FAIRFAX COUNTY PLANNING COMMISSION
TYSONS CORNER COMMITTEE
THURSDAY, JULY 14, 2011

COMMITTEE MEMBERS PRESENT:

Walter L. Alcorn, Chairman, At-Large
Frank A. de la Fe, Hunter Mill District
Jay P. Donahue, Dranesville District
Kenneth A. Lawrence, Providence District
James T. Migliaccio, Lee District

OTHER COMMISSIONERS PRESENT:

James R. Hart, At-Large
Timothy J. Sargeant, At-Large

FAIRFAX COUNTY STAFF PRESENT:

Rob Stalzer, Deputy County Executive, County Executive's Office
Fred R. Selden, Director, Department of Planning and Zoning (DPZ)
Barbara C. Berlin, Director, Zoning Evaluation Division (ZED), DPZ
Matthew Ladd, Planner I, Planning Division, DPZ
James P. Zook, Consultant, DPZ
Thomas P. Biesiadny, Acting Director, Department of Transportation (FCDOT)
Daniel B. Rathbone, Chief, Transportation Planning Division (TPD), FCDOT
Leonard Wolfenstein, Chief, Transportation Planning Section (TPS), TPD, FCDOT
Kenneth J. Kanownik, Coordination and Funding Division, FCDOT
Barbara A. Byron, Director, Office of Community Revitalization Reinvestment (OCRR)
Scott Sizer, Revitalization Program Manager, OCRR
Barbara J. Lippa, Executive Director, Planning Commission Office
Kara A. DeArrastia, Clerk to the Planning Commission

OTHERS PRESENT:

Laurie Genevro Cole, Town Council Member, Town of Vienna
Keith Turner, Chairman, Tysons Partnership Board of Directors
Stu Mendelsohn, Member, Tysons Partnership Board of Directors
Lynne J. Strobel, Esquire, Walsh, Colucci, Lubeley, Emrich & Walsh, PC
Shane Murphy, Esquire, Cooley LLP
Michael P. McCarthy, Vice President/Director of Acquisitions, Quadrangle Development
Russell Marks, Investor/Developer, NVCommercial
Luke Culdow, Federal Realty Investment Trust
Douglas Koelemsy, Science Applications International Corporation (SAIC)
Patty Nicoson, President, Dulles Corridor Rail Association
Rob Jackson, President, McLean Citizens Association (MCA) Board of Directors
Mark Zetts, Co-Chairman, MCA Planning and Zoning Committee
Alison Hammerschmidt, Greater Tysons Green Civic Association
Bruce Bennett, Chairman, Hunter Mill Defense League Transportation Committee
Roger Diedrich, Virginia Chapter – Sierra Club
Rob Whitfield, Dulles Corridor Users Group

OTHERS PRESENT (Continued):

Will Radle, Lee District resident
Bill Crosby, McLean resident
Amar Chaker, Vienna resident
Laurie Chaker, Vienna resident
Thomas Cranmer, Great Falls resident
Cassandra Osborne, Affiliation unknown

ATTACHMENTS:

A. PowerPoint Presentation on Implementing Transportation Improvements in Tysons
B. Table 7: Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons (pages 68-69 of the Tysons Corner Comprehensive Plan, Transportation Section)
C. Draft Committee Process for Discussion on September 7, 2011
D. Written Statement of the McLean Citizens Association on Infrastructure Cost Recovery to the Fairfax County Planning Commission's Tysons Committee, dated July 14, 2011

//

Chairman Walter L. Alcorn called the meeting to order at 7:01 p.m., in Conference Rooms 9/10 of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

//

Commissioner Lawrence MOVED THAT THE TYSONS CORNER COMMITTEE MINUTES OF JUNE 22, 2011 BE APPROVED.

Commissioner de la Fe seconded the motion which carried unanimously.

//

IMPLEMENTING TRANSPORTATION IMPROVEMENTS IN TYSONS

Thomas Biesiadny, Acting Director, Fairfax County Department of Transportation (FCDOT), indicated that staff from FCDOT, Department of Planning and Zoning (DPZ), Office of Community Revitalization Reinvestment (OCRR), Department of Management and Budget (DMB), and County Executive's Office had participated in a coordinated effort to develop a proposal to allocate funding responsibility for the transportation improvements depicted in the Tysons Corner Comprehensive Plan. Noting that this proposal was intended for discussion purposes only, he said the goal of this presentation was to help everyone understand staff's rationale.

Scott Sizer, Revitalization Program Manager, OCRR, delivered a PowerPoint presentation on Implementing Transportation Improvements in Tysons, as shown in Attachment A. He noted

that the phased provision of transportation infrastructure needed to maintain a balance between land use and transportation was detailed in Table 7 on pages 68 through 69 in the Transportation Section of the Tysons Corner Comprehensive Plan, as shown in Attachment B. He also announced that the Tysons funding presentations and documentation were available online at http://www.fairfaxcounty.gov/tysons/implementation/trans_funding.htm.

Chairman Alcorn thanked Mr. Sizer for his informative presentation.

In response to questions from Commissioner Sargeant, Mr. Sizer noted that the estimates for private funding of roads only addressed construction and land acquisition. Mr. Biesiadny said the Tysons Partnership, staff, and landowners were currently discussing the public versus private streets issue, but staff's recommendation to date was that any roadways designated as local streets or above were public and service roads were private. He explained that the transit service enhancements envisioned the circulator system, which would start as a rubber tired system that could evolve into a higher level such as street car or light rail. He stated that the enhanced transit service included communities inside and outside of Tysons.

Replying to a question from Commissioner de la Fe, Mr. Biesiadny indicated that the traffic moving through Tysons included vehicles travelling from Routes 7 and 123, I-495, and Gallows Road into McLean, but not the Dulles Toll Road.

Answering questions from Commissioner Lawrence, Mr. Sizer explained that the transportation improvements associated with the development level of 84 million square feet would still be needed regardless of the year this level was attained, but if it was attained past the forecasted timeframe, the additional revenue generated or accrued during this period would help fund those improvements. Mr. Biesiadny said because the estimated cost amounts were expressed in 2010 dollar values, the costs would escalate in time, but if the improvements were not needed at the time, some of the sources would generate revenue in the interim and the interest earned would help address some of those costs.

Responding to questions from Laurie Genevro Cole, Town Council Member, Town of Vienna, Mr. Sizer explained that the cost of right-of-way acquisition was not included in the $443 million estimate for those portions of the grid of streets that were expected to occur within redevelopment sites as those portions would be constructed with the developments, and the density credit for the right-of-way would be used by the associated development. Barbara Byron, Director, OCRR, noted that the costs of right-of-way for the off-site pieces of the grid and construction of the missing links were included in the total cost of the grid. She explained that no value would be provided to the development community for on-site right-of-way used for the grid of streets as developers could be compensated through density credits for those areas based on intensity, not land value.

Bruce Bennett, Chairman, Hunter Mill Defense League Transportation Committee, pointed out that the private sector's share of the Tysons transportation improvements was fixed while the public sector's share was open to expansion. He then asked what types of bonds could be used,

as depicted under Public Funding Sources. Mr. Biesiadny indicated that several could be used, including the following:

- Regular general obligation bonds that were approved by voters and supported by general tax revenues;
- Revenue bonds to support a proposed facility (e.g., revenue from fees collected for use of a parking structure would be securitized and used to bond a facility); and
- Bonds supported by specific tax revenues, such as commercial/industrial property taxes.

In reply to another question from Mr. Bennett, Mr. Biesiadny said Tax Increment Financing would fall under the "Other" or "Grants" public funding sources.

Answering questions from Mark Zetts, Co-Chairman, McLean Citizens Association (MCA) Planning and Zoning Committee, Mr. Biesiadny explained that staff envisioned that developers would contribute a certain dollar amount per square foot in the Tysons Road Club, which would help fund the missing links needed to connect streets, provided that this mechanism was adopted by the Board of Supervisors.

Responding to questions from Thomas Cranmer, Great Falls resident, Mr. Biesiadny said staff had not conducted a specific cost-benefit analysis. He explained that the anticipated traffic generation from planned development in Tysons had been allocated to the street and transit networks to determine an overall Level of Service "E" goal for the street network. He noted that staff was conducting a consolidated traffic impact analysis for each planning district within Tysons, which would include phasing information and prioritization of the links in the grid system based on their cost-benefit, but the specific links would not be compared with each other.

In response to comments from Mr. Cranmer, Fred Selden, Director, DPZ, stated that there was long-standing Policy in the County to concentrate development in places like Tysons Corner, maximize the benefit of mass transit like Metro, and target future housing and employment growth opportunities in activity centers like Tysons. He said if this embodiment of smart growth failed, it perpetuated a notion that employment should not be located in Tysons but in dispersed suburban locations farther out. Mr. Selden further noted that if housing opportunities were not located in Tysons and similar places, there would be more pressure to redevelop some of the lower density, residential neighborhoods that should remain stable. He cautioned that Tysons should not be viewed in the narrow context that the overall cost ought to be borne by the developers. He pointed out that in 1991, Tysons had been identified as the County's Urban Center, which was intended to have the highest intensity development and represent the County's future downtown. He said the transformation of Tysons envisioned in the Plan supported this objective.

Chairman Alcorn said he encouraged everyone to present their comments, views, and suggestions regarding staff's proposal for funding transportation improvements in Tysons and the process for discussion at the public listening session on Wednesday, September 7, 2011, at 7 p.m. in Conference Rooms 9/10.

Rob Whitfield, representing the Dulles Corridor Users Group, suggested that the expected year of completion for each of the transportation program and infrastructure projects listed in Table 7 and its associated estimated cost be provided. Mr. Biesiadny agreed with this suggestion. Chairman Alcorn requested that this information be posted online prior to the September 7th public listening session.

//

DRAFT COMMITTEE PROCESS FOR DISCUSSION ON SEPTEMBER 7, 2011

Chairman Alcorn pointed out that people could also submit their comments, concerns, and recommendations to plancom@fairfaxcounty.gov. He then reviewed the document entitled, "Draft Committee Process for Discussion on September 7, 2011," as shown in Attachment C.

Commissioner de la Fe said he thought that the nine tasks listed under the draft process, with the exception of Tasks 8 and 9, would not need to be addressed sequentially and some might need to be discussed concurrently or expedited ahead of others. He added that he did not think consideration of the currently submitted Tysons rezoning applications should be delayed while these tasks were being discussed. Chairman Alcorn agreed with these statements.

Commissioner Hart said he agreed with Commissioner de la Fe's remarks. He suggested that staff prepare a working rough draft organizing the specific tasks by weeks, noting that the final product would represent the mechanism by which to maintain a balance between land use and transportation in Tysons. He stressed the importance of this working document in guiding the Planning Commission in its review of Tysons cases over the coming months.

Commissioner Lawrence indicated that RZ/FDP 2010-PR-014, Georgelas Group LLC, was scheduled for public hearing before the Planning Commission on Thursday, September 8, 2011. He recommended that staff develop proffer language that would be acceptable to applicants and allow for enough flexibility to support a final proposal so applicants had a good idea of what was expected of them. Ms. Byron said staff would address this issue during its negotiations with applicants. She stated that the first Georgelas case was being handled in a flexible way that could accommodate the future resolution of this process for discussion. She pointed out that the first Georgelas case was small compared to the others and involved three residential buildings so it did not affect the Comprehensive Plan's Initial Development Level, but it was expected to help lead future cases to be more efficient. Ms. Byron said she thought that it was unlikely that the Commission would hear another Tysons case before the end of this year; however, the Committee, staff, and stakeholders still needed to work diligently on resolving issues to enable staff to negotiate with applicants to commit to proffers that were consistent with the Committee's thinking. She explained that staff needed guidance from the Committee and stakeholders regarding whether any changes to staff’s funding proposal were needed.

Mr. Selden stated that the Plan had set forth some available options for transportation funding mechanisms. He noted that if the funding mechanism had not been decided, it was important to phase the proposed development to the required transportation infrastructure and programs. He

recalled that the opportunity to rezone to a higher level of intensity had been allowed in the Plan for both the Tysons and Dulles Toll Road areas.

Commissioner Hart suggested that staff provide status updates regarding which transportation improvements, as outlined in Table 7, were being committed to in the currently submitted Tysons rezoning cases. Ms. Byron said that at the first process meeting, staff could provide a status update, but this would change frequently as negotiations took place. Mr. Biesiadny noted that staff could summarize the current commitments to projects listed in Table 7 for discussion at a future Committee meeting.

Commissioner Sargeant said the required Tysons transportation program and infrastructure projects and their associated funding mechanisms would be phased over time. He commented on the difficulties in ensuring the effectiveness of an established public/private share allocation formula within the first phase of funding; especially given the fact that Federal and State public funding would be scarce over the next 5 to 10 years. He, therefore, recommended that the required transportation improvements be prioritized according to need and proximity to the Metro stations. Mr. Biesiadny explained that some of the public improvements would likely move ahead first, so if the funding allocation was 58 percent to the public sector and 42 percent to the private sector, the public investment might be a higher share at the beginning and as the developments were constructed, the private investment might be higher toward the end of the year 2030. Commissioner Sargeant said he thought that a historic review of Federal and State public funding percentages would provide a more realistic perspective of the anticipated local and regional public funding.

//

Chairman Alcorn left early and therefore, relinquished the Chair to Acting Chairman Lawrence.

//

ABBREVIATED LISTENING SESSION TO COLLECT MCLEAN CITIZENS ASSOCIATION VIEWS REGARDING TYSONS TRANSPORTATION FUNDING

Rob Jackson, President, MCA Board of Directors, summarized the written statement of the MCA on Tysons infrastructure cost recovery, dated July 14, 2011, as shown in Attachment D. He explained that the MCA supported a formula that allocated 75 percent of the Tysons infrastructure costs to the landowners in exchange for added density and protection against down-planning or down-zoning and allocated the remaining 25 percent to County taxpayers through contributions from various public funding sources.

Replying to questions from Acting Chairman Lawrence, Mr. Jackson said he assumed that there would always be a need for transportation improvements at a certain level for particular Tysons development projects, such as widening roads and providing access to the Dulles Toll Road, despite the rate of growth in Tysons. He explained that the funding model should include protection from tax increases or cuts to County and school programs to fund the public

infrastructure that was required to support planned development in Tysons by delaying such projects until they were able to fund the supporting infrastructure. Mr. Jackson noted that Tysons redevelopment must be incredibly successful to ensure that the entire needed infrastructure was built in a timely manner.

Answering a question from Mr. Cranmer, Mr. Jackson said the Fairfax County tax portion of MCA's proposed 25 percent contribution from public funding sources had not been calculated.

In response to a question from Commissioner Donahue, Mr. Jackson stated that based on MCA's discussions with the Virginia Department of Transportation (VDOT), landowners, and attorneys, it was suggested that the 75-25 cost allocation formula used by both Fairfax and Loudoun Counties to pay for transportation improvements in the Route 28 corridor had been a successful model. He said the costs were more elaborate and extensive and the advantages and disadvantages were much greater in Tysons than the Route 28 corridor. Commissioner Donahue stated that a more specific comparison and analysis was needed. Mr. Biesiadny noted that staff could provide a breakdown of the similarities and differences between the Route 28 corridor and proposed Tysons-wide tax district.

Responding to another question from Commissioner Donahue, Mr. Jackson indicated that he had spoken to staff from Loudoun County Government and VDOT. He said the MCA was open to other considerations. He explained that Tysons must be successful and the cost recovery must take advantage of and foster growth, but Fairfax County residents should not have to pay significantly more taxes to fund Tysons infrastructure.

Ms. Byron pointed out to Mr. Jackson that staff's analysis could only focus on transportation improvements in Tysons and not also public facilities.

Commissioner Sargeant said it would be helpful to also consider the other areas in the County that required revitalization and transportation infrastructure upgrades. Ms. Byron noted that staff had taken into account the fact that all the County's resources could not be allocated only to Tysons because other areas, such as the Richmond Highway and Dulles Toll Road corridors, also needed transportation improvements.

Commissioner Sargeant pointed out that the fact that the flow of public funding was not always consistent should also be factored into the cost allocation formula.

Mr. Selden emphasized the importance of offering incentives to developers to transform Tysons, promote vital redevelopment, enable sufficient access to the Metro stations, and facilitate a functional grid of streets. He also stressed the need to explore various approaches toward resolving the funding challenge and determining a basis for ensuring the transformation of Tysons.

In reply to a question from Acting Chairman Lawrence, Ms. Byron explained how a true-up mechanism might work in Tysons by phasing the completion of specific transportation improvements for given periods of time.

Acting Chairman Lawrence said he thought that the functional difference between the Route 28 corridor and Tysons would help lead to procedural differences in the cost recovery part of the shared funding model, which should also include protection against downside risk. He suggested that consensus first be reached on a cost recovery plan that would be fair to everyone. He explained that if snapshots were taken of the 75-25 cost allocation over a 40-year period, it would probably represent an elongated S-curve with the public sector's share more prominent at the beginning and the private sector's share more prominent toward the end.

Commissioner de la Fe commented that it would be worthwhile to consider MCA's proposal and analyze the tax districts in the Route 28 corridor and other areas in the County. Ms. Byron suggested that staff deliver to the Committee a brief tutorial on all of the County's tax districts.

Answering questions from Mr. Whitfield, Ms. Byron said the Committee also needed to receive a tutorial on financing from Len Wales, Financing Advisor, Department of Management and Budget. She explained that in collaboration with the private sector, staff was performing a revenue analysis of Tysons in the overall economy of the County, including its performance 10 years ago, today, and 10 years from now, noting that staff anticipated presenting the findings at a future Committee meeting.

Mr. Whitfield said he objected to staff's proposed 58-42 funding allocation formula in Tysons because it could not be justifiably compared to allocations in other revitalization areas in the County. James Zook, Consultant, DPZ, commented that the only logical comparison for the cost share was staff's proposal for Tysons versus the Route 28 corridor. He indicated that the data being collected for Tysons' revenue analysis were based on the high forecast for growth as identified in the report "Forecasts for Tysons Corner to 2050" prepared by the George Mason University Center for Regional Analysis in September 2008, and that data would be provided to the Committee. Mr. Zook explained that in addition to phasing to transportation improvements and programs, phasing to public facilities would also be critical to the successful transformation of Tysons. He pointed out that staff was attempting to secure land or spaces for public facilities during negotiations with the applicants of the currently submitted Tysons rezoning applications. He stated that some of the funds allocated in the Capital Improvement Program process could be used to construct the planned public facilities in Tysons, noting that some of the revenue from Tysons had been used to construct schools, parks, and libraries elsewhere in the County. He said staff could provide information on public facilities to the Committee if it was so desired.

Ms. Byron explained to Mr. Whitfield that staff strongly believed that each revitalization area presented unique circumstances that required a unique solution; for example, the Community Development Authority in Merrifield would most likely not be replicated in another area in the County. She noted that staff would evaluate the needs of each revitalization area and determine the optimal approach toward addressing those needs.

Will Radle, Lee District resident, pointed out that Tysons was in competition with other jurisdictions for development contracts; therefore, the cost to build in Tysons should not be excessive or developers and businesses would consider moving elsewhere.

Bill Crosby, McLean resident, expressed concern that the planned development in Tysons would cause overcrowding and additional traffic. He said it was unfair that as a taxpayer, he was being asked to pay for this development that would serve no benefit to him.

Acting Chairman Lawrence reminded everyone to share their views at the September 7th public listening session.

Mr. Bennett commented that the average private taxpayer in the County paid for public facilities throughout the County, noting that his taxes had increased dramatically over the last 10 years. He further noted that developers would pay a lot of money for properties in Tysons and would certainly pay their share of taxes like everyone else. Acting Chairman Lawrence said the allocation of costs would not be mutually exclusive, noting that it was essential to achieve the right balance between the public and private sectors.

Mr. Cranmer suggested that the Planning Commission send a postcard or letter to every County household asking them if they would be willing to pay a specified additional amount in taxes for Tysons development next year. He voiced his objection to paying additional taxes for Tysons development. He then asked Mr. Jackson if he had polled all of the households in McLean to verify whether they would be willing to pay a specified additional amount in taxes for Tysons development. Mr. Radle argued that Mr. Cranmer's position was flawed because it was based on the false assumption that taxpayers would be paying a one-time fee when in actuality the costs would be distributed over 20 or 30 years and the value of the properties being developed would consequently increase.

In response to a comment from Mr. Cranmer, Mr. Zook said the taxpayers would not pay front-end costs for the public infrastructure.

Replying to a question from Commissioner Hart, Mr. Jackson affirmed that the 75-25 split would be across the board and would not differentiate between the four funding categories: 1) 20-year grid of streets; 2) Tysons-wide road improvements; 3) Transit service enhancements; and 4) Neighborhood and access improvements. Commissioner Hart recommended that staff's analysis of the transportation funding in the Route 28 corridor compared to Tysons apply the same template of categories. A brief discussion ensued with input from Ms. Byron and Mr. Selden regarding the amount of residential within the Route 28 corridor.

Answering a comment from Commissioner Hart, Mr. Selden explained that the Route 28 corridor and Tysons could not be validly compared because the Route 28 corridor was comprised mainly of office parks and lacked a grid of streets, pedestrian trails, connectivity, and other elements that were built into the Tysons transportation system. Acting Chairman Lawrence pointed out that one common element between the two areas was that there was a certain division of responsibility for the transportation costs. He said it was important for the Committee, staff, and stakeholders to reach a consensus on a fair allocation based on the input received.

Ms. Cole said she looked forward to staff providing information about the various differences between the public/private split in infrastructure funding for the Route 28 corridor and staff's proposal for Tysons and whether the 75-25 cost allocation formula would work in Tysons.

Acting Chairman Lawrence said he encouraged everyone to review the proposed process for discussing considerations and gaining consensus on issues and prepare their comments, concerns, and suggestions for presentation at the September 7th listening session.

Commissioner Sargeant commented that because more people were expected to reside and/or work in Tysons, it was imperative that they have sufficient housing and transit opportunities to help minimize traffic congestion.

//

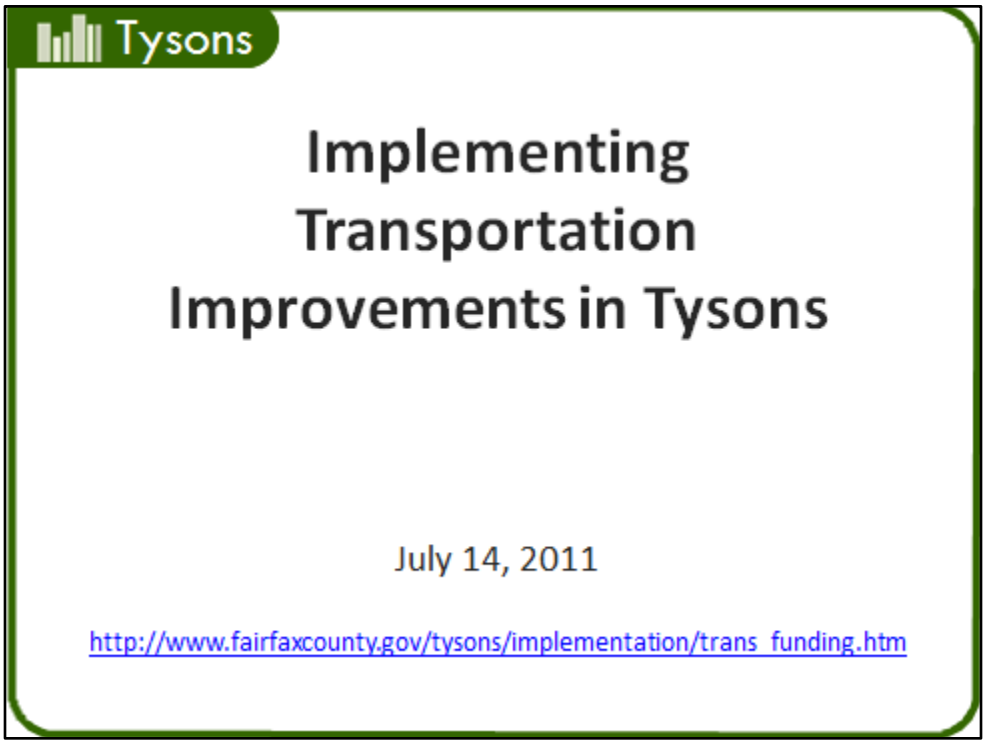
The meeting was adjourned at 9:01 p.m.
Walter L. Alcorn, Chairman

An audio recording of this meeting is available in the Planning Commission Office, 12000 Government Center Parkway, Suite 330, Fairfax, Virginia 22035.

Minutes by: Kara A. DeArrastia

Approved: September 7, 2011

_____
Kara A. DeArrastia, Clerk to the
Fairfax County Planning Commission

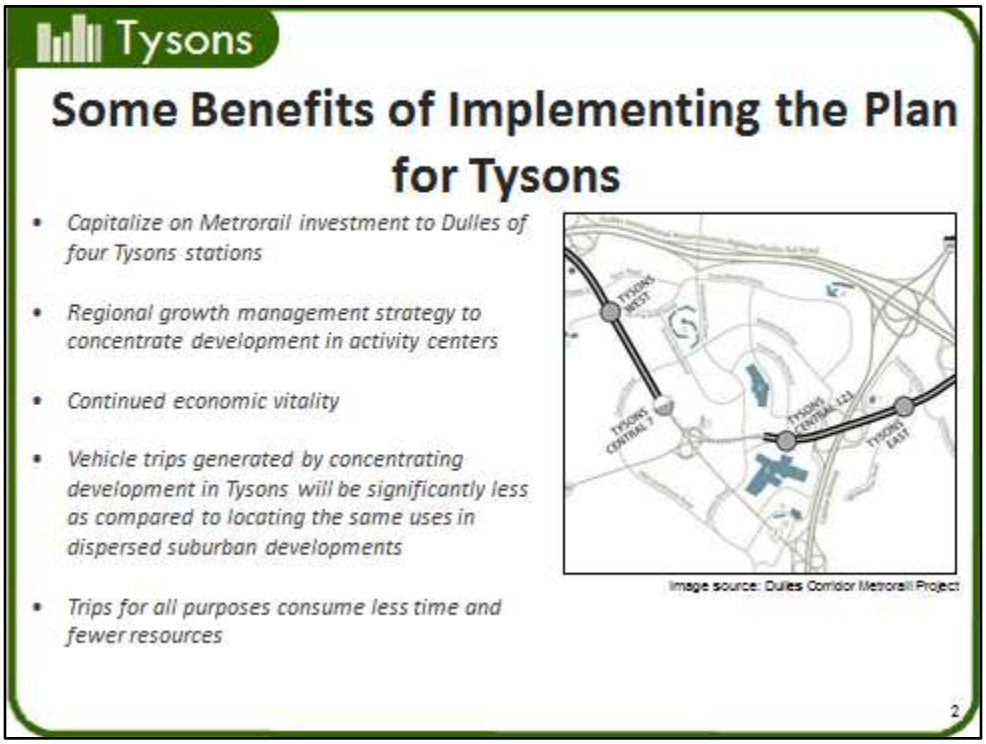


The *Implementing Transportation Improvements in Tysons* presentation is the third in a series made by staff on transportation funding options in the context of implementing the Tysons Corner Comprehensive Plan.

The first presentation was provided to the Tysons Corner Committee of the Planning Commission on May 6, 2010. The presentation, *Funding Tysons Transportations Improvements*, provided early preliminary cost estimates based on a draft of the plan amendment (the Tysons Corner Plan Amendment was not adopted until June 22, 2010) and reviewed potential funding options available to raise revenue to cover improvement costs.
The full presentation can be found online at:
http://www.fairfaxcounty.gov/planning/tysons_docs/050610tysonsimprovementfunding.pdf

The second presentation was at a public meeting on December 15, 2010. The presentation, *Preliminary Staff Proposal for Funding Tysons Transportation Improvements*, based upon the adopted Comprehensive Plan, provided a preliminary staff proposal for allocating funding responsibility between the public and private sectors, and reviewed shared funding models previously used in Fairfax County.
The full presentation can be found online at:
http://www.fairfaxcounty.gov/tysons/implementation/download/funding_presentation12-15-10.pdf

The July 14, 2011, presentation will be made available online at:
http://www.fairfaxcounty.gov/tysons/implementation/trans_funding.htm



The Comprehensive Plan was amended to take advantage of the four new Metro stations coming to Tysons in 2013.

By 2050, Tysons will be transformed into a walkable, green urban center that will be home to up to 100,000 residents and 200,000 jobs. Tysons is envisioned as Fairfax County's "downtown," a 24-hour urban center where people live, work and play. Three-quarters of future growth will be within a half mile of the Metro stations. Many offices and residences will be a three to six minute walk from the stations, allowing people to get around on foot, bicycle, bus or subway.

The Tysons Plan was developed over several years through a collaborative process among County staff, consultants, appointed officials, citizens and other stakeholders. The Plan was also created based on economic, transportation and fiscal analyses.

The Tysons Plan received the 2011 Daniel Burnham Award from the American Planning Association. This prestigious award is granted to only one urban plan in the nation each year, for advancing the science and art of planning.

More information on the adopted Tysons Plan, including key features of the plan and how the plan was developed can be found at
http://www.fairfaxcounty.gov/tysons/comprehensiveplan/

Tysons

Transportation Vision in Plan

- *Envisions changes in the ways in which residents and employees access Tysons*
- *Requires a redesigned transportation network, including these elements:*
  - *New and expanded transit choices*
  - *Local street grid*
  - *Expanded road capacity to move more vehicles in and out of Tysons*
  - *Complete streets*
- *All elements are necessary to create a "well balanced, interlinked, multi-modal transportation network" in Tysons*

3

In order to maintain an acceptable level of accessibility in and around Tysons as development occurs over time, it is essential to keep a balance between land use and transportation. To maintain this balance, the increase in development in Tysons should be coordinated with the provision of transportation infrastructure and programs to reduce vehicular trips.

Considerable analysis was conducted to determine the need for specific transportation programs and infrastructure needed for specific levels of development. The phased provision of transportation infrastructure needed to maintain a balance between land use and transportation is detailed in Table 7 in the Comprehensive Plan. The major components of transportation infrastructure are the grid of streets, new transit routes, new vehicular and pedestrian connections in and out of Tysons and intersection improvements in areas outside of Tysons.

More information on the Tysons Transportation Vision as adopted can be found at
http://www.fairfaxcounty.gov/tysons/comprehensiveplan/transportation.htm
and the Comprehensive Plan, p. 6-10, 38-71 at
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf

Tysons

Implementation Guidance in Plan

- *Plan links development to the provision of infrastructure needed to support it*

  "A longstanding planning concept in the Comprehensive Plan is linking development to the provision of the infrastructure and public facilities needed to support it"

  "Just as previous Plans for Tysons phased growth to the provision of Metrorail, future redevelopment proposals should be phased to planned roadway and transit improvements ...."

  "Initial phases of development should provide on-site improvements and the grid of streets; should significantly advance the provisions of infrastructure; ...."

4

The Comprehensive Plan language cited above can be found at
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf

1. Page 29 – Phasing Development to Transportation and Public Facilities
   "A longstanding planning concept in the Comprehensive Plan is linking development to the provision of the infrastructure and public facilities needed to support it. A dynamic and evolving phasing plan that links redevelopment to specific public improvements is critical to ensuring the transformation of Tysons. Growth will need to be supported by Metrorail and other transit options, an urban street grid, and additional transportation improvements that better connect Tysons internally and to the rest of the region. "
2. Page 29 – Phasing to Transportation Improvements and Programs
   "Just as previous Plans for Tysons phased growth to the provision of Metrorail, future redevelopment proposals should be phased to planned roadway and transit improvements and the demonstrated ability to significantly reduce single-occupancy vehicle trips. Table 7 in the Transportation section of the Plan prioritizes specific improvements needed to accommodate development as Tysons grows over time. Similarly, Table 5 in the Transportation section sets vehicle trip reduction objectives that increase with each decade. "
3. Page 29 – Phasing to Transportation Improvements and Programs
   "Initial phases of development should provide on-site improvements and the grid of streets; should significantly advance the provision of infrastructure; and should meet the applicable levels of trip reduction set forth in Table 5 in the Transportation section. Later phases should be triggered by achievement of trip reduction objectives and the provision of the infrastructure and other transportation improvements set forth in Table 7 in the Transportation section. "

Tysons

Funding Guidance in Plan

- *Plan recognizes that implementation of transportation improvements will rely on both public and private funding sources*
- *"Individual rezoning cases in Tysons should only be approved if the development is being phased to … transportation mechanisms…".*

Staff Funding Work to Date

- *Developed an analytical process to apportion funding responsibility on the public and private sectors, resulting in a preliminary funding scenario*
- *Investigated funding mechanisms and schedules necessary to fund apportioned amounts*
- *Began outreach to the public and private sectors on preliminary funding scenario and funding mechanisms*

5

The Comprehensive Plan language cited above can be found at
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf

Page 30 – Phasing Development to Transportation and Public Facilities

"Individual rezoning cases in Tysons should only be approved if the development is being phased to one of the following transportation funding mechanisms:

- *A Tysons-wide CDA or a similar mechanism that provides the private sector's share of the Tysons-wide transportation improvements needed by 2030;*
- *A smaller CDA or a similar mechanism that provides a significant component of the private sector's share of the Tysons-wide improvements needed by 2030; or*
- *Other binding commitments to phase development to the funding or construction of one or more of the Tysons-wide improvements needed by 2030.*

Tysons

Staff Process for Funding

- *Define the scope of funding*
  - *Determine improvements needed*
  - *Define timeframe, both to determine improvement needs and funding duration*
  - *Estimate cost of improvements*
- *Allocate improvement cost levels between the public and private sectors*
  - *Organize improvements into improvement 'categories'*
  - *Determine factors to guide funding allocation by 'category'*
  - *Apportion funding*
- *Outreach to public and private sector representatives to receive input/feedback on staff developed funding scenario*
- *Evaluate potential funding implementation methods and funding schedules*

6

Tysons

Community Outreach to Date

Tysons Open House *(Dec. 6, 2010)*

- *One-on-one input opportunities*
- *Question and answer*

Public meeting on Transportation Funding *(Dec. 15, 2010)*

- *Presented estimated improvement costs and staff proposal*
- *Input opportunities*

Community and Landowner Input *(Dec, 2010 – April, 2011)*

- *Smaller group meetings, including*
  - *Tysons Partnership*
  - *Greater Tysons Citizens Coalition*

7

At the Tysons Open House held on Dec. 6, 2010, staff held one-on-one discussions and answered questions related to the identified transportation improvements, potential funding mechanisms, and the preliminary staff proposal for allocating funding responsibility between the public and private sectors.

The December 15, 2010, presentation can be found online at http://www.fairfaxcounty.gov/tysons/implementation/download/funding_presentation 12-15-10.pdf

Tysons

BOS Direction to PC

- *Work with staff to develop an inclusive process to bring the public and private sector to the table to work through the difficult funding related policy issues*
- *Develop options for the BOS to consider related to funding and financing of necessary transportation elements within Tysons*
- *Return to the BOS with a report and recommendations on how best to address these issues in September, 2011*

8

On March 29, 2010, the Board directed the Planning Commission, working with staff, to make recommendations on several of the Follow on Motions adopted by the Board when it adopted the Tysons Corner Plan Amendment. The bulleted items are those directives relative to funding transportation improvements in Tysons.

The Clerk's Board Summary of this discussion can be found under Item 29 (p. 24) at http://www.fairfaxcounty.gov/bosclerk/summary/2011/11-03-29.pdf

The Follow on Motions adopted by the Board on June 22, 2010, can be found at http://www.fairfaxcounty.gov/tysons/implementation/download/final_board_fomotions.pdf

Tysons

Transportation Improvements in Plan

1. **Grid of Streets**
   Improvements to transform current superblock street network to a more urban model.
2. **Tysons-wide Road Improvements**
   Road projects to improve traffic flow into and within Tysons (included in Table 7 in Comp Plan).
3. **Transit Service Enhancement**
   Enhanced transit service to capitalize on Metrorail investment and to support transit oriented development.
4. **Neighborhood & Access Improvements**
   Transportation improvements in adjacent neighborhoods and pedestrian and bicycle access to and within Tysons.

All elements are necessary to create a "well balanced, interlinked, multi-modal transportation network" in Tysons.

9

More information on the Tysons Comprehensive Plan Transportation Improvements can be found at
http://www.fairfaxcounty.gov/tysons/transportation/

Specific references for each of the categories listed above can be found in the Comprehensive Plan at
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf

1. Grid of Streets - p. 45-56
2. Table 7 - p. 68-69
3. Tysons-wide Road Improvements - p. 57
4. Transit Service Enhancements - p. 40-45
   (see also the Fairfax County Transit Development Plan, located at: http://www.fairfaxcounty.gov/fcdot/tdp.htm)
5. Neighborhood & Access Improvements - p. 57-61

Tysons

Development Levels in Plan

The transformation of Tysons is expected to take place over a period of 40 years, approximately from 2010 to 2050.

Many plan strategies are associated with several potential development levels. These are the primary development levels and timeframes identified in the plan:

Development Level	Forecast Timeframe	Estimated Jobs	Estimated Residents
45 million sq.ft.	2010	105,000	17,000
60 million sq.ft.	2020		
84 million sq.ft.	2030	167,000	44,000
96 million sq.ft.	2040		
113 million sq.ft.	2050	200,000	100,000

10

The table above listing development levels, estimated timing of development, and associated jobs, population, and household levels come from information contained in the Tysons Corner Comprehensive Plan in Tables 2 and 7 and p. 20-21 at http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf

The development levels in the Comprehensive Plan were based upon the High Forecast for growth as identified in the report "*Forecasts for Tysons Corner to 2050*" prepared by the George Mason University Center for Regional Analysis in Sept, 2008.
The full report can be found at
http://www.fairfaxcounty.gov/tysons/stats/download/george_mason_forecast_tysons.pdf

Tysons

Planning Horizon

To date, development applications have been submitted that, if fully developed, would reach the 20 year development level

Transportation improvements needed to support the 20 year development level are specified in the Plan

Long range transportation bond capacity and debt service planning can all take place within a twenty year cycle.

Staff analysis focuses on planning for funding of necessary transportation infrastructure at the 20 year development level

11

Certain transportation improvements were linked to each of the four future development phases set forth in the Plan (60 million, 84 million, 96 million, and 113 million square feet), with each phase building upon the one that came previously.

To plan for the funding necessary to build these improvements, staff utilized the 84 million (20 year) and 113 million (40 year horizons).
The 84 million square foot level was used for the following reasons:

- Staff has received development applications which, if approved, may bring total development levels close to the 84 million sq. ft. threshold
- Most of the financing mechanisms considered for funding transportation improvements can operate within a twenty year period (such as bond payment schedules, etc.)
- The Constrained Long-Range Plan (CLRP), which is an expression of the Washington region's fiscally-constrained, long-range transportation funding priority, uses annual revenue projections from all Federal, state, and local sources for long-term transportation expenditures over a 20-year time horizon
- Based upon projected annual revenue and expenditure levels; design, engineering and construction for the projects can occur within the 20-year timeframe

Tysons

20-year Cost Estimate by Category

1. 20-year Grid of Streets	$443 M
2. Tysons-wide Road Improvements	$810 M
3. Transit Service Enhancement	$374 M
4. Neighborhood & Access Improvements	$ 70 M
Total	$1,697 M

Cost estimates prepared by FCDOT based upon 2009 VDOT guidelines

All cost amounts are expressed in 2010 dollar values

12

Cost estimates were generated for each of the 4 categories based upon the following :

- Lane miles were derived from the Comprehensive Plan grid of street network (Map 7) and the identified Tysons-wide improvement projects contained in Table 7
- Construction costs were calculated using VDOT's 2009 NOVA Planning Level Cost Estimate Document. Right-of-way costs for streets were based upon a per square foot value developed for use within Tysons Area. This value was obtained from the Fairfax County Department of Public Works and Environmental Services - Land Acquisition Division.

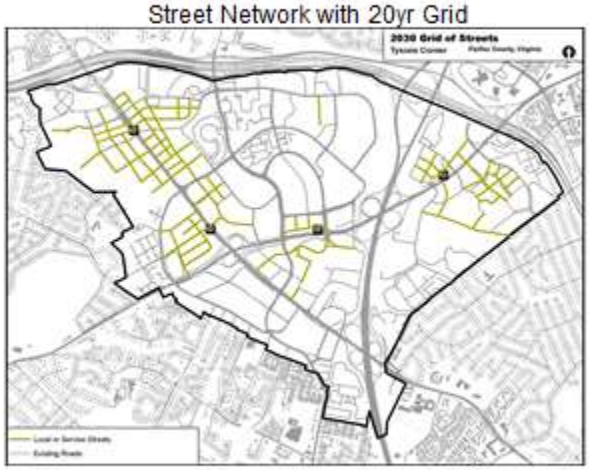
Tysons

20-year Grid of Streets - Cost

Most of the street grid is expected to be constructed within redevelopment proposals; in such cases density credit is given to offset the cost of on-site right-of-way (ROW)

*Estimated cost - **$443 M** (after ROW consideration is given)*

Street Network with 20yr Grid



13

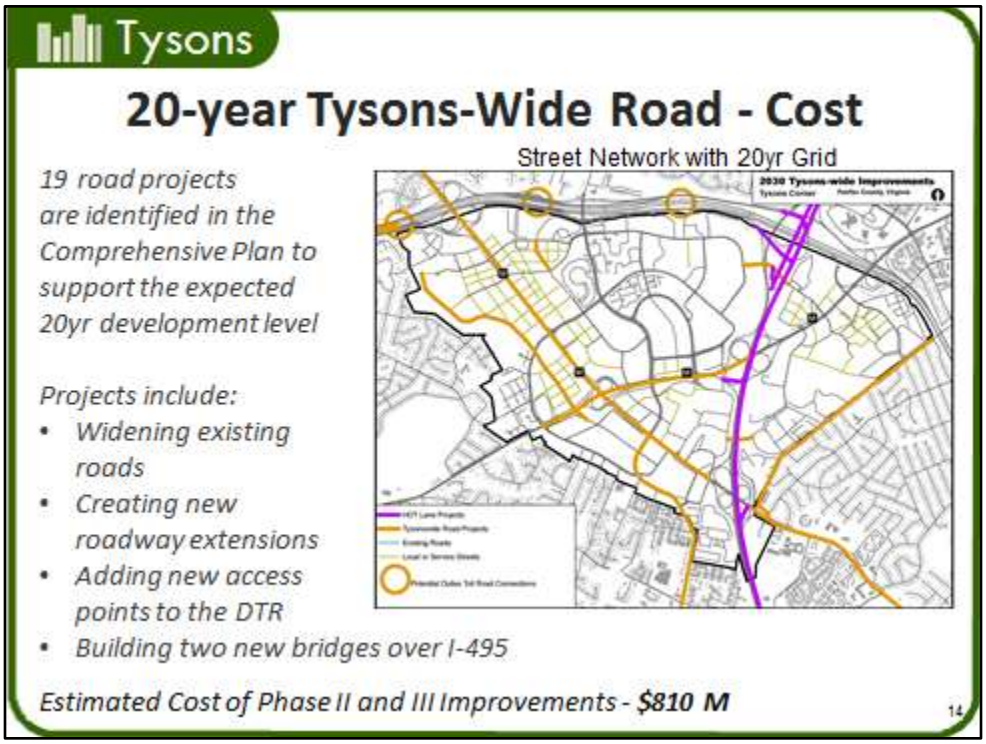
The new street grid will be comprised of an interconnected system that provides alternate paths for traffic flow, safer and more accessible routes for pedestrians and bicyclists, and improved access throughout Tysons. The grid of streets is necessary to provided improved access for residents, employees, and retail customers within and among developments.

Grid miles for the 20-year grid of streets is based upon the assumption that 60% of new and existing streets will be constructed during the 20-year timeframe, with the remaining 40% to be constructed between 2030 and 2050. The above map illustrates the areas in which the 2030 grid is expected to be constructed; however, this will likely vary as most of the streets are anticipated to be built in conjunction with redevelopment proposals.

The total mileage for the Grid of Streets was provided by FCDOT GIS staff based upon the Grid Functional Classification Map (Map 7) of the Tysons Corner Comprehensive Plan at http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf

The 20-year grid of streets mileage estimate does not include the Tysons-wide improvements such as the Boone Blvd and Greensboro Drive extensions or other projects included in the Tysons-wide project estimate (see next slide).

The cost of right-of-way acquisition was not included in the $443,000,000 estimate for those portions of the grid of streets that is expected to occur within redevelopment sites, as those portions will be constructed with the developments and the density credit for the right or way will be used by the associated development. It is assumed that 80% of the 20 year grid of streets will be built in conjunction with redevelopment.



In addition to the grid of streets, Table 7 of the Tysons Corner Comprehensive Plan identifies 19 projects that are needed to support development expected within Tysons over the next 20 years. See next slide and http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf

Some of the projects, called the Phase I projects, including construction of Phase I of the Metrorail Silver Line, the construction of the HOT lanes on I-495 and their associated ramps and the widening of Rt.7 from the Dulles Toll Road to Rt. 123 are fully funded and scheduled to be completed by 2013. The Phase I improvements represent a significant investment in transportation and are not included in the $810,000,000 cost estimate for Phases II and III listed above.

Tysons

20-year Tysons-Wide Improvements

Phase I (2010-2013) FUNDED PROJECTS
Widen Rt.7 from Dulles Toll Road (DTR) to Rt.123
Widen I-495 to provide 4 HOT lanes
HOT ramp connecting to Jones Branch Drive
HOT ramp connecting to Westpark Bridge
HOT ramp connecting to Rt.7

* Phase II (2013-2020) to Accommodate 60M sq. ft. of Development
Rt.7 Widening from Rt.123 to I-495
Extend Boone Blvd from Boone Blvd to Northern Neck Drive
Extend Greensboro from Spring Hill Rd to Tyco Rd
DTR Ramp to Greensboro Drive Extension
DTR Ramp to Boone Blvd Extension
Dulles Toll Road Collector Distributor Lanes
Construct bridge connecting Jones Branch Dr to Scotts Crossing Rd
Widen Rt.7 from DTR to Reston Avenue

* Phase III (2020-2030) to Accommodate 84M sq. ft. of Development
Widen Rt.123 from Rt.7 to I-495
Widen Rt.123 from Rt.7 to Old Courthouse Road
Widen Rt.7 from I-495 to City of Falls Church
Widen Gallows Road from Rt.7 to I-495
Widen Magarity Road from Rt.7 to Great Falls St.
Construct connection over I-495 from Tysons Corner Center to Old Meadow

* Project phasing could be adjusted based on changes in prioritization

15

The Phase II projects are required to accommodate 60 million square feet of development, or the amount of development expected to occur by 2020.

The Phase III projects are required to accommodate 84 million square feet of development, or the amount of development expected to occur by 2030.

The order of priority of improvements and sequencing of the projects may change based upon the geographic location of actual development when compared to what was assumed when the Comprehensive Plan was adopted.

Tysons

20-year Transit Service Enhancement - Cost

Tysons Area Service Recommendations

Bus service to be enhanced to capitalize on Metrorail investment and support transit oriented development

Enhancing bus service through increased capacity and routing will create a balanced, interlinked, multimodal transportation network to support Comp Plan recommended mode-shifts

*Estimated Cost - **$374 M***

16

More information on the Tysons Comprehensive Plan Transportation Improvements can be found online at
http://www.fairfaxcounty.gov/tysons/transportation/

Specific references for Transit Service Enhancements can be found on p. 40-45 and Table 7 on the Comprehensive Plan
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf

Additional information on potential transit service recommendations and implementation plans can be found in the Fairfax County Transit Development Plan (TDP), located at
http://www.fairfaxcounty.gov/fcdot/tdp.htm
Chapters 7 and 8 detail existing transit service within Tysons, as well as initial service recommendations and concepts for transit circulation within Tysons once the Silver Line Metrorail service begins in 2013.

The $374,000,000 estimate cited above includes anticipated capital costs associated with expanding service (such as, acquisition and replacement of vehicles) as well as operating expenses for seventeen years of enhanced service provision.

Tysons

Neighborhood & Access Improvement - Cost

Transportation improvements in adjacent neighborhoods and pedestrian and bicycle access to and within Tysons, including:

- *Neighborhood Intersection Improvements*
- *Bike Access Master Plan and Point Improvements*
- *Tysons Metrorail Station Access Improvements*

*Estimated Cost - **$70 M***

17

More information on the Neighborhood and Access Improvements can be found at http://www.fairfaxcounty.gov/tysons/transportation/

These neighborhood and access improvements are intended to support the development of a safe, accessible pedestrian and bicycle environment within and outside of Tysons

- Neighborhood Intersection Improvements
  The initial analysis of intersections in the communities around Tysons has been completed and additional intersections may be included. Intersections will be monitored as development occurs to identify and prioritize improvements to these intersections to address any service level impacts new development within Tysons has on these locations.
- Bicycle Master Plan and Associated Improvement
  Fairfax County prioritized the development of a Bicycle Master Plan in Tysons, as recommended in the Comprehensive Plan. The plan is available at http://www.fairfaxcounty.gov/fcdot/bike/county_bike_master_plan.htm
  The plan recommends implementation of improvements, such as establishing signed bike routes and providing sufficient bike parking at Silver Line Metrorail stations.
- Tysons Metrorail Station Access Improvements
  These are a series of transportation studies and improvements to enhance pedestrian, bicycle and bus service improvements to enhance access and egress to the four Silver Line Metrorail stations. More information can be found at http://www.fairfaxcounty.gov/fcdot/tmsams/

Tysons

20-year Cost Estimate by Category

1. 20-year Grid of Streets	$443 M
2. Tysons-wide Road Improvements	$810 M
3. Transit Service Enhancement	$374 M
4. Neighborhood & Access Improvements	$ 70 M
Total	$1,697 M

Cost estimates prepared by FCDOT based upon 2009 VDOT guidelines

All cost amounts are expressed in 2010 dollar values

18

Cost estimates were generated for each of the 4 categories based upon the following :

- Lane miles were derived from the Comprehensive Plan grid of street network (Map 7) and the identified Tysons-wide improvement projects contained in Table 7
- Construction costs were calculated using VDOT's 2009 NOVA Planning Level Cost Estimate Document.
- Right-of-way costs for streets were based upon a per square foot value for the Tysons Area. This value was obtained from the Fairfax County Department of Public Works and Environmental Services - Land Acquisition Division.

Tysons

Shared Funding Responsibility

Plan Guidance: *Plan recognizes that cost for transportation improvements will rely on both public and private funding sources*

While each solution is unique to the situation, there are a range of transportation funding mechanisms available

Public sector funding will come from federal, state, and local sources

Private sector funding may come from:

- *Tax Districts*
- *Tysons Transportation Fund (per square foot or dwelling unit contributions)*
- *Shared construction of significant infrastructure improvements by public and private sectors*
- *Self tax (CDA, BID)*
- *Cash contributions, and/or*
- *Other*

19

The Tysons Corner Comprehensive Plan states that "*the necessary transportation improvements and transit operating costs will rely on both public and private sources of funding*" (p. 29)
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf
The plan identified a number of potential sources that could come from both the public and private sectors.

A fuller discussion of potential funding options available to raise revenue to cover improvement costs can be found in the staff's *Funding Tysons Transportations Improvements* presentation available at
http://www.fairfaxcounty.gov/planning/tysons_docs/050610tysonsimprovementfunding.pdf

Tysons

Staff Approach to Allocating Funding Share

For each of the four transportation categories, staff's preliminary funding allocations to public and or private sector were based upon:

- *Traditional funding responsibility within Fairfax County*
- *Past experience*
- *Implementation guidance*
- *Beneficiary or user benefits*
- *Funding sources available*

Allocation assumptions treat each category independent from the others

Based upon outreach and feedback, the staff preliminary funding allocation scenario requires additional input

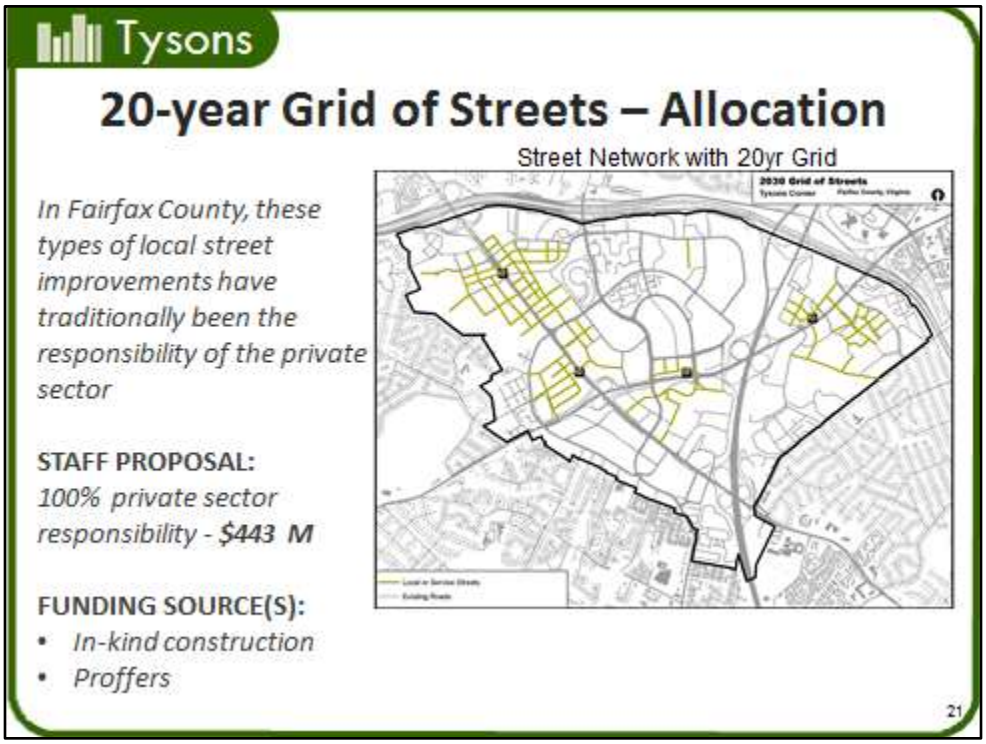
20

In developing its preliminary funding allocation scenario, staff reviewed each of the four categories and developed allocation responsibility between the public and private sectors using historical responsibilities as the basis for allocating future responsibilities.

The factors that went into staff allocation proposals included:

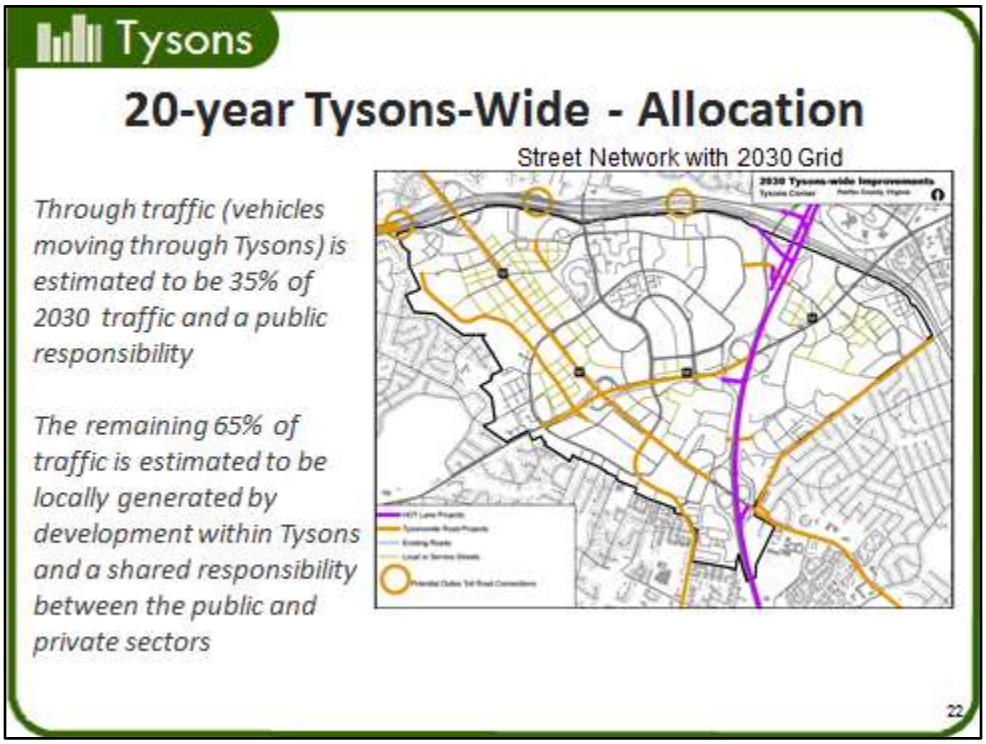
- Traditional Funding Responsibilities
  How have these improvements been built /funded in Fairfax previously?
- Past Experience
  How effective have funding methods been? How appropriate is that method in the context of transit-oriented development levels within Tysons?
- Implementation
  Does the Comprehensive Plan provide implementation guidance? What methods are under consideration in Tysons?
- Beneficiary /User Benefits
  Who will benefit from these improved services? How does that relate to funding sources?
- Funding Sources Available
  Are there one or more funding source(s) available for the specific types of improvements under consideration?

Each of the four funding categories were evaluated independently of one another. Staff's preliminary allocation for each of the four categories is contained in the next series of slides.



Under the preliminary funding allocation scenario prepared by staff, 100% of the responsibility for constructing the grid of streets was allocated to the private sector.

- Traditional Funding Responsibilities
  Typically, local streets that provide access to developments have been constructed by the private sector in conjunction with their development/redevelopment.
- Past Experience
  Such construction coincident with development has been effective in the past and is appropriate within the type of development expected to occur in Tysons.
- Comprehensive Plan Implementation Recommendation
  "….it is anticipated that the vast majority of the grid of streets so essential for the vision of the future Tysons Corner will be built by the private sector as development occurs" (p. 71)
- Beneficiary /User Benefits
  The primary beneficiary of these local streets are the residents and users of the new developments.
- Funding Sources Available
  Private sector proffered commitments to construction is anticipated to be the most likely source of construction of local streets.



It is estimated that of all the traffic moving through Tysons in 2030, 35% of the traffic will be "through" Tysons. That is, 35% of the traffic will be comprised of those people whose trips originate from outside of Tysons and terminate outside of Tysons. Examples could include a commuter driving from Reston into Falls Church, or a resident in McLean driving into the Town of Vienna.

The remaining 65% of traffic is either generated by either a trip originating in Tysons (perhaps someone living within a new residential development and employed elsewhere) or terminating in Tysons (a resident of another part of the County who works in Tysons).

The staff proposal assumes that the public sector be responsible for 100% of the through traffic, as these are drivers who are using the road infrastructure to get from one place to another, irrespective of the development that occurs in Tysons.

The remaining costs of these Tysons-wide improvements was proposed to be shared equally between the public and private sectors. This is viewed as an equally shared responsibility since the traffic is generated by the proposed development (private share), while at the same time, TOD development is a core component of Fairfax County's growth strategy, and concentrating development around transit investment significantly lowers trip generation (and infrastructure and transit costs) versus costs associated with spreading development within the traditional suburban development model (public share).

Tysons

20-year Tysons-Wide - Allocation

STAFF PROPOSAL:

- *Through traffic; public responsibility - $284 M (35%)*
- *Locally generated traffic; shared responsibility - $263 M (32.5% each)*
- *Total Estimate:*
  - *Public Share* ***$547 M (67.5%)***
  - *Private Share* ***$263 M (32.5%)***

PRIVATE FUNDING SOURCE(S):

- *Tysons-wide CDA or other private funding solution*
- *Small area CDAs or other private funding solutions*
- *In-kind construction and/or cash contributions through proffers*
- *Other innovative private funding solutions*

PUBLIC FUNDING SOURCE(S):

- *Bonds*
- *Tax revenue*
- *Grants*
- *Other*

23

Under the preliminary funding allocation scenario prepared by staff, the total costs of the Tysons-wide transportation improvements would be shared between the public and private sectors based on the allocations set forth on the previous page. This results in 67.5% of the total as the public sector responsibility and 32.5% as the private sector responsibility.

- Traditional Funding Responsibilities
  Historically, both the public and private sectors have funded collector and arterial road improvements, based upon the individual circumstances.
  Past Experience
  Private sector construction of frontage improvements has tended to result in improvements being provided incrementally as they have been phased to the adjacent development; timeframes tend to take longer and are less predictable.
  Public sector has initiated many projects to construct collector and arterial road improvements
- Comprehensive Plan Implementation Recommendation
  "The transportation improvements listed above in Table 7 require a significant capital investment… A variety of both public and private sector funding options need to pursued to implement these improvements. A key factor in the implementation process is the ability to generate stable and ongoing sources of funding, both public and private, for these transportation improvements." (p. 71)
- Beneficiary /User Benefits
  TOD development is a core component of Fairfax County's growth strategy. Concentrating development around transit is more cost effective than providing infrastructure to support more spread out development.
- Funding Sources Available
  "There is an identified need for increased funding of transportation improvements and services in order to achieve the vision for the future of Tysons Corner. (p. 71)

Tysons

20-year Transit Service - Allocation

Transit service capital and operating costs have traditionally been the responsibility of the public sector.

STAFF PROPOSAL:
*100% public sector responsibility - **$374 M***

FUNDING SOURCE(S):

- *Bonds*
- *Tax revenue*
- *Grants*
- *Fares*
- *Other*

Tysons Area Service Recommendations

24

Under the preliminary funding allocation scenario prepared by staff, 100% of the responsibility for enhancing transit service was allocated to the public sector.

- Traditional Funding Responsibilities
  Transit service, both capital and operating costs, has traditionally been funded by the public sector and users.
- Past Experience
  A long-term, reliable and dedicated source of funding is necessary to support transit operations.
- Comprehensive Plan Implementation Recommendation
  "The transportation improvements listed … require a significant capital investment as well as on-going operating investment for increased transit services." (p. 71)
- Beneficiary /User Benefits
  Enhanced transit service benefits the region, including communities inside and outside of Tysons.
- Funding Sources Available
  A variety of pubic sector funding mechanisms may be available.

Tysons

Neighborhood & Access - Allocation

Pedestrian, bicycle, intersection, and spot improvements have been funded through public and private revenue in the past.

STAFF PROPOSAL:
100% *public sector responsibility - **$70 M***

FUNDING SOURCE(S):
- *Bonds*
- *Tax revenue*
- *Grants*
- *Other*

25

Under the preliminary funding allocation scenario prepared by staff, 100% of the responsibility these neighborhood and access improvements were allocated to the public sector.

- Traditional Funding Responsibilities
  Public and private sector have contributed to these projects in the past.
- Past Experience
  Public and private sector funding mechanisms have been used successfully in the past for spot improvements. Private sector contributions are often secured through proffers made in conjunction with zoning applications. Public sector funds are often used to improve existing conditions and for planning efforts.
- Comprehensive Plan Implementation Recommendation
- Beneficiary /User Benefits
  These improvements will serve the communities outside of Tysons, users of transit, and pedestrians/bicyclists within Greater Tysons.
- Funding Sources Available

Tysons

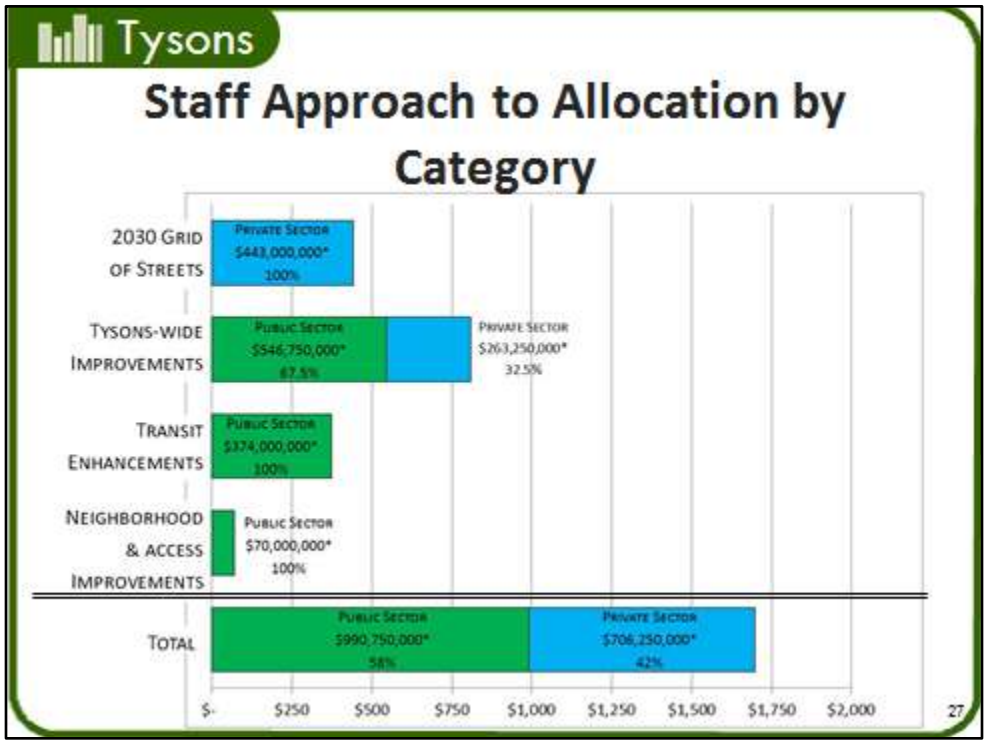
Staff Approach to Allocation by Category

	Public	Private
1. 20yr Grid of Streets		$443 M
2. Tysons-wide Road Improvements	$547 M	$263 M
3. Transit Service Enhancement*	$374 M	
4. Neighborhood & Access Improvements	$ 70 M	
Total	$991 M	$706 M

*Does not include shared funding solution for Phase I Dulles Rail improvements

26

The chart above is a summation of the information presented in the previous pages.



When totaled, the preliminary staff funding allocation scenario allocates approximately 58% of the transportation funding to the public sector and 42% to the private sector.

Tysons

Comments Received to Date

- The staff cost allocation proposes too much on the public side
- The staff cost allocation proposes too much on the private side
- The private sector should contribute to transit funding
- The private sector contributions to transit and previous transportation improvements have not been adequately factored in
- The private sector within Tysons should not be required to fund transportation improvements outside of Tysons
- All of the transportation improvements may not be needed
- The state should play a larger role in transportation funding
- The full range of funding solutions have not been investigated

28

The above comments represent the most frequently heard comments that staff has received to date. These comments were received both at the public meeting held on December 15, 2011, as well as in smaller groups and one-on-one discussions held over the past year. The comments are not a complete list of all comments heard to date, but generalizations of many comments collected to date.

The Tysons Committee of the Planning Commission has scheduled a listening session on public's concerns, views, ideas, and/or recommendations regarding transportation funding on **Wednesday, September 7th** at **7:00 p.m.** at the **Government Center, Rooms 9/10** (12000 Government Center Parkway, Fairfax).

More information on the Tysons Committee of the Planning Commission can be found online at: http://www.fairfaxcounty.gov/planning/tysonscorner.htm
Directions to the Government Center can be found at:
http://www.fairfaxcounty.gov/maps/county/government-center.htm

Tysons

Next Steps

Board directed PC to:

- *Work with staff to develop an inclusive process to bring the public and private sector to the table to work through the difficult policy issues*
- *Develop options for the BOS to consider related to funding and financing of necessary transportation elements within Tysons*
- *Return to the BOS with a report and recommendations on how best to address these issues*

Public discussion is planned at the next Tysons committee meeting scheduled on September 7, 2011

BOS Committee meeting scheduled for October 25, 2011

http://www.fairfaxcounty.gov/tysons/implementation/trans_funding.htm

29

The Tysons Committee of the Planning Commission has scheduled a listening session on public's concerns, views, ideas, and/or recommendations regarding transportation funding on **Wednesday, September 7th** at **7:00 p.m.** at the **Government Center, Rooms 9/10** (12000 Government Center Parkway, Fairfax).

More information on the Tysons Committee of the Planning Commission can be found online at: http://www.fairfaxcounty.gov/planning/tysonscorner.htm
Directions to the Government Center can be found at:
http://www.fairfaxcounty.gov/maps/county/government-center.htm

Table 7
Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons

Type of Transportation Program or Infrastructure Project	Description of Transportation Program or Infrastructure Project	Area Served by Improvement
I. Transportation Improvements To Be Completed by 2013		
A. Transit and Pedestrian Improvements		
Rail Transit Routes	Complete Phase I of Metrorail Silver Line Phase I	Tysons-wide/ Countywide
Bus transit routes	Neighborhood bus routes; circulator bus routes serving Metrorail stations; express bus routes on I-66 and I-95/I-495	Tysons-wide/ Countywide
Sidewalks	Sidewalks to provide connections to developments within walking distance of rail stations	District
B. Tysons-wide Road Improvements		
Roads – Arterial Widening	Complete widening of Rt. 7 to 8 lanes from the Dulles Toll Road to Rt. 123	Tysons-wide
Roads – Freeway Widening	Widen I-495 from 8 to 12 lanes to provide 4 HOT lanes between the Springfield Interchange and the American Legion Bridge	Tysons-wide/ Countywide
Roads – Freeway Ramp	HOT ramp connecting to Jones Branch Drive	Tysons-wide
Roads – Freeway Ramp	HOT ramp connecting to the Westpark Bridge	Tysons-wide
Roads – Freeway Ramp	HOT ramp connecting to Rt. 7	Tysons-wide
C. TDM Measures		
TDM	Application of aggressive TDM measures (e.g. 45% reduction in vehicle trips for an office development within 1/8 mile of a Metrorail station)	District
II. Required Additional Transportation Improvements to Accommodate 60 Million sq. ft. of Development (2013 - 2020)		
A. Transit Improvements		
Rail Transit Routes	Completion of Phase II of Metrorail Silver Line (from Wiehle Avenue to West of Dulles Airport with three stations in Fairfax County)	Tysons-wide/ Countywide
Bus Transit Routes	Further improvements to neighborhood bus routes; circulator bus routes serving Metrorail stations; express bus routes on I-66 and I-95/I-495	Tysons-wide/ Countywide
B. Tysons-wide Road Improvements		
Roads – Arterial Widening	Widen Rt. 7 from Rt. 123 to I-495	Tysons-wide
Roads – Arterial Extension	Extend Boone Boulevard from Boone Boulevard to Northern Neck Drive	Tysons-wide
Roads – Arterial Extension	Extend Greensboro Drive from Spring Hill Road to Tyco Road	District
Roads – Freeway Ramp	Ramp connecting Greensboro Drive extension to westbound Dulles Toll Road	Tysons-wide
Roads – Freeway Ramps	Ramps connecting Boone Blvd. extension to westbound Dulles Toll Road and eastbound Dulles Toll Road to Boone Blvd. extension.	Tysons-wide
Roads – Freeway Widening	Collector – distributor roads along the Dulles Toll Road from Greensboro Drive extension to Hunter Mill Rd.	Tysons-wide
Roads – Connecting Ramp	Ramp connecting Jones Branch Drive to Scotts Crossing Road	Tysons-wide
Roads – Arterial Widening	Widen Rt. 7 from the Dulles Toll Road to Reston Avenue	Tysons-wide
C. Grid of Streets		
Roads – Grid of Streets	Grid west of Westpark Drive	District
Roads – Grid of Streets	Grid bounded by Gosnell Rd., Rt. 7, and Rt. 123	District
Roads – Grid of Streets	Grid connections to Greensboro Drive	District
Roads – Grid of Streets	Grid of streets east of I-495	District
D. TDM Measures		
TDM	Application of aggressive TDM measures (e.g. 45% reduction in vehicle trips for an office development within 1/8 mile of a Metrorail station)	District
E. Misc. Improvements		
Bicycle Access Points	Bicycle connections into and out of Tysons	Tysons-wide
Roads and Intersection Spot Improvements	Intersection improvements outside of Tysons as identified in the Neighborhood Traffic Impact Study and other studies	Tysons-wide
Metrorail Station Access	Access improvements as identified in the Tysons Metrorail Station Access Management Study	Tysons-wide

Table 7 (Continued)

Type of Transportation Program or Infrastructure Project	Description of Transportation Program or Infrastructure Project	Area Served by Improvement
III. Required Additional Transportation Improvements to Accommodate 84 Million sq. ft. of Development (2020 - 2030)		
A. Transit Improvements		
Bus Transit Routes	Further improvements to neighborhood bus routes; circulator bus routes serving Metrorail stations; BRT routes on I-66 and I-95/I-495	Tysons-wide/ Countywide
B. Tysons-wide Road Improvements		
Roads – Arterial Widening	Widen VA 123 to 8 lanes from Rt. 7 to I-495	Tysons-wide
Roads – Arterial Widening	Widen VA 123 from 4 to 6 lanes between Rt. 7 and Old Courthouse Road	Tysons-wide
Roads – Arterial Widening	Widen Rt 7 from 4 to 6 lanes between I-495 and the City of Falls Church	Tysons-wide
Roads – Collector Widening	Widen Magarity Road from 2 to 4 lanes from Great Falls Street to Rt. 7	Tysons-wide
Roads – Arterial Widening	Widen Gallows Road from 4 to 6 lanes from Rt. 7 to I-495	Tysons-wide
Roads – Connecting Road	Beltway crossing connecting the Tysons Corner Center area to Old Meadow (limited to transit, pedestrians and bicyclists)	Tysons-wide
C. Grid of Streets		
Roads – Grid of Streets	Substantial sections of the grid of streets	District
D. TDM Measures		
TDM	Application of aggressive TDM measures (e.g. 55% reduction in vehicle trips for an office development within 1/8 mile of a Metrorail station)	District
E. Road Safety Improvements		
Roads – Collector Safety Improvement	Improve and enhance the safety of Old Courthouse Road from the Town of Vienna to Gosnell Road	District
F. Misc. Improvements		
Bicycle Access Points	Bicycle connections into and out of Tysons	Tysons-wide
Roads and Intersection Spot Improvements	Intersection improvements outside of Tysons as identified in the Neighborhood Traffic Impact Study and other studies	Tysons-wide
Metrorail Station Access	Access improvements as identified in the Tysons Metrorail Station Access Management Study	Tysons-wide
IV. Required Additional Transportation Improvements to Accommodate 113 Million sq. ft. of Development (2030 - 2050)		
A. Transit Improvements		
Improved Transit	Additional BRT routes, other supporting services including park-and-ride, feeder bus routes to rail stations	Tysons-wide/ Countywide
Urban Transit Corridors	At least two additional urban transit corridors with substantial TOD development: Orange Line Metrorail extension and an additional rail extension	Tysons-wide/ Countywide
B. Tysons-wide Road Improvements		
Roads – Freeway Widening	Widen I-495 (Outer Loop) between Rt. 7 and I-66 by one lane	Tysons-wide
Roads – Freeway Ramps	Ramps connecting Jones Branch Drive to westbound Dulles Toll Road and eastbound Dulles Toll Road to Jones Branch Drive.	Tysons-wide
C. Grid of Streets		
Roads – Grid of Streets	Completion of the grid of streets	District
D. TDM Measures		
TDM	Application of more aggressive TDM measures (e.g. 65% reduction in vehicle trips for an office development within 1/8 mile of a Metrorail station)	District

Note: The order of priority of improvements specified in this table may change based on the geographic location of development when compared with what was assumed in the analysis from which this table was constructed.

Draft Committee Process for Discussion on September 7, 2011

Scheduled Process

July 14th – Present staff's work to date on a funding allocation process, considerations, and results (allocation)

OUTCOME – Understand the rationale/basis for staff's proposal, identify elements the PC/public may want to consider, and review a working process for going forward.

Sept 7th – Receive public and PC thoughts on process, considerations, staff's funding proposal and associated assumptions, and what the PC should ultimately recommend to the BOS.

Receive public comment on all relevant items.

OUTCOME – Receive input from stakeholders on possible funding solutions and the process for arriving at a recommended solution.

Below is a general outline for discussing considerations and gaining consensus on issues. The actual schedule will depend upon how long each task takes to address. Staff will provide the information necessary to support each of these sessions.

Draft Process

Task #1 – Process: Identify elements that need to be addressed to formulate recommendations and agree upon process for addressing elements.

What is the product that needs to be developed to address funding issues? (*For example – recommended responsibility allocations, funding mechanisms, initial development level implementation, etc.)*
Discuss and confirm what elements need to be included to deliver the product.
Determine timeframe - 2030? 2050?
Refine and detail process.

OUTCOME – Refine and confirm scope of effort and collaborative process for arriving at recommendations.

Task #2 – Improvements: Review and understand details of required transportation improvements and cost estimates.

Review and understand improvements in Table 7 of the adopted Plan, as well as staff categories to be used for this financing discussion.

OUTCOME – Reaffirm required transportation improvements, or equivalent, in Table 7 and categorization for financing discussion with regard to the grid of streets, Tysons-wide improvements, transit, and neighborhood improvements.

Task #3 – Public/Private Shares: Discuss process and considerations that should be included to determine allocation of public/ private shares for transportation improvements, including a category-by-category review of transportation improvements confirmed in Task #2.

Confirm need to develop a recommendation on public/private share allocation.
What considerations should be used to guide allocation decisions?
What information is needed for considering the allocation decisions?

OUTCOME – Confirm need for public/private share allocation formula. Develop a strategy for developing a rational basis and gaining consensus to support the approach ultimately recommended for public/private cost sharing.

Task #4 – Allocate Category Shares: Allocate public/private funding responsibilities/split within categories (assuming this strategy is confirmed as necessary in Task #3).

Allocation of funding responsibility for Grid of Streets
Allocation of funding responsibility for Neighborhood Improvements

OUTCOME – Allocation of funding responsibility for the two categories.

Task #5 – Allocate Category Shares: Allocate public/private funding responsibilities/split within categories (assuming this strategy is confirmed as necessary in Task #3).

Allocation of funding responsibility for Tysons-wide Road Projects
Allocation of funding responsibility for Transit

OUTCOME – Allocation of funding responsibility for the two categories.

Task #6 – Private Sector Funding: Summarize and review work to date; begin discussion on funding mechanisms for the private sector shares.

Reconfirm that the decisions made in Tasks 2, 4 and 5 are rational cumulatively. Revisit decisions on Tasks 2, 4, and/or 5 as necessary.
Identify and discuss options for private sector funding mechanisms suggested by the Tysons Partnership and other stakeholders.

OUTCOME – Agreement on recommended funding mechanism(s) for private sector share.

Task #7 – Public Sector Funding: Summarize and review work to date; begin discussion on funding mechanisms for the public sector shares.

Discuss potential sources of revenue for public sector share, to include Federal and State opportunities.

OUTCOME – Agreement on opportunities to enhance public share revenues.

Task #8 – Summary: Summarize work and decisions made; evaluate complete package and make adjustments if necessary. Gain consensus on proposal and an understanding among participants of any differing points of view.

OUTCOME – Based on the outcome of Task #8, staff will prepare a paper setting forth the decisions for consideration by the PC Committee.
Depending upon decisions made during this process the paper may include recommendations on the Initial Development Level, private/public sector shares, public/private sector funding mechanisms, and other recommendations related to transportation financing identified as necessary to plan for a successful transformation of Tysons as called for in the adopted Comprehensive Plan.

Task #9 – PC Recommendation: PC Committee to consider recommendations and forward them to the full Planning Commission for consideration and action.

OUTCOME – Report of recommendations endorsed by PC and forwarded to the Board for its consideration.

Written Statement of the McLean Citizens Association on Infrastructure Cost Recovery to the Fairfax County Planning Commission's Tysons Committee–July 14, 2011

I am Rob Jackson, president of the McLean Citizens Association (MCA). We represent approximately 27,000 households (January 2010) through a 40-member board of directors. We have been an active participant in the Tysons re-planning and implementation efforts. I thank you for allowing us to present our views on infrastructure cost recovery at this time.

There are two issues related to cost recovery for the necessary public facilities at Tysons. The first is: How should costs be allocated between developer/landowners and the public? The second is: How should the allocated costs be recovered? I will address question number one first.

The MCA has consistently supported adoption of the same cost allocation formula that has been successfully used by both Fairfax and Loudoun Counties to pay for transportation improvements in the Route 28 corridor. That formula allocates 75% of the costs to the landowners in exchange for added density and protection against down-planning or down-zoning. Taxpayers pick up the remaining 25% by contributing from various funding sources (e.g., federal, state and local).

We believe the 75-25 cost allocation formula should apply to all infrastructure needs–including transportation and other public facilities–for Tysons. However, the cost recovery plan must also be fair to all, including among the landowners themselves. Thus, we also believe that any contributions made by a landowner should be credited against its overall liability. For example, a landowner that proffers $3 million towards a library should receive a $3 million credit against its contribution to the total infrastructure tab.

We support the 75-25 split formula for several reasons. One, the landowners/developers will reap the profits from redevelopment. Therefore, it is only fair for them to pay the vast majority of the infrastructure costs that are required to enable them to build to the high densities that, in turn, bring the lofty profits. It is unfair to privatize profits from redevelopment, while leaving most of the associated costs on the public.

Two, the public must be protected against downside risk. In the event that Tysons does not achieve forecasted growth in downtimes or even generally, the public should be protected against tax increases or cuts to county and school programs to fund public facilities in Tysons. On the other hand, the county staff's existing recommendation for cost allocation dumps the majority of those risks on the public. That is just not fair or sound economics.

One lesson we should take from the massive meltdown in real estate values that our country has recently experienced: good economic times and growing real estate values are not a constant. Furthermore, it should not be overlooked that a commercial redevelopment plan on this scale – including such an ambitious multi-modal transportation component–is unprecedented. Accordingly, there are very real risks. Those risks should not be placed on the residents and other businesses in Fairfax County. Supervisors must not be put in the position of having to raise the general real estate tax rate because there are not sufficient revenues from Tysons to fund the public infrastructure that is required to support the envisioned doubling of Tyson's workforce and five-fold increase in its residential population. How do you explain to parents that their child's class size will grow by three because the County needs to pay for public facilities at Tysons? Do we want to close an existing Rec Center in McLean or Mount Vernon to pay for a road at Tysons? Of course not, so let's make county policy reflect political and economic reality. Development must fund supporting infrastructure.

Three, as noted above, this funding model worked successfully in the Route 28 corridor when applied to the key infrastructure requirement in that corridor, namely transportation. It should work equally well when applied to the broader infrastructure requirements necessary to achieve the vision for Tysons. Let's stick with success and act fairly on behalf of county taxpayers.

Now some elected officials and members of the county staff have responded to the MCA by claiming taxpayers paid for much more than 25% of the infrastructure in the Route 28 corridor. Starting as early as this winter, we have asked staff for information that supports those claims as well as data on through traffic in the Route 28 corridor versus through traffic in Tysons. But we have not yet received any information or response whatsoever. Thus, the MCA's position is un-rebutted, as I testify this evening. Accordingly, we see no reason to change our views.

Turning to the second question, how should costs be recovered, I have several comments. First, cost recovery must take advantage of the growth and not hinder it. For example, there needs to be flexibility in the establishment of special tax districts so as to provide the means to obtain successful cost recovery that reflects the dissimilar values of development potential for different landowners. For example, the use of a master tax district with smaller overlay districts might better meet landowner needs than would a single tax district. The County needs to be flexible in order to harness growth.

There may also be a need for changes in state law to permit more flexibility in designing revenue collection plans. The County, the landowners, the general business community and community organizations will likely need to

work together in order to obtain those changes in Richmond. We must be able to demonstrate that a successful Tysons, which is enabled only by costly investments in public facilities, will provide more tax revenues to the Commonwealth than would a semi-successful Tysons that will certainly occur without sufficient infrastructure. Some of those additional tax revenues generated by Tysons development should stay in Fairfax County to fund some of the infrastructure that produces the economic growth and extra tax revenues from Tysons. We will probably need some "investment" by the rest of the state to ensure all the needed infrastructure is built in a timely manner. That is only fair as Fairfax County taxpayers fund so much of the state's budget. We cannot accept the answer of "Oh we just cannot get legislation through the General Assembly." Failure as usual in Richmond is not an option. We need positive results!

As we all know, 2011 is an election year in Virginia. In November, voters go to the polls to select supervisors and representatives to the General Assembly. Because of the complexity of the cost recovery issue, it is unlikely a final cost recovery plan will be approved by Election Day. But voters at a minimum need to know where our elected officials and their opponents stand on their approach to the public/private split in infrastructure funding and on cost recovery for Tysons infrastructure before Election Day. Accordingly, the MCA requests the Planning Commission make an initial recommendation, in advance of the November elections, that clearly demonstrates the public will not bear the disproportionate burden and risk. Those who want to govern us need to make their views on this initial recommendation known to voters in advance of balloting.

Thank you for this opportunity to present the views of the McLean Citizens Association. I would be happy to answer any questions.