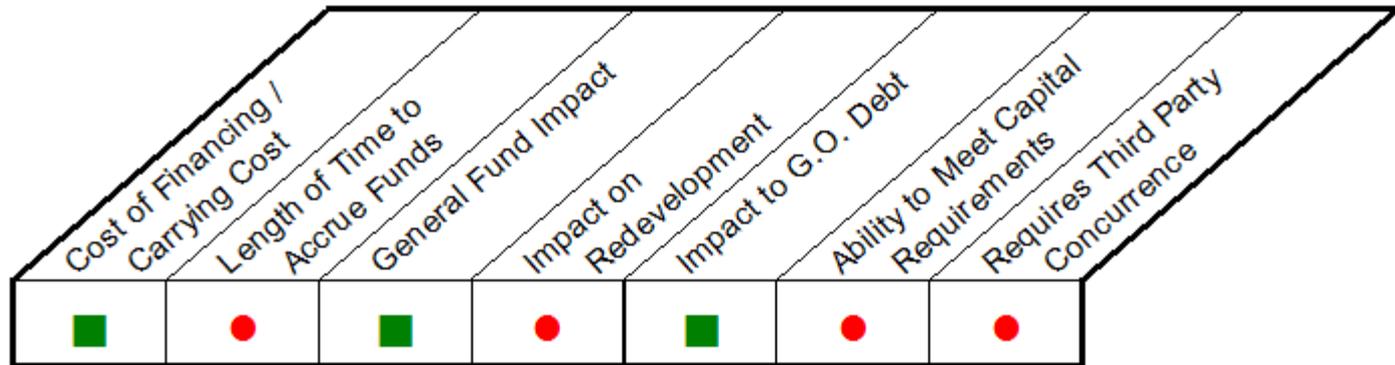
Tyson's-wide 2030 Projects Funding Option – Private Sector

Development Contributions

Funds or in-kind construction

commitments provided either from individual proposals or from private-private partnerships

Goal Amount
Public : \$436 M
Private: \$210 M



Through 2030

Contribution levels are unknown at this time

Tyson's-wide 2030 Projects Funding Option Summary

	Public Sector Funding Sources							Private Sector Funding Sources		
	100% TIF	Capped TIF	General Fund (Pay Go)	Meals Tax (Pay Go)	G.O. Bonds	State/Federal Funding	C&I Funds	Service District	CDA	Developer Contributions
Cost of Financing / Carrying Cost (Lowest to High)	●	●	■	■	■	■	◆	◆	●	■
Length of Time to Accrue Funds (Sooner to Later)	◆	◆	◆	◆	■	●	◆	■	●	●
General Fund Impact (Low to High)	●	◆	◆	■	■	■	■	■	■	■
Impact on Redevelopment (Low to High)	■	■	■	■	■	◆	◆	◆	◆	●
Impact to G.O. Debt (Low to High)	■	■	■	■	◆	■	■	◆	■	■
Ability to Meet Capital Requirements (High to Low)	■	◆	■	■	■	◆	●	■	●	●
Requires Third Party Concurrence (Degree of Difficulty)	■	■	■	●	◆	●	◆	●	●	●

	Low Impact and/or Most Beneficial		Medium Impact and/or Of Concern		High Impact and/or Most Difficult
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Tyson-wide 2030 Projects Funding Option Summary

Solution likely to blend variety of options proposed to spread risk and phase funds

<u>Goal Amount</u> Public : \$436 M Private: \$210 M
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Total Need

\$646 M

Public

- 100% TIF **\$439 M**
- Capped TIF at \$0.01 G.F. Amount **\$251 M**
- General Fund / Pay-Go @ \$0.01 Dedication **\$502 M**
- Meals Tax (4%) **\$436 M+**
- G.O. Bonds (\$21.8M per year) **\$436 M**
- State/Federal funds **Unknown**
- C&I Funds, \$0.04 dedication **\$336 M**

Private

- Service District, \$0.14 *ad valorem* rate **\$210 M**
- CDA, \$0.07 *ad valorem* rate tied to Rail **\$86 M**
- Developer Contributions **Unknown**

Transit Costs – Operating and Capital

Expanded transit service that serves Tysons, over and above service existing today; does not include costs for Silver Line

Operating Cost: **\$306 M**
\$18M annual cost over 17yrs

Capital Cost: **\$68 M**
\$34 M for initial transit equipment purchase
\$34 M for replacement of equipment

Staff Recommends:

Total costs of **\$374 M** (\approx \$20 M annually); assumed fully by public sector



Neighborhood & Access Improvements

Additional transportation improvements should be made to improve existing transportation issues in adjacent neighborhoods. Improvements also support desired transportation mode-shifts within Tysons and include:

- Tysons Neighborhood Intersection Improvements
- Bike Access Point Improvements
- Tysons Metrorail Station Access Improvements

Staff Recommends:

Total costs assumed 100% by public sector; while number and extent of projects is yet to be finalized, costs expected to be at least **\$70 M**