FAIRFAX COUNTY PLANNING COMMISSION
TYSONS CORNER COMMITTEE
WEDNESDAY, OCTOBER 5, 2011

COMMITTEE MEMBERS PRESENT:
Frank A. de la Fe, Hunter Mill District
Kenneth A. Lawrence, Providence District, Acting Chairman
James T. Migliaccio, Lee District

COMMITTEE MEMBERS ABSENT:
Walter L. Alcorn, At-Large, Chairman
Jay P. Donahue, Dranesville 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)
James P. Zook, Consultant, DPZ
Thomas P. Biesiadny, Director, Department of Transportation (FCDOT)
Daniel B. Rathbone, Chief, Transportation Planning Division, FCDOT
Jay Guy, Senior Transportation Planner, Coordination and Funding Division, FCDOT
Barbara A. Byron, Director, Office of Community Revitalization and Reinvestment (OCRR)
Scott Sizer, Revitalization Program Manager, OCRR
Len Wales, County Debt Manager, Department of Management and Budget
Barbara J. Lippa, Executive Director, Planning Commission Office
Kara A. DeArrastia, Clerk to the Planning Commission

OTHERS PRESENT:
Carey Sienicki, Town Council Member, Town of Vienna
Elaine Cox, Hunton & Williams LLP
Elizabeth Baker, Land Use Planner, Walsh, Colucci, Lubeley, Emrich & Walsh, PC
Jim Policaro, Managing Director, Lerner Enterprises
Jonathan Cox, Senior Vice President of Development, AvalonBay Communities, Inc.
Keith Turner, Chairman, Tysons Partnership Board of Directors
M. Jane Seeman, Mayor, Town of Vienna
Nicole Shelton, Vienna resident
Patty Nicoson, President, Dulles Corridor Rail Association
Robert Whitfield, Dulles Corridor Users Group
Roger Diedrich, Virginia Chapter – Sierra Club
Sabrina Ahmed, Resident Advisor, George Mason University
Thomas Cranmer, Great Falls resident

ATTACHMENTS:

A. Planning Commission Tysons Committee Process and Schedule, dated October 5, 2011
B. Board Matter #34, "PLANNING COMMISSION (PC) INTERIM REPORT TO THE BOARD ON TYSONS RELATED ACTIVITIES (PROVIDENCE DISTRICT)," in September 27, 2011 Board Summary
C. Supplementary Information for Table 7 in the Tysons Comprehensive Plan
D. "Tysons Transportation Infrastructure, Programs, and Services (Table 7 in Tysons Comprehensive Plan)" presentation (from September 22, 2011 meeting)
E. "Tysons Transportation Costs: 2012-2030, dated September 22, 2011" chart
F. "Tysons Transportation Costs: 2030-2050, dated September 22, 2011" chart
G. Table 7: Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons
H. "Route 28 & Tysons Corner Comparison" presentation
I. "Methods of Financing Available to Fairfax County" presentation

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In the absence of Chairman Walter L. Alcorn, Acting Chairman Kenneth A. Lawrence called the meeting to order at 7:04 p.m., in Conference Rooms 9/10 of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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Commissioner de la Fe MOVED THAT THE TYSONS CORNER COMMITTEE MINUTES OF SEPTEMBER 7, 2011, BE APPROVED.

Commissioner Migliaccio seconded the motion which carried unanimously.

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Referencing an article published in *The Washington Post* on September 26, 2011, entitled, "New housing to be considered in Tysons," by Kafia Hosh (http://www.washingtonpost.com/local/new-housing-to-be-considered-in-tysons/2011/09/22/gIQAE7LdzK_story.html), Acting Chairman Lawrence noted that it had discussed the challenge of finding space for athletic fields in Tysons Corner and that some developers believed that "tearing down a revenue-generating building to construct ball fields is antithetical to good business, and to the dense development planned around the four Metrorail stations being built there." He said revenue-generating buildings should not have to be torn down to construct ball fields. He explained that the presence of ball fields, parks, and other amenities in Tysons would entice people to visit and live in Tysons, which would help surrounding buildings produce more revenue and redeveloping Tysons with the addition of rail would help the transformed Tysons become considerably less dependent on cars than the current Tysons. Acting Chairman Lawrence indicated that a total of 20 ball fields were needed in Tysons, which equated to approximately 40 acres as each ball field covered approximately two acres, according to the Fairfax County Park Authority. In contrast, he noted that Tysons currently had 500 acres of surface parking. He said he believed that if

Tysons landowners and developers cooperated in acquiring the land necessary for athletic fields, they would not have to be concerned about tearing down revenue-producing buildings to construct those fields.

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REVIEW PROPOSED REVISIONS TO THE PROCESS AND SCHEDULE

Barbara Byron, Director, Office of Community Revitalization and Reinvestment, reviewed the latest updates to the Committee's process and schedule, now dated October 5, 2011, as highlighted in red and contained in Attachment A. She noted that the Board of Supervisors had received the interim progress report on Tysons-related activities from the Planning Commission on Tuesday, September 27, 2011, as shown in the Board Matter item contained in Attachment B. She reported that the Board's Community Revitalization and Reinvestment Committee would meet on Tuesday, October 25, 2011, at 1 p.m. to discuss the interim report, and Commissioners were welcome to attend. Ms. Byron said certain Supervisors had expressed concern that a transportation funding plan should be in place before the additional Tysons zoning applications were presented to the Commission and Board in the spring of 2012. She stated that staff would periodically provide information to the Supervisors regarding the Committee's discussions.

Thomas Biesiadny, Director, Department of Transportation (FCDOT), pointed out that some of the Supervisors wanted to become more engaged in the transportation financing issue. He said staff proposed to keep the Supervisors informed of the Committee's progress on its deliberations and findings.

Commissioner de la Fe suggested that the Committee hold joint meetings with the Board of Supervisors. Ms. Byron noted that staff would present this suggestion to the Board's Community Revitalization and Reinvestment Committee on October 25th.

Answering a question from Commissioner Hart, Ms. Byron noted that at the Committee's meeting on Wednesday, October 12, 2011, at 7 p.m., in Conference Rooms 2/3 of the Fairfax County Government Center, staff would give an update on submitted development applications in Tysons, including timeframes of when the Planning Commission should expect to hear them. She added that no hearing dates had been set yet, but some of the cases were anticipated to be ready for Commission public hearing in late April.

Commissioner Hart emphasized the need to schedule an extra date and meeting location in early 2012 in case it was needed to accommodate a cancellation due to possible inclement weather.

Acting Chairman Lawrence recommended that the Board of Supervisors be invited to attend the second Committee meeting in January to discuss the collective decisions and draft recommendations to the Board. Ms. Byron said she would try to coordinate this with the Board's meeting schedule.

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COMMITTEE DISCUSSION OF TABLE 7 INFRASTRUCTURE PROJECTS

Daniel Rathbone, Chief, Transportation Planning Division, FCDOT, reviewed the "Supplementary Information for Table 7 in the Tysons Comprehensive Plan" document, as shown in Attachment C.

In response to questions from Commissioner de la Fe, Mr. Rathbone said staff would consider the possibility of keeping the proposed additional lane on the Interstate 495 (I-495) Outer Loop between Route 7 and Interstate 66 (I-66) open during peak traffic periods. He noted that staff would also perform an operational study of this lane. He pointed out that this lane was expected to be open by the year 2030 although it could occur sooner if deemed necessary.

Replying to another question from Commissioner de la Fe, Mr. Biesiadny explained that the planned widening of Route 7 was funded from the Loudoun County/Fairfax County boundary to Reston Avenue, the design of this project was complete, and the Virginia Department of Transportation (VDOT) would soon enter into the bidding process for this project. He reported that on Tuesday, October 18, 2011, the Board of Supervisors would consider FCDOT's applications for the third round of the Transportation Infrastructure Generating Economic Recovery (TIGER 3) program, which included the project to widen Route 7 to six lanes from Reston Avenue to the Dulles Toll Road. Mr. Biesiadny said this project had been designed, was currently in the pre-scoping phase, and needed additional funding to complete construction. He added that staff was working on several ways to possibly fund pieces of this project.

Thomas Cranmer, Great Falls resident, claimed that VDOT had cited the cost of widening Route 7 from Dulles Toll Road to Reston Avenue to be $300 million, which was considerably higher than FCDOT's estimate, and a total of $30 million had been programmed for preliminary engineering design but there were no funds allocated in the VDOT Six-Year Improvement Program (SYIP) for construction. Mr. Biesiadny replied that the initial $180 million estimate had been based on 2009 figures and devoid of the benefit of any design work. He said staff would refine the cost estimate based on the actual design. Mr. Rathbone added that staff would examine the discrepancy between VDOT's and FCDOT's cost estimates.

Commissioner de la Fe questioned whether the Route 7 widening project should actually be included in the total cost of Tysons-wide road projects. Acting Chairman Lawrence agreed and said he thought that this might apply to other Table 7 projects.

Answering a question from Acting Chairman Lawrence, Mr. Rathbone clarified that the average percentages listed in the chart at the bottom of the "Supplementary Information for Table 7 in the Tysons Comprehensive Plan" document represented the average of peak period Tysons traffic that would travel the distance of the specified road projects during a snapshot of 2030.

Acting Chairman Lawrence pointed out that regardless of whether a State-owned public road, such as Gallows Road, was located within the Tyson Study Area, the responsibility of that road still lay with the State. He said he thought that responsibility was a key factor in solving this financing issue.

Keith Turner, Chairman, Tysons Partnership Board of Directors, suggested that staff calculate the percentages based on the current conditions. Mr. Rathbone said staff would compute these data. Mr. Turner also suggested that comparing the current data with 2030 data would be helpful in understanding the impact of future Tysons development on the roads.

Mr. Biesiadny noted that staff had provided Commissioners with copies of the PowerPoint presentation entitled, "Tysons Transportation Infrastructure, Programs, and Services (Table 7 in Tysons Comprehensive Plan)," from the Committee's meeting on Thursday, September 22, 2011; the "Tysons Transportation Costs: 2012-2030, dated September 22, 2011" chart; the "Tysons Transportation Costs: 2030-2050, dated September 22, 2011" chart; and the "Table 7: Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons" document. He noted that these materials were simply for their reference and no changes had been made. (These materials are contained in Attachments D through G.)

Responding to questions from Acting Chairman Lawrence, Mr. Rathbone explained that compared to the broad planning analysis staff had conducted for the Tysons Corner Comprehensive Plan, staff was now conducting more detailed analyses related to the impacts of the Tysons zoning applications and effectiveness of the Table 7 improvements to maintain the balance between land use and transportation. He noted that staff was currently performing such analyses of the Tysons East Transit Station Area and would soon load the future land use data onto a transportation model to study the effects on the infrastructure. Mr. Rathbone said it was difficult to predict at this stage whether these analyses would generate the need for additional Tysons-wide road improvements. He pointed out that if such needs were identified, inclusion in Table 7 would need to be discussed by this Committee.

Acting Chairman Lawrence requested that staff inform the Committee on any findings supporting the need for additional road improvements. He commented that although the basic responsibility for a piece of roadway might not change, the extent still had to be programmed so it was important to keep the Commissioners apprised of any changes. He reported that on Tuesday, September 27, 2011, the Board of Supervisors had directed staff to draft language incorporating a request for funding priority Tysons Corner transportation projects into the Board's 2012 State and Federal Legislative Programs for presentation at a future meeting of the Board's Legislative Committee.

In reply to a question from Commissioner de la Fe, Mr. Rathbone noted that staff was conducting an analysis on the necessary freeway ramps, would soon start testing specific interchange designs, and expected to present recommendations by the beginning of next year.

Answering questions from Commissioner Sargeant, Mr. Rathbone explained that the phasing analysis would evaluate the initial effect of each road project, possibly generate new projects that would help solve transportation problems, and assess the effectiveness of each improvement on the 16 critical intersections in Tysons. He stated that this analysis assumed a certain level of land use and aggregate growth based on the report "Forecasts for Tysons Corner to 2050" prepared by the George Mason University (GMU) Center for Regional Analysis in September 2008, and

input provided by Department of Planning and Zoning staff. He indicated that the Tysons-Wide Road Projects identified in the "Tysons Transportation Costs" charts were organized by priority based on current assumptions of future land use evenly distributed among the impacted areas. He said, however, if a certain transit station area grew rapidly while other areas remained stable, the priority of the projects impacting that particular area might change. Mr. Rathbone explained that staff believed that Transportation Demand Management (TDM) strategies and a certain amount of residential development were essential to maintaining traffic congestion at an acceptable level and achieving a balance between land use and transportation. He noted that staff would produce an annual report, the first of which would be available soon, on the monitoring of essential activities, including land use and transportation, to ensure the vision for Tysons was being implemented and the implementation strategy would be adjusted based on experience and performance as necessary. Mr. Rathbone stated that the projects already assumed very aggressive TDM strategies, a certain amount of residential development, and other cost-effective measures that could potentially reduce vehicular trips and mitigate the identified transportation problems.

Acting Chairman Lawrence said the results of the monitoring program would help identify the transportation improvements needed to accommodate development at the given time. He emphasized the need for Tysons to function properly all the time between now and the end state.

Mr. Rathbone said staff believed it would be advantageous to fold into the funding mechanisms a certain amount of flexibility to enable the priority order of the projects to change based on the monitoring results and their cost-effectiveness.

Acting Chairman Lawrence commented that the redevelopment of Tysons was market driven, noting that the assumptions in the GMU study about population growth and growth rates were not necessarily congruent with current market conditions and a majority of the Tysons applications contained Conceptual Development Plans rather than Final Development Plans.

Commissioner Hart pointed out that the Tysons-wide road projects might not happen in the order that they were listed.

Answering a question from Commissioner Hart, Mr. Biesiadny explained that the SYIP was reviewed, modified, and ultimately approved by the Commonwealth Transportation Board on an annual basis to account for changing market conditions and new development. Commissioner Hart said the flexibility to change the priority order of the projects was already built into this process.

Commissioner de la Fe commented that these projects would not be built all at once but as the opportunity arose and the necessary funding became available. He stressed the importance of continuing the process of identifying the design of the street grid, roads, and transit circulator system over the next 50 years.

Mr. Rathbone remarked that the detailed network and analysis tools currently available to staff have greatly enhanced the process of analyzing and determining the most cost-effective improvements and examining the effect of certain improvements in the future.

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OVERVIEW OF EXISTING TRANSPORTATION-RELATED TAX DISTRICTS IN FAIRFAX COUNTY

Mr. Biesiadny delivered a PowerPoint presentation comparing the Route 28 Tax District and Tysons Corner, as shown in Attachment H.

In response to a question from Commissioner de la Fe, Mr. Biesiadny noted that the Route 28 Tax District had been created to fund the widening of Route 28 from two lanes to eight lanes and construction of ten interchanges. He said a new joint petition of the landowners would be required to use the Route 28 Tax District to fund the Orange Line Metrorail Extension from Vienna to Centreville along Route 28.

Acting Chairman Lawrence thanked Mr. Biesiadny for his informative presentation. He discussed how the Route 28 Tax District and Tysons Corner were vastly different in scope, timeframe, and goals. He commented that for example, one difference between Route 28 and Tysons was that Tysons included bus transit, and within Tysons itself at some future point a private for-profit model might be viable; therefore, allocations of responsibility should be considered along with the expectation that conditions would continue to change.

Replying to a question from Commissioner Migliaccio, Mr. Biesiadny said obviously the more funds derived from Federal and State sources would reduce the associated impact on the County. He noted that staff had not yet determined the specific percentages within the public sector funding that applied to Federal, State, Regional, and County.

Acting Chairman Lawrence stressed the need to pay attention to how changes in Tysons impacted the surrounding stable residential communities.

Mr. Biesiadny remarked that the Route 28 Tax District had been a very effective model for constructing the required roadway improvements.

Robert Whitfield, Dulles Corridor Users Group, said he recognized the differences between the Route 28 Tax District and Tysons but questioned why the public sector's contribution of 67.5 percent toward Tysons-wide roadway improvements was far greater than the contribution of 25 percent toward the Route 28 widening and interchanges. He commented that the potential net financial benefit to the landowners in Tysons were far greater than that in the Route 28 corridor due to the higher densities allowed in Tysons.

Acting Chairman Lawrence reminded everyone that the purpose of the Committee's discussions was to develop a fair and equitable funding mechanism that would address the burden of responsibility among the public and private sectors.

Commissioner de la Fe pointed out that the Route 28 Tax District only asked the developers to provide funding for the roads; whereas, the Tysons Plan asked that the developers contribute toward the components of a full service community, such as affordable housing, urban park space, public facilities, and transit, in addition to roads.

Answering questions from Commissioner Sargeant, Mr. Rathbone explained that the estimated completion of 60 percent of the street grid by 2030 was based on the level of development expected to occur according to the GMU study projections. Mr. Biesiadny stated that the total cost of $444 million represented 60 percent of the completed grid and staff had proposed that this entire cost be paid privately. He indicated that the remaining 40 percent of the grid was expected to be built after 2030 and supported by additional projects.

In reply to a question from Commissioner Sargeant, Mr. Biesiadny said staff had assumed that 60 percent of the grid would need to be in place by 2030 to make Tysons function properly. Commissioner Sargeant suggested that staff indicate that this 60 percent was needed to facilitate through traffic and effectively manage traffic congestion in Tysons.

Responding to questions from Commissioner Migliaccio, Mr. Rathbone stated that the design and construction of grid segments necessary to maintain acceptable traffic circulation for an individual development were expected to be provided by that development as it was constructed. He explained that the intensity of development around the Metro stations necessitated a certain grid infrastructure in and around those stations to divert vehicular traffic away from problematic grade crossings. Mr. Rathbone noted that staff had recommended that developers contribute a certain dollar amount per square foot or dwelling unit toward the Tysons Transportation Fund, which would be administered by the County to help construct essential off-site links needed to connect to the grid of streets. Mr. Biesiadny pointed out that staff had proposed that the private sector be 100 percent responsible for the costs of the grid; however, if the Board of Supervisors decided to allocate the costs of the grid between the private sector and the County, the transportation fund would be administered differently.

Mr. Whitfield indicated that at the September 22nd meeting, he had suggested that staff analyze the costs and benefits of Tysons in five-year increments during 1995-2010, in relation to the County as a whole. He also suggested that staff assess the growth and benefits versus costs of the Route 28 Tax District during the same timeframe, in comparison to Tysons. Len Wales, County Debt Manager, Department of Management and Budget, said these data were available but he was unsure whether such a comparison would be useful in addressing the financing issue facing Tysons redevelopment. He briefly reviewed the development history of the Route 28 Tax District, noting that its pattern of growth was dissimilar from that in Tysons because of Tysons' strong tax base and Route 28's transportation improvements had been planned and executed independently of land use. He reported that after the final segment of Route 28 was widened to eight lanes between Routes 50 and 625, the Route 28 Tax District would not fund any more

improvements on Route 28 because the scope identified in the joint petition of the landowners would had been met.

In response to a question from Acting Chairman Lawrence, Mr. Whitfield said he believed that in light of recent changes in economic circumstances, such as the decline in office development in Tysons, the County needed to plan a range of visions for Tysons that reflected today's realities rather than what had been envisioned five years ago. Commissioner de la Fe argued that the vision for Tysons should not be constrained by today's reality because conditions were certain to change; therefore, the County should plan for this vision and the market would dictate when that vision became realized.

Replying to a question from Commissioner Hart, Mr. Rathbone said staff would ask the developers to contribute toward building the pieces of the grid that were adjacent to their property. He noted that if the transportation impact analysis had determined that off-site pieces of the grid were needed to ensure traffic flow, this presented the question of who was responsible for that particular link. He explained that staff had proposed to address this issue by asking Tysons developers to contribute a certain dollar amount per square foot of development, or residence, toward the existing Tysons Road Club to help fund the missing links needed to connect the streets between development nodes. Mr. Biesiadny pointed out that this fund would be implemented by the public sector but be paid for by the private sector.

Mr. Cranmer reported that on the Northern Virginia Transportation Alliance's 7th Annual *What You Need to Know about Transportation Seminar* held on Wednesday, September 28, 2011 in Tysons, Virginia Secretary of Transportation Sean Connaughton had discussed the rising cost of asphalt and how the increased costs were quickly diminishing the funds for road construction to support road maintenance. He said VDOT was starting discussions with members of the General Assembly about the possibility of asking municipalities like Fairfax County to absorb the additional burden.

Commissioner de la Fe commented that the State refused to give funds for roads to the localities; therefore, the localities should not be expected to maintain the roads unless they received the funds to support this purpose. Acting Chairman Lawrence concurred with this statement.

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METHODS OF FINANCING AVAILABLE TO FAIRFAX COUNTY

Mr. Wales explained that a successful financing plan must be timely, meaning that funds would be available when construction was needed; reliable, meaning that it would be steady and consistent, especially when used for debt service; and sufficient, meaning that it would be able to fund the capital requirement and any financing costs when used for long-term borrowing. He then delivered a PowerPoint presentation showing all the possible financing solutions available to Fairfax County, as shown in Attachment I. He noted that at the Committee's October 12th meeting, staff would expand upon this presentation showing the possible solutions as applied to

Tysons Corner specifically and describing which methods could or could not work and the advantages and disadvantages of each.

In reply to questions from Acting Chairman Lawrence, Mr. Wales stated that the selected methods of long-term financing would need to be in place over the next 40 years. He noted that the sources of funds, the amount of priority given to a particular source, or the presence of a certain source on a list of financing options could change over time. He agreed that if a matrix of possible allocations of funding sources for various Table 7 improvements was created, it would have to be flexible and changeable and possibly identify primary, secondary, and tertiary sources. He said the application of the public versus private shares of the costs would need to be flexible regarding when they were collected, which projects they funded, and how they were funded. Mr. Wales explained that the costs of many of the transportation projects would be spread over a fairly long period of time; however, a small amount of start-up costs would be required and a mechanism would need to be in place to secure those funds. He indicated that all the potential revenue sources would need to be evaluated based on their ability to provide the necessary funding in a timely fashion to ensure the completion of a project.

Acting Chairman Lawrence explained that an effective funding mechanism consisted of the following characteristics: 1) flexibility – ability to assess multiple, possible sources for a given intersection of the matrix; and 2) back-up support – methods to back up the particular funding source to address a problem and to replace the funds used. He recommended identifying all the essential features of this mechanism and determining how those features might be assembled with all the available funding sources. Mr. Wales pointed out that at the October 12th Committee meeting, staff would present such an assessment of nine transportation funding options (seven public sector sources and two private sector sources) based on the three criteria: timeliness, consistency, and sufficiency, as well as seven criteria to illustrate issues related to each, on their ability to fund the public and private cost allocations to support the Table 7 improvements.

Acting Chairman Lawrence noted that an effective financing mechanism also needed to be idle or active for periods of time as the market dictated. Mr. Wales replied that this was a relatively simple feature. He added that although he recognized that flexibility was a key feature of this mechanism, none of the funding options were entirely flexible, particularly those that involved negotiation like the Transportation Improvement District or a Community Development Authority; therefore, there would be some restrictions on the flexibility, aside from what was already prescribed by State law.

Responding to a question from Commissioner Sargeant, Mr. Wales indicated that the dollar values shown for the 2012-2030 Tysons transportation projects varied between 2009 and 2010, and staff would bring all the costs to the same value year based on current tax assessments.

Mr. Biesiadny explained that most of the County's significant transportation projects currently used multiple funding sources at varying stages, which was likely to be the case for the Tysons projects. He agreed that flexibility was key in ensuring adequate funding.

Acting Chairman Lawrence expressed concern that a fixed cost allocation ratio would not accommodate change over time. He noted that the equity of the funding mechanism also needed to be assessed to determine that the private landowners and developers were paying their fair share, no more, no less, and the public was paying for the expected benefits, no more, no less.

Mr. Wales cited different levels of flexibility to include the ability to change funding sources, move projects around, start or stop projects, delay projects when there was insufficient revenue, or expedite projects as funding became available. He explained that it was critical to establish a framework and tools to help secure funds with some reasonable assurance of success.

Answering questions from Commissioner Hart, Mr. Wales said none of the identified financing methods required enabling legislation from the State and these methods were also available to other jurisdictions within and outside the State. Ms. Byron and Mr. Wales briefly discussed the application of special tax districts in Fairfax County, such as the Phase I Dulles Rail Tax District.

Replying to a question from Acting Chairman Lawrence, Mr. Rathbone pointed out that the intersections around the periphery of Tysons that had been studied by staff were not all located within the Tysons boundaries.

In response to another question from Acting Chairman Lawrence, Mr. Biesiadny stated that if a tax district could not be drawn around the transportation improvements, a different source that did not have those restrictions should be considered to fund those improvements. He noted that the revenues from General Obligation Bonds, for example, could be used to fund improvements anywhere in the County. Mr. Wales reiterated the importance of installing enough flexibility in the funding process to address cost increases; accommodate potential changes in the priority of the projects, their scope, or their location; and ensure equity as mentioned earlier by Acting Chairman Lawrence.

Mr. Whitfield reminded everyone that at least $80 million of the $400 million for the Phase I Dulles Rail Tax District would be funded by landowners in Reston. He indicated that his idea of a parking district, with a parking tax of $2 per day for vehicles, would raise $50 million per year to pay for both local and arterial street improvements in Tysons and also help motivate people to use transit. Acting Chairman Lawrence said he supported this idea.

Responding to a question from Mr. Whitfield, Mr. Wales said he believed that parking districts were allowed by State law and he would research how one could be established in Tysons.

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The meeting was adjourned at 9:09 p.m.
Kenneth A. Lawrence, Acting 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: November 2, 2011

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

Attachment A

October 5, 2011

Planning Commission Tysons Committee Process and Schedule

Note – all meetings of the Tysons Committee are open to the public and have included informal interaction with interested members of the community

Previous Meetings

May 11, 2011

Committee received presentation from the Tysons Partnership on the status of that organization and its areas of focus and activities to date.

May 18, 2011

Staff presented a summary of the Tysons development cases in process and an update on the Follow-on Motions adopted by the Board concurrent with its approval of the Tysons Plan Amendment.

Committee discussed the Board's direction to the Planning Commission on March 29th and discussed process to address topics.

June 22, 2011

Staff updated the Committee on the status of the urban street standards under development for use within Tysons and progress of coordination with VDOT.

Committee received background information on the Initial Development Level (IDL) in preparation for Committee discussion on June 29.

June 29, 2011

Staff updated the Committee on the potential options for providing commuter parking at the Tysons Metrorail stations on an interim basis.

Committee discussed preliminary staff recommendation for the IDL

July 14, 2011

Staff presented work to date on the staff proposed funding allocations, process, considerations, and results

Sept 7, 2011

Committee received input from stakeholders on possible funding solutions and process for arriving at recommended funding solutions.

Sept 22, 2011

Committee announced the interim report on Tysons Committee activities from Planning Commission to BOS occurred on September 21st.

Committee then received staff presentations on the upcoming committee process scheduled, the historic fiscal benefits of Tysons to Fairfax County, and the Table 7 improvements and their associated cost estimates.

Scheduled Meetings

Oct 5, 2011

1. Facilitated discussion of Table 7 transportation infrastructure, including whether or not there should be additions or deletions from Table 7 improvements and rationale for any changes
2. Compare/contrast Rt. 28 Tax District to Tysons
3. Overview of Financing Options in Fairfax County

Oct 12, 2011

1. **Update on submitted development applications in Tysons**
2. Facilitated discussion of federal/state/local share vs. private share allocations
    a. Confirm need to have federal/state/local share vs. private share allocations
    b. Review staff assumptions and staff rationale for cost sharing
3. Review elements of a successful transportation funding program
    a. Provide review of potential funding mechanisms

Nov 2, 2011

1. Discuss federal/state/local v. private percentage allocations for Grid of Streets and Neighborhood Improvements components of Table 7

Nov 16, 2011

1. **Update on interim commuter parking opportunities**
2. Discuss federal/state/local/private percentage allocations for Tysons-wide Improvements and Transit Enhancements components of Table 7

Dec 7, 2011

1. **Review percentage allocations discussed to date**
2. Presentation and discussion of private sector funding solutions by the Tysons Partnership

Dec 14, 2011

1. Financial and legal analysis by staff of proposed private sector funding mechanism(s),
2. Public comment on proposed private funding proposal

Jan, 2012 Meeting #1

1. **Update on submitted development applications in Tysons**
2. Discussion of potential sources of revenue for federal/state/local funding, including Federal and State transportation funding received historically and potential sources of local funding

Jan, 2012, Meeting #2

1. **Discussion of staff recommendation for IDL**
2. Discussion of collective decisions and draft recommendations to BOS

Feb, 2012, Meeting #1

1. Public input session on draft recommendations

Feb, 2012, Meeting #2

1. **Discussion of staff recommendations for a county policy on walking distances in TODs**
2. **Discussion of staff recommendations for a county policy on affordable housing contributions from non-residential developments**

March, 2012

1. Finalize Tysons Committee recommendations
2. Planning Commission action on recommendations
3. Forward recommendations to the Board

Acting Director, Department of Transportation (DOT), and Rollo Axton, Chief, Transit Services Division, DOT, for providing buses to move VRE passengers from the Franconia-Springfield Station to their final destination.

Supervisor Hudgins also commended staff that assisted residents in getting home when their cars were flooded at the park-and-ride lot at Sunset Hills.

Vice-Chairman Gross returned the gavel to Chairman Bulova.

(NOTE: Later in the meeting, another Board Matter was presented regarding the flooding. See Clerk's Summary Item #49.)

33. **SCHEDULING OF REZONING/FINAL DEVELOPMENT PLAN APPLICATIONS RZ/FDP 2006-PR-027 AND SPECIAL EXCEPTION AMENDMENT APPLICATION SEA 00-P-050 - FAIRFAX RIDGE CONDOMINIUM UNIT OWNERS ASSOCIATION (PROVIDENCE DISTRICT)** (6:20 p.m.)

Supervisor Smyth said TCR MidAtlantic Properties, the applicant of Rezoning/Final Development Plan Applications RZ/FDP 2006-PR-027 and Special Exception Amendment Application SEA 00-P-050, has requested date certain scheduling of its Board public hearing.

With reference to the details in her written Board Matter, Supervisor Smyth moved that the Board direct the Director of the Department of Planning and Zoning and the Clerk's Office to schedule a public hearing to be held before the Board on November 1, 2011, regarding Rezoning/Final Development Plan Applications RZ/FDP 2006-PR-027 and Special Exception Amendment Application SEA 00-P-050. This motion does not relieve the applicant(s) from compliance with the provisions of all applicable ordinances, regulations, or adopted standards, nor does it prejudice in any way the consideration of the pending rezoning and concurrent special exception amendment. Supervisor Foust seconded the motion and it carried by unanimous vote.

34. **PLANNING COMMISSION (PC) INTERIM REPORT TO THE BOARD ON TYSONS RELATED ACTIVITIES (PROVIDENCE DISTRICT)** (6:21 p.m.)

(BACs) (NOTE: Earlier in the meeting, the Board noted the PC's interim report.)

As outlined in Supervisor Smyth's written Board Matter, at its meeting on March 29, the Board requested that the PC develop an inclusive process to address a number of Tysons follow-on-motions related to such issues as infrastructure financing, affordable housing provision, and the Initial Development Level (IDL). The Board further requested that the PC, in September of this year, provide the Board with its recommendations on how best to address those issues.

In response to the Board's request, the PC reconstituted its Tysons Committee, which is chaired by At-Large Commissioner Walter Alcorn. Through September, this committee met seven times and adopted a process/schedule that has a final report and recommendations to be presented to the Board in March 2012. On September 21, the PC approved an interim report. The full report has been posted online on the Department of Planning and Zoning website.

Therefore, Supervisor Smyth moved that the Board:

- Accept the PC interim report and refer it to the Board's Community Revitalization and Reinvestment Committee for discussion at its next meeting, scheduled for October 25.

- Direct staff to draft language incorporating a request for funding for priority Tysons Corner transportation projects into the Board's 2012 State and Federal Legislative Programs and present that language to the Board's Legislative Committee for consideration at an upcoming committee meeting.

Supervisor Foust and Chairman Bulova jointly seconded the motion.

Discussion ensued about the timeline and taxing component.

Supervisor Herrity asked to amend the motion to direct the PC to provide a range of options and to provide the report earlier than March 2012, but this was not fully accepted.

Supervisor Smyth amended her motion to request the PC to accelerate any part of the transportation discussion separate from the rest of the items, and this was accepted.

Discussion continued regarding the PC's involvement with the Capital Improvement Plan, with input from Anthony H. Griffin, County Executive, and discussions planned for upcoming Board committee meetings.

The question was called on the motion, as amended, which carried by unanimous vote.

35. **RESOLUTION TO DESIGNATE THE FAIRFAX COUNTY PARKWAY AND THE FRANCONIA-SPRINGFIELD PARKWAY AS PRIMARY HIGHWAYS (LEE DISTRICT)** (6:31 p.m.)

(R) In a joint Board Matter with Chairman Bulova and Supervisor Herrity, Supervisor McKay noted that the Board had directed staff to investigate the possibility of converting the Fairfax County Parkway and Franconia-Springfield Parkway from a secondary road to a primary road. At the September 20 meeting of the Board's

Supplementary Information for Table 7 in the Tysons Comprehensive Plan

Planning Commission Tysons Committee, October 5, 2011

Reasons for Tysons-Wide Project #16
(I-495 additional lane on Outer Loop between Rt. 7 and I-66)

The 2030 analysis indicates an estimated volume of 2,400 vph merging with an estimated 6,500 vph on the four general purpose lanes on the Outer Loop of I-495. This merge will cause significant delay on Rt. 7 and the Outer Loop of I-495. In addition, it will create an increase in accident potential on the Outer Loop. An additional lane on the Outer Loop between Rt. 7 and I-66 will mitigate this problem. As part of the construction of the HOT lanes on the Beltway, a wide shoulder is provided along the Outer Loop between Rt. 7 and the Beltway. It is therefore possible that the projected cost might be lower than estimated.

Reasons for Tysons-Wide Project #4
(Rt. 7 widening from Dulles Toll Road to Reston Avenue)

Existing congestion along this section of Rt. 7 as well as the provision for improved transit service along this corridor was motivated as reasons for this project. This particular project is also a long-standing project on the County's Comprehensive Plan. VDOT is planning to initiate design of the widening. A total of $30 million is programmed for this project and $10 million is available this FY.

Percentage Tysons Traffic on Tysons-Wide Projects that are Mostly Located Outside Tysons

Please see below. The percentage Tysons traffic was estimated by using the MWCOG and County transportation model. The percentages were obtained from estimated 2030 conditions and are the average Tysons traffic throughout the length of each project.

Average Percentage Peak Period Tysons Traffic on Tysons-Wide Road Projects Located Mostly Outside the Tyson Study Area (estimated 2030 conditions)		
Project #	**Tysons-Wide Road Projects Located Mostly Outside the Tysons Study Area**	**% Tysons Traffic**
4	Rt.7 Widening from the Dulles Toll Road to Reston Avenue	43%
7	Dulles Toll Road Westbound Collector Distributor	50%
8	Dulles Toll Road Eastbound Collector Distributor	53%
12	Rt.7 Widening between I-495 and I-66	67%
15	Widen Gallows Road from Rt.7 to Prosperity Ave.	72%
16	I-495 Additional Lane (Outer Loop between Rt. 7 and I-66)	48%

Tysons Transportation Infrastructure, Programs, and Services

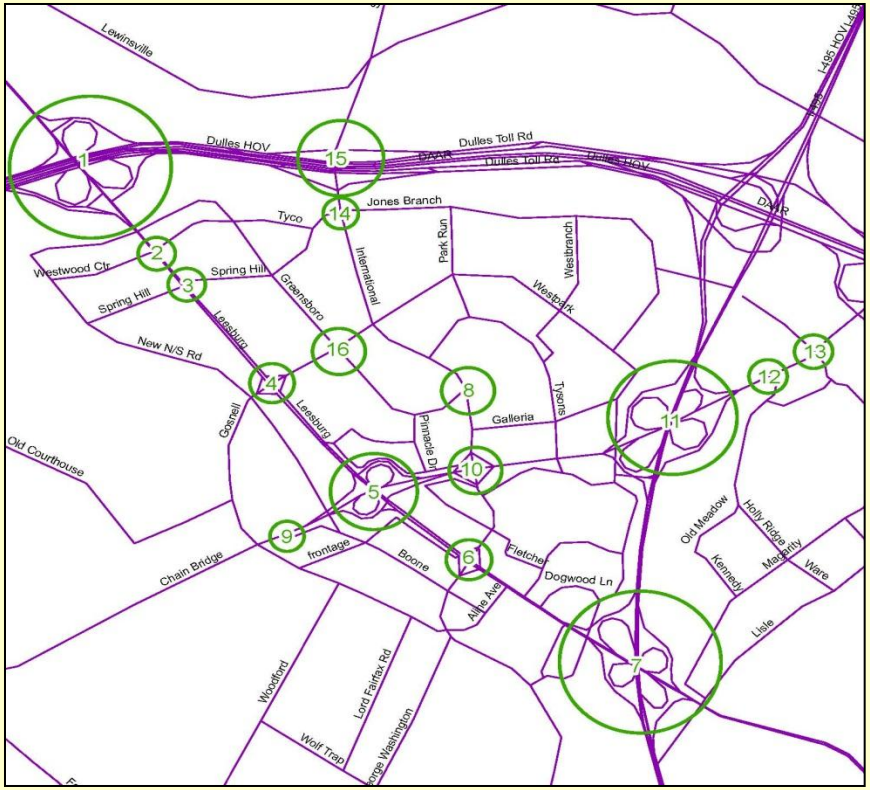
(Table 7 in Tysons Comprehensive Plan)

The Origin of the Elements in Table 7

- Vision for Tysons
- Comprehensive Plan 2030 Analysis
- Comprehensive Plan beyond 2030 Analysis
- Phasing Analysis (2020 and 2030)
- Transit Development Plan (shorter term)

Phasing Analysis

- Evaluation of road projects
- Reduction in delay used as a measure of effectiveness
- Projects prioritized



Critical Intersections

Categories of Transportation Elements in Table 7

- Transit and pedestrian improvements
- Tysons-wide road improvements
- Grid of streets
- TDM measures
- Bicycle access points, intersection improvements outside Tysons, Metrorail station access

Transit Improvements

Under Construction and Programmed:

- Metrorail Silver Line Phase I and Phase II

Short- and Mid-Term Improvements:

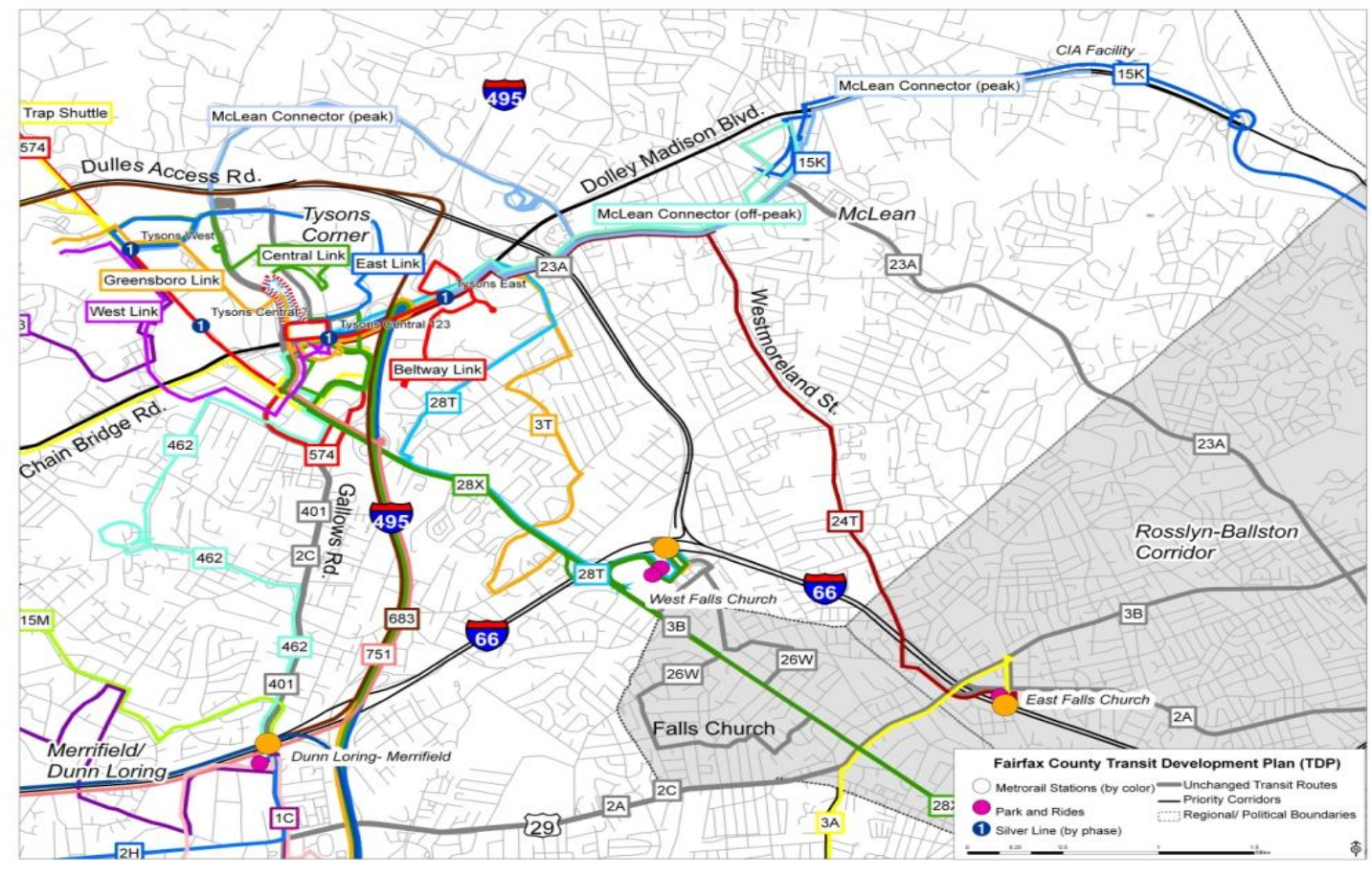
- Neighborhood bus routes
- Circulator routes (Link) serving Metrorail stations
- Express bus routes on I-66 and I-95/I-495

Transit Improvements (continued)

Longer Term (beyond 2030):

- Further improvements to neighborhood, circulator, and express bus routes
- Additional BRT routes, supporting park-and-ride and feeder bus routes to rail stations
- Two additional urban transit corridors

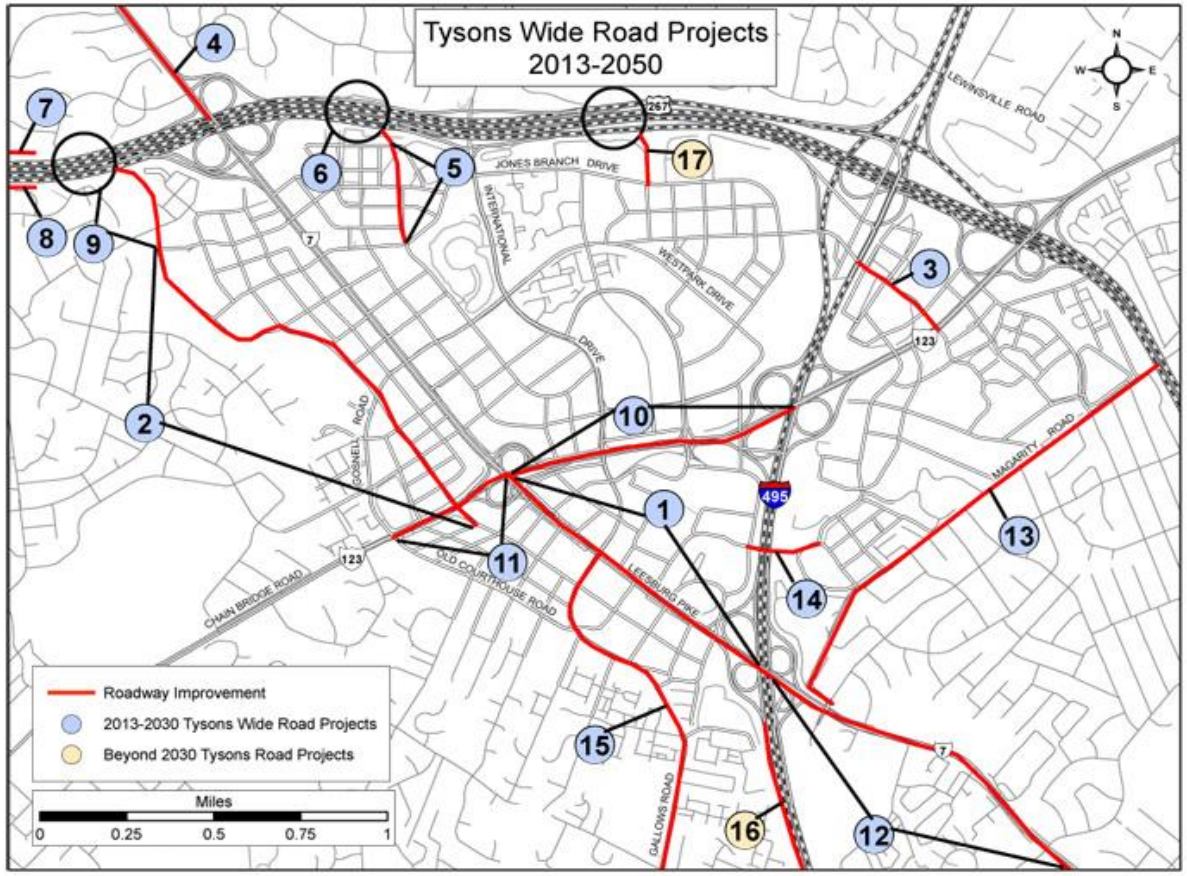
Transit Improvements



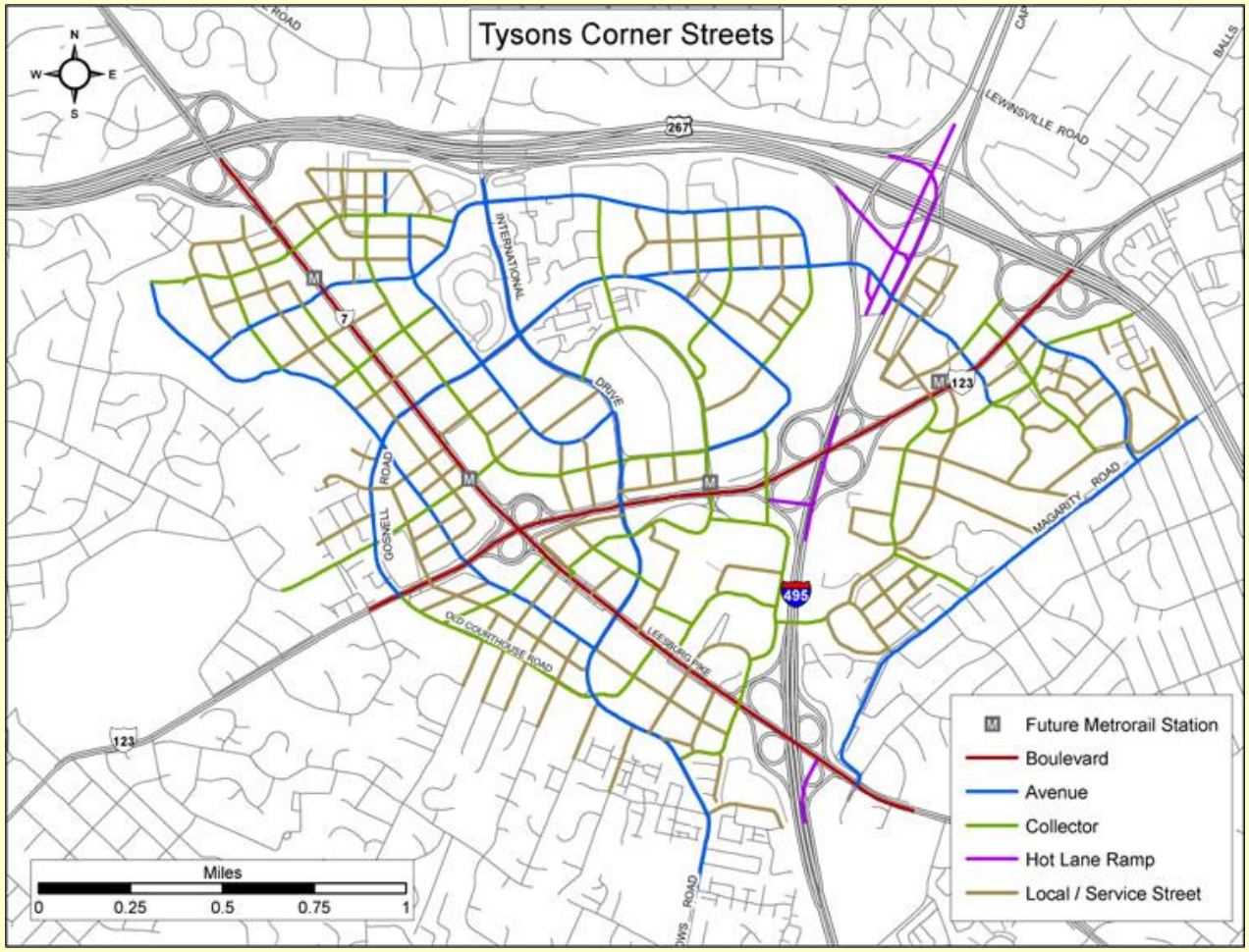
Pedestrian Improvements

- Projects prioritized by looking at cost-effectiveness and need
- Many high priority projects are funded
- Tysons Metrorail Station Access Management Study (TMSAMS) recommendations to be used for selecting future projects

Tysons-Wide Road Improvements



Tysons Grid of Streets



TDM Measures

Application of aggressive TDM measures

Development levels in total square feet (with corresponding forecast year)	TDM Vehicle Trip Reduction Goals, (Percentage Reduction from ITE Rates)			
	TOD Locations			Non-TOD Locations (more than 1/2 mile from station)
	0 to 1/8 Mile from Station	1/8 to 1/4 Mile from Station	1/4 to 1/2 Mile from Station	
2010 to 2020	45%	35%	30%	25%
84 million (2030)	55%	45%	40%	35%
96 million (2040)	60%	50%	45%	40%
113 million (2050) (Comprehensive Plan Level)	65%	55%	50%	45%

Bicycle Access Points

- FCDOT developed a Tysons Corner Bicycle Master Plan (BMP)
- Significant citizen, stakeholder input used to develop priorities
- Recommendations phased in 4 time periods
- Highest priority access points include:
  - Gallows Road,
  - Vesper trail (Dominion Power line),
  - Ashgrove Road

Intersection and Safety Improvements

- Intersection improvements outside of Tysons as identified in the Neighborhood Traffic Impact Study and other studies
- Improve and enhance the safety of Old Courthouse Road from the Town of Vienna to Gosnell Road

How Cost Estimates Were Derived

- Road Construction Costs are Based on VDOT Planning Level Cost Estimates
- ROW Costs are Based on Estimate of Cost per Square Foot and an Estimate of Area Required
- Transit Costs are Based on Estimate of Cost per Service Hour and Cost per Vehicle; Existing Service Costs Subtracted

Estimated Cost of Transportation Improvements (2012 to 2030)

Type of Cost	$'s (millions)
Tysons-wide road projects	$810
Grid of streets	$444
Neighborhood spot improvements, bicycle and pedestrian access	$70
Transit (capital and operational)	$374
Total	$1,698

Estimated Cost of Transportation Improvements (2030 to 2050)

Type of Cost	$'s (millions)
Tysons-wide road projects	$96
Grid of streets	$295
Transit (capital and operational)	$1,160
Total	$1,551
Other countywide transit projects required	

Attachment E

Tysons Transportation Costs: 2012-2030 (September 22, 2011)			
Project #	Cost Items	Cost	Total Cost
	A. ROAD, BICYCLE, PEDESTRIAN PROJECTS		
	Tysons-Wide Road Projects (excluding grid)		
1	Rt.7 Widening from Rt.123 to I-495	$29,000,000	
2	Boone Blvd Extension west from Rt.123 to Ashgrove Lane	$99,000,000	
3	Extension of Jones Branch Connection to inside I-495 (Jones Branch Connector to Route 123)	$20,000,000	
4	Rt.7 Widening from the Dulles Toll Road to Reston Avenue	$160,000,000	
5	Greensboro Drive Extension west from Spring Hill Road to Rt.7	$46,000,000	
6	Dulles Toll Road Ramp to Greensboro Drive Extension	$24,000,000	
7	Dulles Toll Road Westbound Collector Distributor	$105,000,000	
8	Dulles Toll Road Eastbound Collector Distributor	$53,000,000	
9	Dulles Toll Road Ramp to Boone Blvd Extension	$59,000,000	
10	Rt.123 Widening from Rt.7 to I-495	$27,000,000	
11	Rt.123 Widening from Old Courthouse Road to Rt.7	$21,000,000	
12	Rt.7 Widening between I-495 and I-66	$43,000,000	
13	Widen Magarity Road from Lisle/Rt.7 to Great Falls Street	$40,000,000	
14	I-495 Overpass at Tysons Corner Center	$16,000,000	
15	Widen Gallows Road from Rt.7 to Prosperity Ave.	$68,000,000	
	Total for road projects (excluding grid)	**$810,000,000**	
	Road Projects: grid of streets (cost represents 60% of the completed grid)	**$444,000,000**	
	Tysons Neighborhood Spot Improvements, Bicycle and Pedestrian Access Improvements	**$70,000,000**	
	TOTAL ROAD, BICYCLE, PEDESTRIAN PROJECTS	**$1,324,000,000**	**$1,324,000,000**
	B. TRANSIT PROJECTS		
	Transit Projects (new services, excluding existing services, excluding Metrorail costs)		
	Operating cost (annual cost =$18m/year, Starting in year 2015)	$306,000,000	
	Capital cost 2012-2021 ($34m in 2013), 2022-2031 ($34m for replacements)	$68,000,000	
	Total Transit Projects	**$374,000,000**	
	TOTAL TRANSIT PROJECTS	**$374,000,000**	**$374,000,000**
	Grand Total		**$1,698,000,000**

Notes:
1. Costs shown in this table are for planning purposes only. Actual project costs can vary greatly depending on multiple factors beyond the scope of this exercise.
2. Roadway maintenance and operational costs have not been included since this is the primary responsibility of the state and is taken "off the top" of state allocations.
3. Dollar values shown for projects above vary between 2009 and 2010. FCDOT will bring all costs to the same value year in the near future.

Attachment F

Tysons Transportation Costs: 2030-2050 (September 22, 2011)

Project #	Cost Items	Cost	Total Cost
	A. ROAD PROJECTS		
	Tysons-Wide Road Projects (excluding grid)		
16	I-495 Additional Lane (Outer Loop between Rt. 7 and I-66)	$63,000,000	
17	Ramps Connecting Dulles Toll Road to Jones Branch Drive	$33,000,000	
	Total for road projects, excluding grid	**$96,000,000**	
	Road Projects: grid of streets (cost represents 40% of the completed grid)	**$295,000,000**	
	TOTAL, ROAD PROJECTS	**$391,000,000**	**$391,000,000**
	B. TRANSIT PROJECTS		
	Transit Projects (new services, excluding existing services, excluding Metrorail costs)		
	Continuation of new 2012-2030 Tysons Transit Service. Operating cost (annual cost = $12m/year* starting in 2030)	$240,000,000	
	Continuation of new 2012-2030 Tysons Transit Service. Capital Cost (based on estimated $27m* every 10 years)	$54,000,000	
	Streetcar Based Circulator Capital Cost	$500,000,000	
	Streetcar Based Circulator Operating Cost (2030-2050)	$300,000,000	
	Additional Transit Projects Beyond Current Comprehensive Plan		
	Neighborhood Bus Service Capital Cost	$6,000,000	
	Neighborhood Bus Service Operating Cost (2030-2050)	$60,000,000	
	TOTAL TRANSIT PROJECTS	**$1,160,000,000**	**$1,160,000,000**
	Grand Total		**$1,551,000,000**

Other Countywide Transit Projects Also Required for Tysons Beyond 2030. A Percentage of the Associated Costs May be Allocated to Tysons

Express Bus/BRT Transit Routes
Feeder Bus Service to Rail Stations outside Tysons
Additional Urban Transit Corridor
Orange Line Metrorail Extension (from Vienna to Centreville)
2 Park and Ride Garages

Notes:

1. Costs shown in this table are for planning purposes only. Actual project costs can vary greatly depending on multiple factors beyond the scope of this exercise.
2. Roadway maintenance, operational costs are not included since this is the primary responsibility of the state and is taken "off the top" of state allocations.
3. Dollar values shown for projects above vary between 2009 and 2010. FCDOT will bring all costs to the same value year in the near future.

* The cost of the bus circulator is excluded since it is assumed it may be replaced by a streetcar or other type of fixed guideway beyond 2030.

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	Origin of Transportation Program or Infrastructure Project
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	Programmed and Under Construction
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	Transit Development Plan
Sidewalks	Sidewalks to provide connections to developments within walking distance of rail stations	District	Tysons Vision
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	Programmed and Under Construction
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	Programmed and Under Construction
Roads – Freeway Ramp	HOT ramp connecting to Jones Branch Drive	Tysons-wide	Programmed and Under Construction
Roads – Freeway Ramp	HOT ramp connecting to the Westpark Bridge	Tysons-wide	Programmed and Under Construction
Roads – Freeway Ramp	HOT ramp connecting to Rt. 7	Tysons-wide	Programmed and Under Construction
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	Comp Plan 2030 Analysis
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	Regional Transit Plan
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	Transit Development Plan
B. Tysons-wide Road Improvements			
Roads – Arterial Widening	Widen Rt. 7 from Rt. 123 to I-495	Tysons-wide	Comp Plan 2030

			Analysis
Roads – Arterial Extension	Extend Boone Boulevard from Boone Boulevard to Northern Neck Drive	Tysons-wide	Comp Plan 2030 Analysis
Roads – Arterial Extension	Extend Greensboro Drive from Spring Hill Road to Tyco Road	District	Comp Plan 2030 Analysis
Roads – Freeway Ramp	Ramp connecting Greensboro Drive extension to westbound Dulles Toll Road	Tysons-wide	Comp Plan 2030 Analysis
Roads – Freeway Ramps	Ramps connecting Boone Blvd. extension to westbound Dulles Toll Road and eastbound Dulles Toll Road to Boone Blvd. extension.	Tysons-wide	Comp Plan 2030 Analysis
Roads – Freeway Widening	Collector – distributor roads along the Dulles Toll Road from Greensboro Drive extension to Hunter Mill Rd.	Tysons-wide	Comp Plan 2030 Analysis
Roads – Connecting Ramp	Ramp connecting Jones Branch Drive to Scotts Crossing Road	Tysons-wide	Comp Plan 2030 Analysis
Roads – Arterial Widening	Widen Rt. 7 from the Dulles Toll Road to Reston Avenue	Tysons-wide	Comp Plan 2030 Analysis
C. Grid of Streets			
Roads – Grid of Streets	Grid west of Westpark Drive	District	Comp Plan 2030 Analysis
Roads – Grid of Streets	Grid bounded by Gosnell Rd., Rt. 7, and Rt. 123	District	Comp Plan 2030 Analysis
Roads – Grid of Streets	Grid connections to Greensboro Drive	District	Comp Plan 2030 Analysis
Roads – Grid of Streets	Grid of streets east of I-495	District	Comp Plan 2030 Analysis
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	Comp Plan 2030 Analysis
E. Misc. Improvements			
Bicycle Access Points	Bicycle connections into and out of Tysons	Tysons-wide	Tysons Vision/Tysons Corner Master Bicycle Plan
Roads and Intersection Spot Improvements	Intersection improvements outside of Tysons as identified in the Neighborhood Traffic Impact Study and other studies	Tysons-wide	Tysons Neighborhood Traffic Impact Study/Monitoring
Metrorail Station Access	Access improvements as identified in the Tysons Metrorail Station Access Management Study	Tysons-wide	Tysons Metrorail Station Access Management Study (TMSAMS)

Type of Transportation Program or Infrastructure Project	Description of Transportation Program or Infrastructure Project	Area Served by Improvement	Origin of Transportation Program or Infrastructure Project
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	Transit Development Plan
B. Tysons-wide Road Improvements			
Roads – Arterial Widening	Widen VA 123 to 8 lanes from Rt. 7 to I-495	Tysons-wide	Comp Plan 2030 Analysis
Roads – Arterial Widening	Widen VA 123 from 4 to 6 lanes between Rt. 7 and Old Courthouse Road	Tysons-wide	Comp Plan 2030 Analysis
Roads – Arterial Widening	Widen Rt 7 from 4 to 6 lanes between I-495 and the City of Falls Church	Tysons-wide	Comp Plan 2030 Analysis
Roads – Collector Widening	Widen Magarity Road from 2 to 4 lanes from Great Falls Street to Rt. 7	Tysons-wide	Comp Plan 2030 Analysis
Roads – Arterial Widening	Widen Gallows Road from 4 to 6 lanes from Rt. 7 to I-495	Tysons-wide	Comp Plan 2030 Analysis
Roads – Connecting Road	Beltway crossing connecting the Tysons Corner Center area to Old Meadow (limited to transit, pedestrians and bicyclists)	Tysons-wide	Comp Plan 2030 Analysis
C. Grid of Streets			
Roads – Grid of Streets	Substantial sections of the grid of streets	District	Comp Plan 2030 Analysis
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	Comp Plan 2030 Analysis
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	Citizen Input during Plan Adoption
F. Misc. Improvements			
Bicycle Access Points	Bicycle connections into and out of Tysons	Tysons-wide	Tysons vision/Tysons Corner Master Bicycle Plan
Roads and Intersection Spot Improvements	Intersection improvements outside of Tysons as identified in the Neighborhood Traffic Impact Study and other studies	Tysons-wide	Tysons Neighborhood Traffic Impact Study
Metrorail Station Access	Access improvements as identified in the Tysons Metrorail Station Access Management Study	Tysons-wide	TMSAMS
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,	Tysons-wide/	Comp Plan

	feeder bus routes to rail stations	Countywide	Beyond 2030 Analysis
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	Comp Plan Beyond 2030 Analysis
B. Tysons-wide Road Improvements			
Roads – Freeway Widening	Widen I-495 (Outer Loop) between Rt. 7 and I-66 by one lane	Tysons-wide	Comp Plan Beyond 2030 Analysis
Roads – Freeway Ramps	Ramps connecting Jones Branch Drive to westbound Dulles Toll Road and eastbound Dulles Toll Road to Jones Branch Drive.	Tysons-wide	Comp Plan Beyond 2030 Analysis
C. Grid of Streets			
Roads – Grid of Streets	Completion of the grid of streets	District	Comp Plan Beyond 2030 Analysis
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	Comp Plan Beyond 2030 Analysis

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.

Tysons

Attachment H

Route 28 & Tysons Corner Comparison

Tyson's Committee of the Planning Commission

October 5, 2011

Route 28 and Tysons Comparison

Project	Route 28	Tysons
Project Scope	Route 28 Widening from two lanes to eight lanes, and construction of ten interchanges. Suburban network and construction focused predominately on serving automobile traffic.	Multi-modal; Roadways, Transit, Bike, Pedestrian approach to address a variety of future transportation needs.
Major Transportation Improvement	**Route 28 Road Widening & Interchanges**: Public* – 25% Private – 75%	**Tysons-wide roadway improvements**; Public* – 67.5% Private – 32.5%
Additional Transportation Improvements	**Road-Only Project**: •Additional improvements made to some secondary roads, and private developer access. •These improvements were paid for by multiple sources outside of the scope of the tax district.	**Multi-modal Needs**: •Neighborhood Access •Transit Improvement •Grid of streets: Public* – 50.1% Private – 49.9%

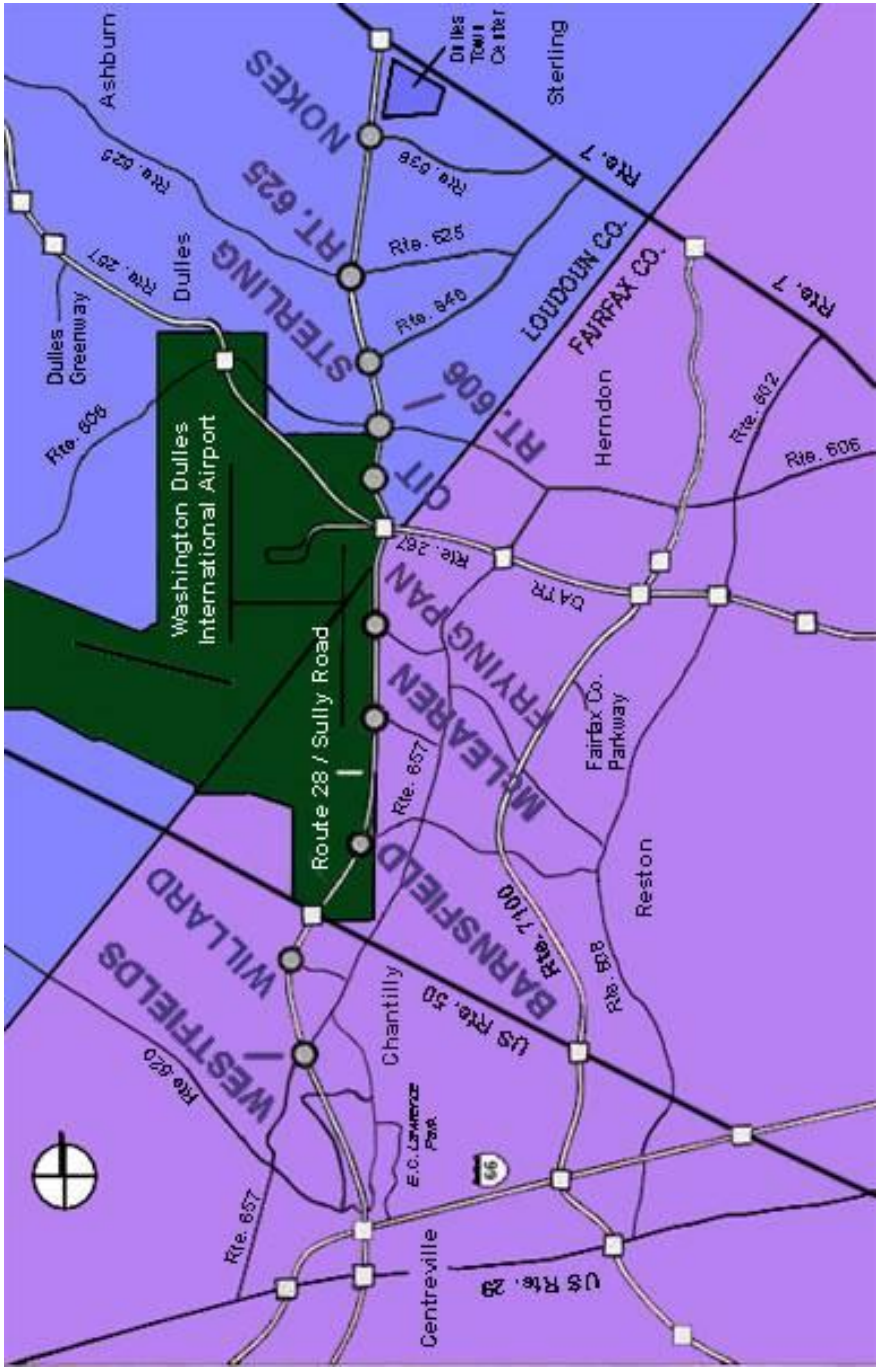
* Public Sector funding assumes Federal, State, Regional and Local contributions.

Tysons

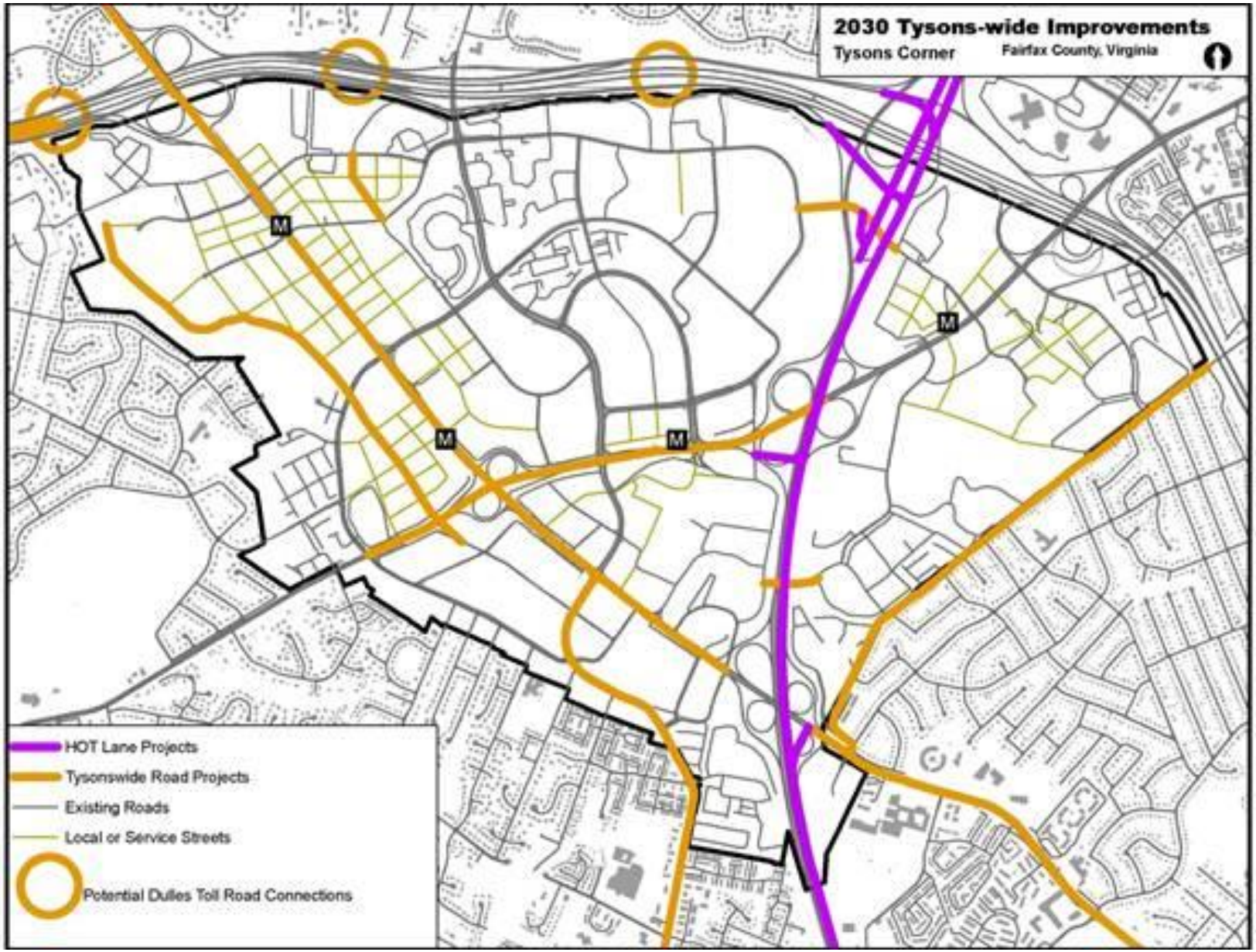
Route 28 and Tysons Comparison

Project	Route 28	Tysons
Environment and Development Levels	**Essentially undeveloped**. •Was mostly undeveloped "greenfields". •Relatively low-density residential and commercial development identified in comprehensive plan. •No urban network of complete streets to implement. •Transportation improvements planned independently of land use.	**Planning large scale redevelopment.** •Is mostly developed. •Planned for high-density mixed-use development to implement County's growth management strategy. •Plan focuses development where it already exists and is evolving Tysons Corner. •Plan seeks to implement an urban network of complete streets and facilities. •Transportation improvements planned in conjunction with land use.
Private Sector Contributions	•When the Route 28 tax district was established, the property owners were not paying any other special taxes to support transportation. •A portion of the property owners included in the Route 28 Tax District are now also included and funding the Dulles Rail Phase II Tax District.	•All of the property owners included in the planned Tysons-wide transportation improvement area are already included and funding the Dulles Rail Phase I tax district.

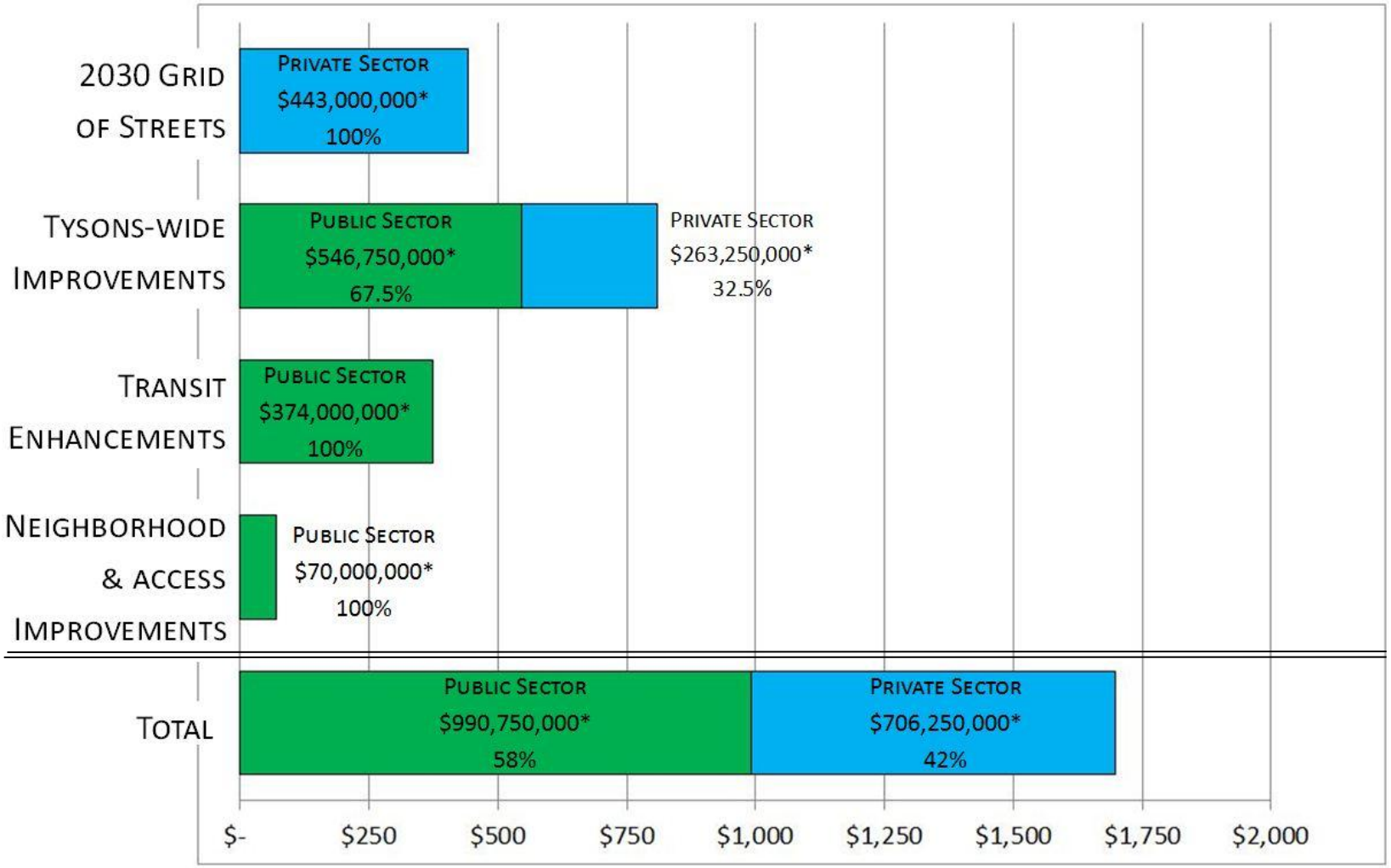
Route 28 Corridor Project Area



Tysons Corner Project Area



Staff Proposed Allocation by Category



* Cost estimates based on 2009-2010 dollars.
* Public Sector funding assumes Federal, State, Regional and Local contributions.

Tysons

Attachment I

Methods of Financing Available to Fairfax County

Tyson's Committee of the Planning Commission

October 5, 2011

Methods of Long Term Financing

General Fund and General Debt Impact

- Grants from federal, state or local sources
- General Obligation Bonds
- Lease Revenue Bonds through a conduit issuer - supported by General Fund Revenues (can be used for PPTA/PPEA)
- Operating Lease (supported by the General Fund or other public funds)
- Use of Moral Obligation to support external public revenue source
- Tax Increment Financing

Special Tax Districts

- Sanitary, Transportation Improvement, and Service Districts
- Community Development Authorities

Private financing (through PPTA/PPEA)

Any form of debt will impact the County's debt ratios to some extent

Tysons

Public Financing Options

General Fund and General Debt Impact

- **Grants from Federal, state or local sources:** Best efforts will be ongoing to identify outside grant revenues or general funds to limit borrowing.
- **General Obligation Bonds:** Used for broad area improvements (i.e., transportation) and for smaller area improvements of general benefit on public land (i.e., streetscapes). Long term debt and recurring expenditure impact. Improvements tend to lag behind needs; insufficient capacity to fund the magnitude of projects now under consideration. Highest debt rating (AAA); lowest possible interest cost.
- **Lease Revenue Bonds** through Conduit Issuer (EDA or FCRHA): Used primarily for facilities (office buildings, schools, parks, community centers); general fund and debt impact; subject to annual appropriation – one notch below G.O. debt rating.
- **Operating Lease:** supported directly as an operating expense from the general fund or other fund as a facility lease. Not used currently though could be used to support a PPEA. High cost attributable to cost of private financing and profit, but no debt impact. Difficult to achieve.

Public Financing Options

- **Use of Moral Obligation** to support external public revenue source: Used to support EDA Metro parking bonds and Route 28 transportation improvement bonds to improve debt ratings and reduce interest costs. No impact to the general fund or debt capacity unless payment is actually made. Both sets of issues have multiple layers of protection to protect the general fund.

- **Tax Increment Financing:** Funding mechanism only. Obligates portion of future "additional" tax revenue generated by the development. Usually works best for relatively small geographic areas. Examples in Virginia are limited in scope and are usually coupled with a CDA governance and funding structure. In theory, creates a net benefit to the general fund that may or may not cover cost of increased services; debt impact will be the same as the net revenue impact – positive, negative or neutral as determined by project pro forma and economic impact analysis. Bonds are usually unrated and carry the highest interest rates (up to 4% higher than G.O. debt which considerably reduces general fund leverage.)

Public Financing Options

Special Tax Districts

- **Sanitary Districts:** Broad range of purposes and revenue options. Limited use in Fairfax to date (McLean and Reston Community Centers; trash collection). Uniform taxation; no direct general fund or debt impact. Board controlled.

- **Transportation Improvement Districts:** Used to fund large projects of general benefit to all users in an area; voluntary tax by petition of landowners (Route 28, Dulles Rail). Generally requires public support and consensus. No general fund or debt impact.

- **Service Districts:** Generally service oriented, but certain infrastructure may be funded. May be an option for continuing maintenance or operating support. Ad valorem tax. Board established and controlled. (Gypsy Moth)

Public Financing Options

- **Community Development Authorities:** Broad range of infrastructure and services. Established by petition of majority of owners and governed by appointees of the BOS. Flexible tool, funded by ad valorem special taxes or special assessments, as negotiated with petitioners. Typically covers relatively small area (i.e., a single shopping mall; a downtown redevelopment area; a mixed use housing development; single or small group of owners). No general fund or debt impact is intended, unless coupled with tax increment financing. (MOSAIC District in Merrifield)

- County experience is limited. The one CDA has proven to be extremely complex in establishment and administration owing to a number of factors concerning the use of public funds, the degree of control desired by the developer and the tenants, and the use of special assessments as the developer's preferred funding mechanism. The national experience is mixed with such a high degree of failure that CDA's as a group are considered among the riskiest municipal bond investments in today's market.

Public Financing Options

Private Financing

- **Public Private Partnerships:** Primarily used for provision of specific public facilities where there is a confluence of public need and private profit; generally involves leverage of land value and/or public sector assumption of risk to reduce financial and debt impact. In practice, PPEA opportunities tend to jump projects ahead of other priorities if funding support can be seen as non-competitive or not interfering with completion of other projects. Can be used in conjunction with any of the above to reduce cost of the public share of the project.