FAIRFAX COUNTY PLANNING COMMISSION
TYSONS CORNER COMMITTEE
WEDNESDAY, OCTOBER 12, 2011

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

COMMITTEE MEMBERS ABSENT:
None

OTHER COMMISSIONERS PRESENT:
Suzanne F. Harsel, Braddock District
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
Cathy E. Lewis, Chief, Rezoning & Special Exception Evaluation Branch, Zoning Evaluation Division, 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 (DMB)
Joe I. LaHait, Debt Coordinator, DMB
Josephine S. Gilbert, Investment Manager, Department of Finance
Barbara J. Lippa, Executive Director, Planning Commission Office
Kara A. DeArrastia, Clerk to the Planning Commission

OTHERS PRESENT:
Bruce Bennett, Chairman, Hunter Mill Defense League Transportation Committee
Diane Poldy, President, ViennaTysons Regional Chamber of Commerce
Elaine Cox, Hunton & Williams LLP
Evan Pritchard, Esquire, Walsh, Colucci, Lubeley, Emrich & Walsh, PC
Jill Parks, Esquire, Cooley LLP
Keith Turner, Chairman, Tysons Partnership Board of Directors
Laurie Genevro Cole, Council Member, Town of Vienna
Luke Callaway, Alexandria resident
Mark Zetts, Co-Chairman, McLean Citizens Association's Planning & Zoning Committee

OTHERS PRESENT (Continued):
Patty Nicoson, President, Dulles Corridor Rail Association
Robert Whitfield, Dulles Corridor Users Group
Thomas Cranmer, Great Falls resident

ATTACHMENTS:
A. "Tysons Case Summaries: October 12, 2011" document
B. " Assessment of Transportation Funding Options" presentation

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Chairman Walter L. Alcorn called the meeting to order at 7:06 p.m., in Conference Rooms 2/3 of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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Chairman Alcorn thanked Commissioner Lawrence for chairing the last Committee meeting on Wednesday, October 5, 2011, in his absence. He explained that as part of the discussion this evening, the Committee should determine the need to identify Federal/State/local share versus private share allocations.

Commissioner Lawrence asked whether such a method could involve several public partners allotted a certain responsibility and private partners allotted a certain responsibility. Chairman Alcorn said different ways to conceptualize responsibility for certain projects would be discussed further with Len Wales, County Debt Manager, Department of Management and Budget, and other participants.

UPDATE ON SUBMITTED DEVELOPMENT APPLICATIONS

Cathy Lewis, Chief, Rezoning & Special Exception Evaluation Branch, Zoning Evaluation Division, Department of Planning and Zoning (DPZ), presented an update of the submitted development applications in Tysons Corner, as depicted in the "Tysons Case Summaries: October 12, 2011" document, contained in Attachment A. She also reviewed the Tysons West application, RZ 2010-PR-014C, for the proposed Spring Hill Station development, submitted by Georgelas Group, LLC.

Replying to a question from Commissioner Hart, Ms. Lewis noted that the sequential numbering of the applications reflected the order of which they had been submitted to DPZ.

Commissioner Lawrence said he believed that particular circumstances might affect the order of when Tysons applications would be heard by the Planning Commission. Ms. Lewis agreed with this statement. She pointed out that except for the Georgelas cases, no other applications had received a Traffic Impact Analysis (TIA) deemed acceptable by the Virginia Department of Transportation (VDOT). She stated that a Commission public hearing date would not be

scheduled until the application's Chapter 527 TIA was deemed acceptable by VDOT. Ms. Lewis indicated that the Consolidated Traffic Impact Analyses (CTIAs) for Tysons East, Tysons Central 7, and Tysons West were still pending.

In response to a question from Commissioner Lawrence, Ms. Lewis explained that VDOT followed an established timeline for review of a TIA and submitted comments to the applicant, who was then responsible for resolving issues and returning a revised TIA to VDOT.

Continuing her presentation, Ms. Lewis reviewed the following Tysons West applications: RZ 2011-HM-012 and RZ 2011-HM-013, Dominion Square, submitted by CARS-DB 1, LLC; RZ 2011-HM-026, Perseus Realty, submitted by Q-R Spring Hill, LLC; and RZ 2011-HM-027, Sunburst Hospitality Corporation, submitted by 1587 Spring Hill Holdings, Inc. She said a pre-staff meeting on all four applications was scheduled for Monday, October 24, 2011. Ms. Lewis next reviewed RZ 2011-0208, Tysons West Promenade, submitted by JBG Rosenfeld, which had not yet been accepted because a TIA had not been submitted to staff.

Answering a question from Chairman Alcorn, Ms. Lewis noted that additional Final Development Plans (FDPs) had been filed with RZ 2010-PR-014C, by Georgelas Group, LLC, but none of the other Tysons West applications had any associated FDPs.

Continuing her presentation, Ms. Lewis described the Tysons Central 7 application, RZ 2010-PR-022, Solutions Plaza, submitted by Campus Point Realty Corporation, noting that staff anticipated that the results of the CTIA would provide guidance to help resolve issues related to the grid of streets for this particular case. She next described RZ 2011-PR-005 for the proposed Tysons Central development, submitted by NV Commercial Incorporated and Clyde's Real Estate Group, Inc., noting that the applicants were working on providing a grid street connection to Pinnacle Drive and acquiring the Parvizian site at 8360 Greensboro Drive. She indicated that none of the Tysons Central 7 cases had associated FDPs. Ms. Lewis discussed the Tysons Central 123 application, RZ 2010-PR-023, Arbor Row, submitted by Cityline Partners, LLC, noting that an associated FDP might be filed in the future. She then reviewed the following Tysons East applications: SE 2010-PR-023, MITRE 4, submitted by Cityline Partners, LLC, and approved by the Board of Supervisors on Tuesday, June 7, 2011, and RZ 2010-PR-021, submitted by Capital One Bank (USA) National Association. She said she thought that RZ 2010-PR-021 and RZ 2010-PR-014C would probably be the next Tysons cases heard by the Planning Commission in late spring or summer of 2012.

Responding to a question from Commissioner Hart, Ms. Lewis briefly discussed the pending litigation between Capital One and Cityline.

Concluding her presentation, Ms. Lewis described the following Tysons East applications all submitted by Cityline Partners, LLC: RZ/FDP 2010-PR-023 and SE 2010-PR-034, MITRE 5; RZ 2011-PR-009, Scotts Run Station, North; RZ 2011-PR-010 and RZ 2011-PR-011, Scotts Run Station, South; and RZ 2011-PR-017, The Commons. She commented that several cases had recently been started, a few had stalled, and some others were making good progress. She indicated that a FDP had been filed on a portion of the Capital One office campus; a FDP had

been filed completely on the MITRE 3 site; Cityline would probably file a FDP on a portion of its site; and it was uncertain if and when a FDP would be filed for The Commons. Ms. Lewis said staff had advised applicants to postpone filing a FDP until the Conceptual Development Plan (CDP) had stabilized to avoid having to file CDP and FDP amendments in the future.

Chairman Alcorn thanked Ms. Lewis for her informative presentation.

In reply to a question from Chairman Alcorn, Ms. Lewis said none of the submitted Tysons cases affected property outside the planned Metrorail station areas.

Commissioner Lawrence emphasized the importance of maintaining a balance between land use and transportation/pedestrians because this was absolutely vital to the proper functioning of Tysons. He noted the difficulty of transforming an already developed area into an urban environment, citing the example in RZ 2011-PR-005 for the proposed Tysons Central development wherein a Federal Government-owned structure was obstructing a planned grid connection at Pinnacle Drive. Ms. Lewis pointed out that the applicants, NV Commercial Incorporated and Clyde's Real Estate Group, Inc., were attempting to resolve this issue.

Answering a question from Chairman Alcorn, Ms. Lewis explained that one of the practices adopted by Tysons developers in dealing with the existing built environment was to initially provide sufficient right-of-way for their portion of the road section and sidewalks and wait to complete the street until the abutting property was redeveloped.

Chairman Alcorn said he encouraged staff to document the issues raised during the Tysons applications review process to help build a knowledge base on ways to retrofit an urban grid of streets. Ms. Lewis said she agreed with this suggestion, noting that such a knowledge base would be helpful as this process presented a learning experience for all staff members involved.

Commissioner Hart commented that the aggregation of applications comprising a significant land area, such as in Tysons East and Tysons West, better facilitated the street grid connections.

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ELEMENTS OF A SUCCESSFUL TRANSPORTATION FUNDING PROGRAM AND METHODS OF FINANCING AVAILABLE TO FAIRFAX COUNTY

Thomas Biesiadny, Director, Department of Transportation (FCDOT), reviewed the following slides in a PowerPoint presentation assessing the transportation funding options, as shown in Attachment B:

- Transportation Improvements in Plan
- Planning Horizon
- Preliminary 20-year Cost Estimate by Category
- Staff Approach to Allocating Funding Share
- Staff Allocation by Category

- Staff Proposed Allocation by Category
- Shared Funding Responsibility

Continuing the presentation, Mr. Wales discussed the information on the following slides:

- Keys for Success
- Funding Option Criteria
- Funding Options – Public
- Funding Options – Private
- Funding Option – Summary

Chairman Alcorn thanked Mr. Biesiadny and Mr. Wales for their informative presentations.

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COMMITTEE DISCUSSION ON FINANCING METHODS

In response to questions from Chairman Alcorn, Mr. Wales explained that if a Tysons-Wide Special Tax District was created, it would be geographically restricted to the Tysons area for both collection and expenditures of funds within Tysons, but noted that Commercial and Industrial (C & I) revenue was collected Countywide so an amount to be diverted for the benefit of the Tysons area would need to be determined. He noted that the dedication of 24 percent of the revenue collected through the C & I Fund toward Tysons represented Tysons' current contribution, but the dedication of 48 percent of the revenue collected through the C & I Fund toward Tysons would be derived from the rest of the County's current contribution. He said he thought that the majority of the C & I Fund would be dedicated for transit projects so this could be a possible source of funding to ameliorate some of the estimated $374 million needed for transit service enhancement within Tysons. Mr. Biesiadny pointed out that certain special tax districts required a petition of the landowners, such as in the case of the Phase I Dulles Rail Tax District and Route 28 Tax District. He explained that a $0.04 dedication of the C & I Fund compared to a Tysons-Wide Special Tax District might not generate the same amount of money because the Special Tax District would also include residential properties.

Chairman Alcorn commented that supporting a model that allocated fixed ratios of funding responsibility for certain types of infrastructure to the public and private sectors seemed arbitrary and ambiguous.

Mr. Biesiadny pointed out that the C & I Fund was considered a public transportation funding option because it required approval by the Board of Supervisors.

Chairman Alcorn said he did not agree with staff's assessment that certain funding options were totally derived from either public or private sector sources because he believed that the funding structure was more complex than staff's proposed public/private share allocation of 58 percent/42 percent.

Commissioner Lawrence said he shared Chairman Alcorn's view. He emphasized the need to develop a fair and equitable funding mechanism that would address the burden of responsibility for each of the project line items. He cited the example of local bus service from Vienna to Tysons Corner, noting that this appeared to be an extension of the current service in the County, which prompted questions of how this would be funded. Conversely, he indicated that neighborhood, circulator, and express bus routes would help move people within Tysons and questioned whether this service would automatically be a public mechanism. Commissioner Lawrence recommended drafting a "Rubik's cube" where each substantive project budget line item from Table 7 in the Tysons Corner Comprehensive Plan was assembled with sufficient transportation funding options. He explained that the funding mechanism needed to have the following features:

- Timely,
- Reliable,
- Transparent,
- Method to catch up the public or private funding source if it got ahead or behind, and
- Continuously recognize the basic responsibility of each segment within the public and private sectors.

Chairman Alcorn reminded everyone that the purpose of the discussion this evening was not to specify percentages but to discuss the categories of transportation elements in Table 7 and labels that accompanied the funding sources.

Mr. Wales pointed out that the General Obligation Bond Program was the only transportation funding option that was restricted to capital funding only and all the other funding options could be used for capital and/or operating costs.

Commissioner Hart commented that the funding structure should allow more long-term flexibility and not be limited to a fixed allocation ratio, noting that he thought that there were varying degrees of public responsibility. He said he supported the "Rubik's cube" concept proposed by Commissioner Lawrence because he believed that it would help people understand the nuances involved and reach a consensus.

Replying to questions from Commissioner Hart, Mr. Wales explained how the C & I tax revenues were appropriated for transportation projects every fiscal year, based upon the annual real estate assessments as submitted and approved by the Board of Supervisors. He noted that the C & I Project Program was in effect through Fiscal Year 2014.

Commissioner Sargeant commented that local and State politics would eventually influence how much of certain public funding sources would contribute toward Tysons Corner versus the other revitalization areas in the County. He stressed the need to more clearly identify the priorities of the Tysons transportation projects to help develop cost-sharing funding formulas between the public and private sectors. He suggested that this exercise address the following question: Which projects needed to be completed within five years or within five to ten years to keep

Tysons functioning; support the Metrorail stations, new alternate transportation modes, and additional retail uses; and maintain traffic congestion at an acceptable level?

Answering a question from Chairman Alcorn, Commissioner Sargeant explained that the transportation infrastructure, programs, and services listed in Table 7 might need to be broken down into more detail to determine how soon each one needed to be implemented and by which funding method.

Commissioner Lawrence cited an e-mail dated October 4, 2011, from Mark Zetts, Co-Chairman, McLean Citizens Association's Planning & Zoning Committee, in which he had recommended that the widening of Route 7 from Route 123 to I-495 be of highest priority because it would enhance the effectiveness of three other related improvements, namely, the reconstructed Route 7 bridge over I-495, the connection to the southbound HOT Lanes from the bridge, and the expansion of Route 7 from Route 123 to the Dulles Toll Road. (A copy of this e-mail is in the date file.) He recommended simultaneously examining the Table 7 improvements, submitted applications in Tysons, and completed CTIAs to more clearly decide the order of priority. Commissioner Lawrence next recommended identifying the options for funding each of those priorities and methods to back up a funding source if it failed and replace the funds used. He also commented that a fixed cost allocation ratio would be meaningless as it would not accommodate change over time.

Commissioner de la Fe said he also opposed a fixed cost allocation ratio, noting that he did not think that the Committee's ultimate goal should be to specify percentages but rather recommend primary, secondary, and shared responsibilities for funding. He stated that the exact costs, deadlines, and expected progress of the improvements to be completed by 2020 and associated contributions from developers were all unknown at this time. He indicated that the funding mechanism would need to allow more long-term flexibility because the actual costs, needs, and funding sources would likely evolve during the next 20 years. Commissioner de la Fe also suggested that the Committee receive input from the Tysons Partnership on possible private sector funding solutions. Chairman Alcorn concurred with this suggestion.

Commissioner Hart said he agreed that the transportation improvements listed in Table 7 should be prioritized in conjunction with an examination of the Tysons case summaries.

Chairman Alcorn noted that the Committee would next meet on Wednesday, November 2, 2011, at 7 p.m., in the Board Auditorium of the Fairfax County Government Center, to begin discussing the Federal/State/local versus private sector responsibilities for the Grid of Streets and Neighborhood Improvements components of Table 7, while referring to the Tysons case summaries, Table 7 transportation projects, and transportation funding options.

Chairman Alcorn said he thought that the "private sector funding" label should be changed to "privately initiated revenue sources" and the "public sector funding" label should be changed to "publicly initiated revenue sources" to more accurately define those sources. Mr. Wales explained that the special tax district was considered a private transportation funding option because the funds were collected and used within a defined geographic area for the benefit of

those taxpayers. He stated that public sector funding referred to the funds being collected or applied Countywide for the benefit of Tysons, which in theory implied that this was also beneficial for the County as a whole.

In reply to a question from Chairman Alcorn, Mr. Wales explained the rationale for using a specific split formula to fund special tax districts, such as the Route 28 Tax District and Phase I Dulles Rail Tax District, noting that this process was dependent on negotiations between the County and the impacted landowners. Mr. Biesiadny pointed out that part of the reason why staff was considering public versus private share allocations was because each funding option varied in the rate in which money was collected. He said, for example, if approved General Obligation bonds were to fund several of the transportation projects, they could be sold immediately for cash that would need to be paid off over 20 years. Conversely, he noted that the special tax district could either be financed by bonds or the General Revenue Fund (Pay-Go), which would occur over a longer period of time. He added that developer contributions that were made as the development was built would also take longer to generate. Mr. Biesiadny explained that staff envisioned that some of the public improvements would likely move ahead first so the public sector would likely fund a number of these improvements in advance, and as the developments were constructed, the public sector would reduce its contribution while the private sector would increase its contribution.

Responding to another question from Chairman Alcorn, Mr. Wales briefly discussed the General Revenue and General Obligation Bond Program funding options, as depicted in the "Funding Option – Summary" chart. He stated that the public share would probably stay fairly steady and consistent; whereas, the private share would gradually gain strength until it could take over the bulk of the remaining responsibility, in accordance with the terms of the negotiated agreement. He said the "Rubik's cube" solution would also need to consider the relative strength and accessibility of each funding option. Mr. Wales then explained how the net present value had been calculated for the Route 28 Tax District. He also commented on the complexity of conducting a fair share analysis.

Commissioner Lawrence noted that a multi-modal linked transportation network was planned to be developed over a period of several years in Tysons Corner; therefore, the financing model should also monitor the availability of particular sources over time and be adaptable as conditions change. He reiterated the importance of basing the Committee's collective decisions and draft recommendations to the Board of Supervisors on the transportation funding options, Tysons case summaries, and Table 7 improvements. He said although he believed that specific percentages should not be a component of the financing model, he recognized that percentage allocations helped protect the stakeholders by limiting financial exposures so equity should also be incorporated into the model.

In response to a question from Commissioner Sargeant, Mr. Wales briefly reviewed the fiscal background of the Route 28 Tax District since its inception in 1987, noting that flexibility had been built into this funding mechanism to enable construction of the road improvements as the capacity became available.

A discussion ensued among Chairman Alcorn, Mr. Wales, and Mr. Biesiadny regarding the history of the Route 28 Tax District and the major differences between this district and Tysons Corner.

Commissioner Hart recommended that staff prepare a strawman document listing each staff proposed allocation by category of transportation elements in Table 7 for the Committee to review line by line and decide whether to adopt it, refine it, or develop a new proposal.

Commissioner Lawrence said he would draft his proposed "Rubik's cube" in writing for the Committee to discuss as a starting point, noting that it would include numbered line items derived from Table 7, their assigned priority, and the transportation funding options indentified in the summary chart in the presentation.

Chairman Alcorn suggested that at the November 2nd meeting, the Committee formulate an approach toward allocating the responsibility for the Grid of Streets and Neighborhood Improvements components of Table 7 based on priority, timing, development level, and funding method.

Commissioner Sargeant explained that it would be helpful to consider the following questions when discussing the transportation improvements:

- How should priorities be defined?
- Should any improvements be deleted from Table 7?
- Which improvements were needed to help Tysons continue to function and grow?
- What were the essential needs (e.g., maintaining traffic flow)?

Commissioner Sargeant said he believed that the funding mechanism should be consistent and timely. He also emphasized the importance of reaching general consensus among Commissioners, staff, and stakeholders on the improvements needed to keep Tysons functioning and prevent the surrounding area from experiencing gridlock; the priorities for the immediate future; and the appropriate funding options. He pointed out that the participants from the private and public sectors would ultimately negotiate their respective funding allocations.

Chairman Alcorn said he concurred with Commissioner Sargeant's statements. He also suggested examining in greater detail the specific funding sources and how each one correlated to the categories of transportation elements in Table 7 as opposed to the general labels of public versus private funding. He added that following a rational, comprehensible approach of identifying the responsibility for specified transportation projects or groups of projects would assist in prioritizing those projects.

Commissioner Lawrence said he thought that staff could work with developers to secure a proffered commitment to construct a street or a sufficient section of a street in an interim condition to satisfy street network capacity and vehicular and pedestrian movements. He noted that such a street network should also be able to support access to the Metrorail stations.

Answering questions from Chairman Alcorn, Mr. Wales described the advantages of the special tax district, General Obligation Bond Program, and General Revenue funding options. He explained that staff decided to focus on planning for funding of necessary transportation infrastructure to support the 20-year development level to allow for sufficient flexibility to adjust based upon future fiscal and planning realities, priorities, capabilities, and political sensibilities. He said providing the tool and framework, initially funded to support the work to be completed in the next 10 to 20 years, and allowing time to take care of the rest would be the best approach. Chairman Alcorn pointed out that the County was being asked to give entitlement to landowners to build development that would not happen for 40 years and make commitments or approve development that far exceeded the 20-year planning horizon.

James Zook, Consultant, DPZ, explained staff's rationale for allocating 100 percent public sector responsibility for transit service capital and operating costs and 100 percent private sector responsibility for the 20-year grid of streets. He indicated that it was expected that 60 percent of the total street grid would be constructed by 2030 in conjunction with the anticipated level of development. He said the funding strategy to support the initial major transportation improvements identified in Table 7 should also take into consideration that the remaining projects expected to be built after 2030 were limited in scope and cost.

Commissioner Lawrence commented that the State owned the public roads; therefore, the State should provide the County with the funds necessary to support road improvements.

Robert Whitfield, Dulles Corridor Users Group, noted 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. He suggested that a parking tax be considered as a possible funding method. He also stressed the need to be careful not to omit improvements that have been studied and scoped because they could affect other improvements.

Responding to a question from Mr. Whitfield, Mr. Biesiadny indicated that the C & I funds have been committed through Fiscal Year 2014.

Mr. Whitfield suggested that staff provide details as to where the C & I funds were allocated, the kinds of uses they support, and how the present C & I funds disbursement occurred.

Replying to questions from Mr. Whitfield, Mr. Wales noted that the Tysons-Wide Special Tax District would not include landowners in Reston. He said he believed approximately 10 to 12 percent of the Phase I Dulles Rail Tax District would be funded by landowners in Reston. He added that the Phase I Dulles Rail Tax District would remain in force for the life of the bonds.

Mr. Zetts explained that in RZ 2010-PR-014-A and RZ 2010-PR-014-B, approved by the Board of Supervisors on September 27, 2011, the applicant, Georgelas Group LLC, had proffered to dedicate right-of-way to construct an interim section of Greensboro Drive and later complete its construction between Spring Hill Road and Tyco Road within 18 months of the issuance of the first Non-Residential Use Permit (RUP) or RUP for the second building constructed on the

subject property. He said he thought that this approach might be more expensive and asked whether the estimated cost for the grid of streets assumed the initial construction of an interim road and subsequent full build-out of the entire road including curbs, sidewalks, and streetscapes. Mr. Biesiadny stated that the staff analysis had not considered the phasing of road segment construction, noting that the cost estimate for the grid of streets was based on the associated number of miles of roadway, timeframe, and unit cost for the roadway.

Chairman Alcorn requested that Mr. Biesiadny consider whether the phasing of road construction should be incorporated into the analysis of the grid of streets.

Mr. Wale reminded everyone that the cost estimates prepared by staff were based upon 2009 VDOT guidelines, all cost amounts were expressed in 2009-2010 dollar values, and cost values would still need to be inflated to year-of-expenditure dollars.

Thomas Cranmer, Great Falls resident, mentioned his e-mail correspondence as of October 12, 2011, with Lauren C. Mollerup, Transportation & Land Use Director (Fairfax and Arlington Counties), VDOT - NOVA District, a copy of which is in the date file. He reported that the cost of expanding Route 7 to six lanes for the seven-mile section from Reston to Tysons would be $300 million, according to VDOT, versus FCDOT's estimate of $160 million. He stressed the importance of constantly verifying the accuracy of the costs associated with the transportation improvements and identifying the financing sources necessary to support those improvements. He also emphasized the need to develop a timeline outlining the implementation of specific projects, their assigned priorities, and expected completion dates.

Answering a question from Keith Turner, Chairman, Tysons Partnership Board of Directors, Mr. Wales explained that the estimated private sector allocation of $263 million for the Tysons-wide Road Improvements in Table 7 was un-inflated, and the $733 million estimated contribution to the special tax district would absorb some of that expense and the cost of financing. He noted that the $733 million represented the maximum capacity of the Phase I Dulles Rail Tax District, set at $0.29 /$100 of assessed valuation, and was funded by a combination of cash and debt. He said the Phase I Dulles Rail Tax District would remain in effect until the bonds expired most likely in the early 2030s.

In response to a question from Chairman Alcorn, Mr. Wales said the County expected to sell the bonds in spring/summer of 2012.

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The meeting was adjourned at 9:28 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: December 7, 2011

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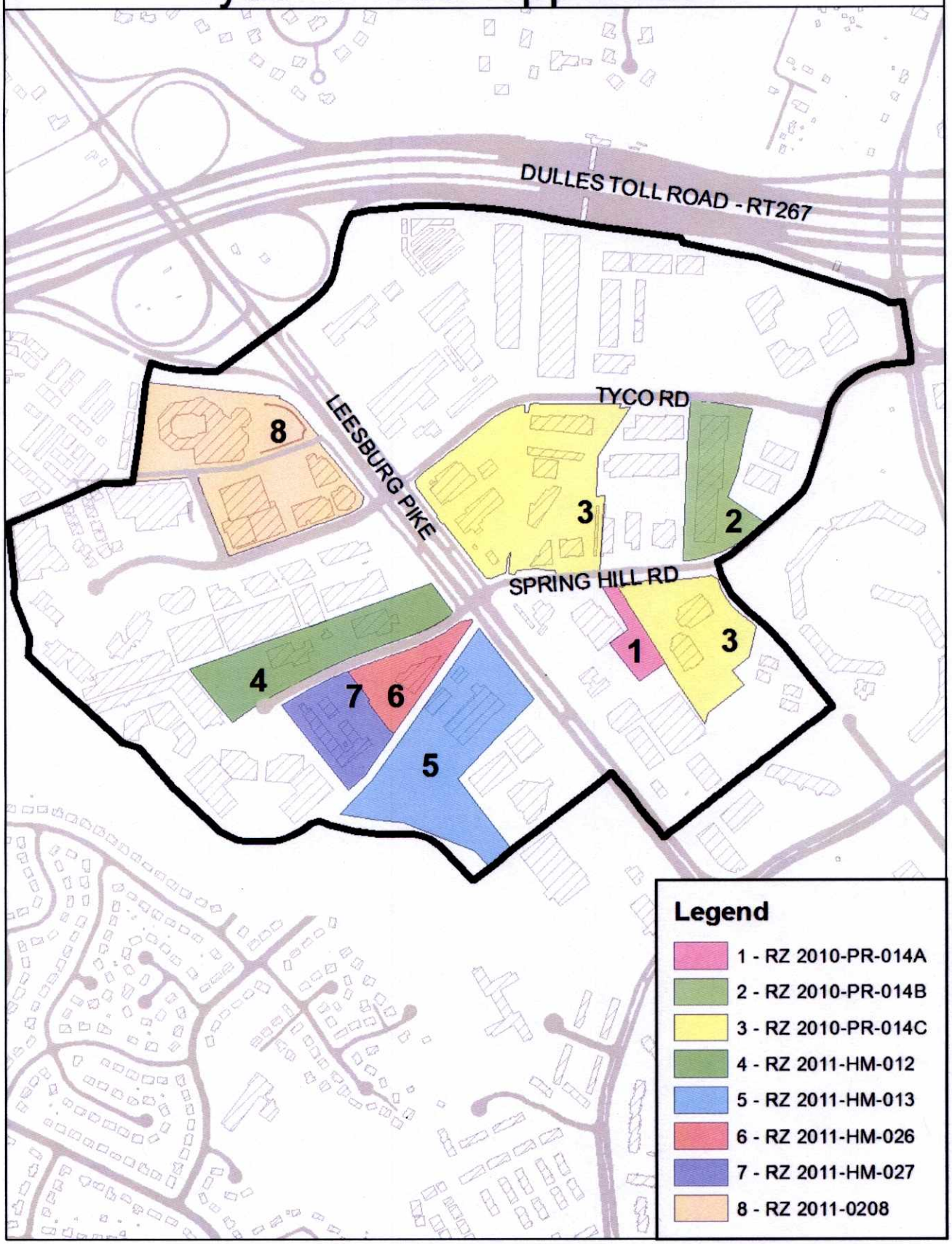
Kara A. DeArrastia, Clerk to the
Fairfax County Planning Commission

Attachment A

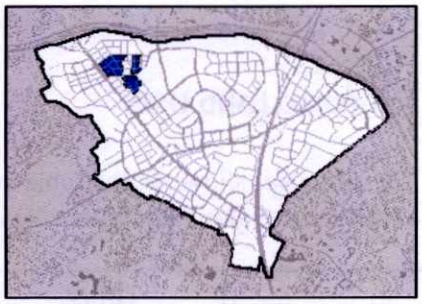
Tysons Case Summaries
October 12, 2011

Tysons West Applications



Spring Hill Station (RZ 2010-PR-014C)

Tracy Strunk



Request to rezone 24.38 acres to the PTC District; CDP.

This application includes the remaining application area of RZ 2010-PR-014 that remains under review.

The application proposes to redevelop an area currently characterized by a mix of low-level industrial uses, car dealerships, and some small office uses. The fire station (#29) site is also included, as are two existing larger office buildings proposed to remain. A total of up to 14 buildings (including the two to remain) are proposed. Access to the buildings is proposed from an expanded grid of streets, which will build upon the street grid within the approved application areas, including the critical link of Retail Circle. A variety of building heights are shown for the fourteen structures proposed in the mixed use alternative, ranging from a low of 130 feet for the two existing office buildings up to a height of up to 400 feet for the office building located immediately adjacent to the metro station. The applicant is proposing to integrate urban parks within the development and build upon public facilities committed in the approved application areas. In addition, the applicant proposes to either underground or relocate the high-voltage transmission lines which pass through the site, as well as construct a kiss and ride facility for the Tysons West Metro station.

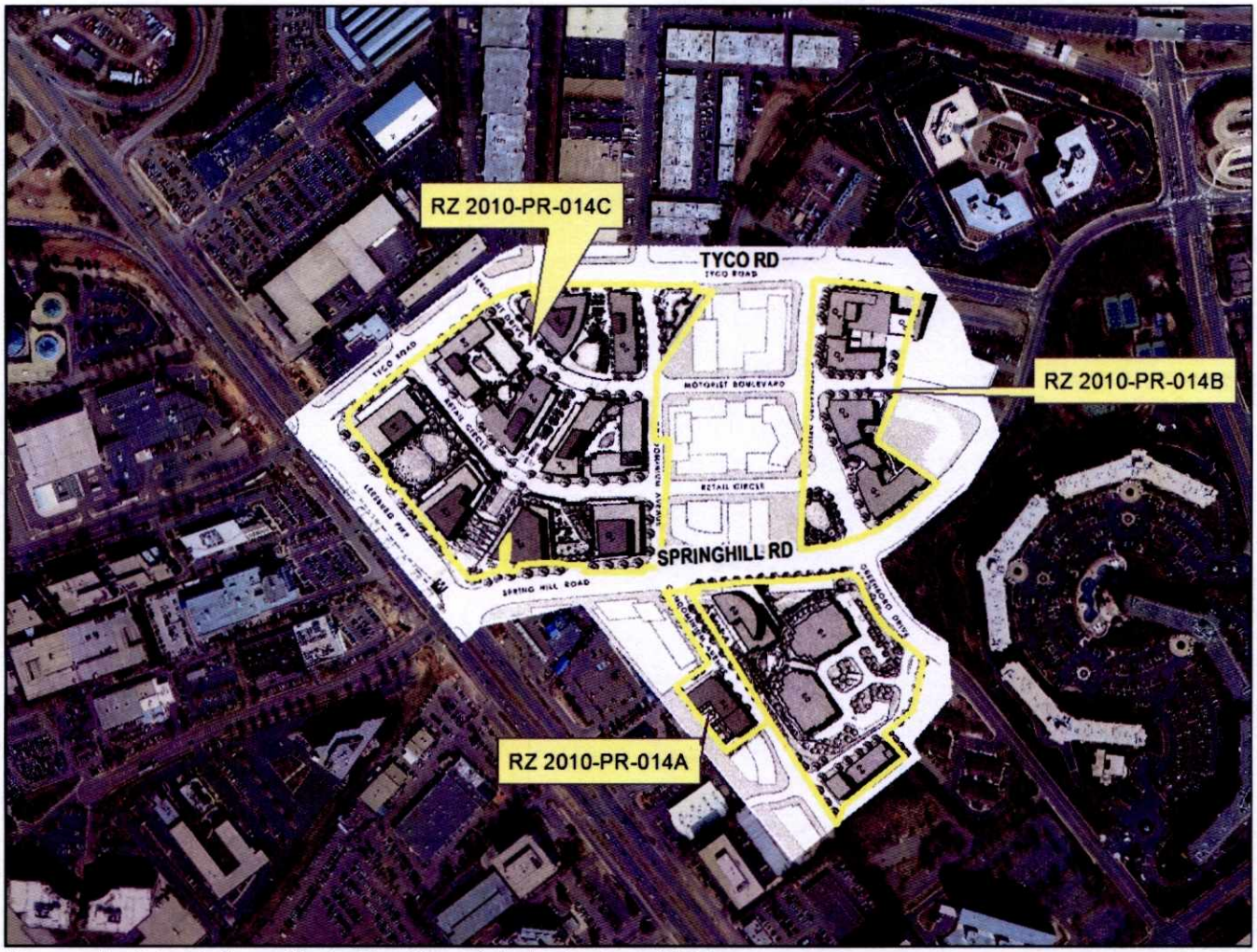


*Image depicted is from Illustrative Plan, dated – January, 2011

PROPOSED LAND USES

The land uses shown in the table below are for the maximum level for the remainder of the unapproved proposed development within Neighborhoods 1 and 2; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*535,473*	*111,230*	*0*	*0*	*656,271* (0.6 FAR)*
Total Proposed***	**3,670,555 (70%)**	**79,000 (2%)**	**896,303 (17% / 995 du)**	**600,000 (11%)**	**5,245,858** (4.9 FAR)**

* Includes 9,568 sq.ft. of 'government or institutional use'

** 25,000 sq.ft. fire station is public use, wth GFA included in total but not used in FAR calculations

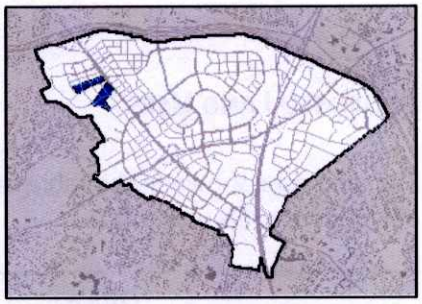
** No CDP has been submitted for this portion of the site, all development levels are extrapolated based upon previously submitted Statement of Justification less approved amounts in RZ 2010-PR-014A/B

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	2,030
Estimated Proposed:	1,670	12,860

4 + 5

Dominion Square (RZ 2011-HM-012/013)
Bob Katai



Request to rezone 19.58 acres to the PTC District; CDP.

These two applications are filed by a single applicant; however, since the east and west portions of the application are not adjacent, each is subject to its own rezoning application. The combined applications propose to redevelop an area currently characterized by existing car dealerships. The new development proposes a total of 12 structures, which includes a mix of office, residential and hotel uses. Realigned Boone Boulevard is expected to be located across the rear of the sites. In addition, other additional new streets and pedestrian paths are proposed to create urban blocks. A large (approximately 2.5 acre) area has been identified adjacent to the existing stream and along a future extension of Boone Boulevard to serve as a public park area which could be programmed with a variety of elements. Building heights range in proposed heights from a low of 190 feet up to a height of 305 feet, with the larger structures closer to the Tysons West station.

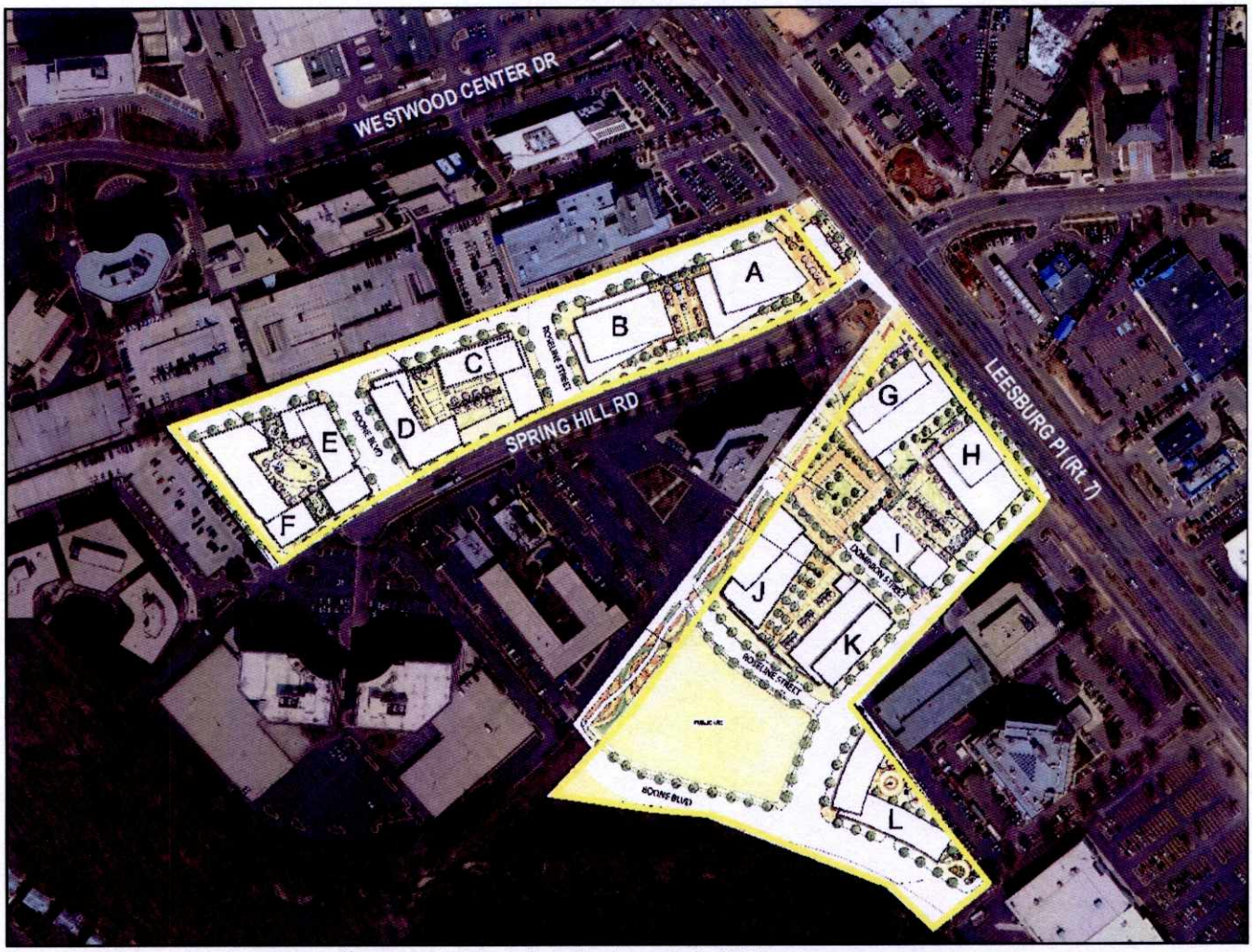


*Image depicted is from CDP Illustrative Plan, dated – March 7, 2011

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

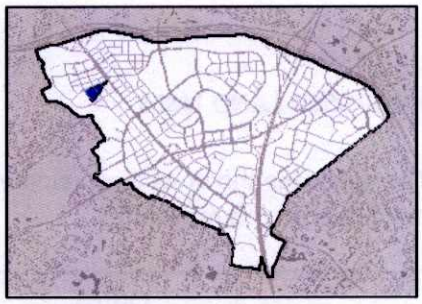
	Office	Retail	Residential	Hotel	Totals
Existing	*0*	*145,048*	*0*	*0*	*145,048 (0.17 FAR)*
Total Proposed	**2,140,000 (23%)**	**25,000 (16%)**	**2,000,000 (38% / 2,000 du)**	**200,00 (25%)**	**4,365,000 (5.10 FAR)**

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	320
Estimated Proposed:	3,500	7,340

6+7

Perseus Realty (RZ 2011-HM-026)
Sunburst Hospitality Corp. (RZ 2011-HM-027)
Bob Katai



Request to rezone a total of 7.89 acres to the PTC District; CDP.

These are two separate applications; however, they are being processed jointly due to their adjacency, the level of coordination between the applicants, and the overall mixed use character of these two sites when taken together. The area is currently developed with existing office, motel and retail uses. The applications propose up to five new buildings with a mix of office, hotel, and residential uses. These uses would be augmented by supporting retail within each of the buildings. This site is surrounded to the north and south by the two CARS applications. Access is provided from Spring Hill Road and Boone Boulevard extended. An approximately 1-acre area has been identified adjacent to the existing Dominion Power line to serve as a public park area that could be programmed with a variety of elements. Building heights range from a low of 125 feet up to a height of 330 feet, with the largest structure along Leesburg Pike, closest to the Tysons West station.

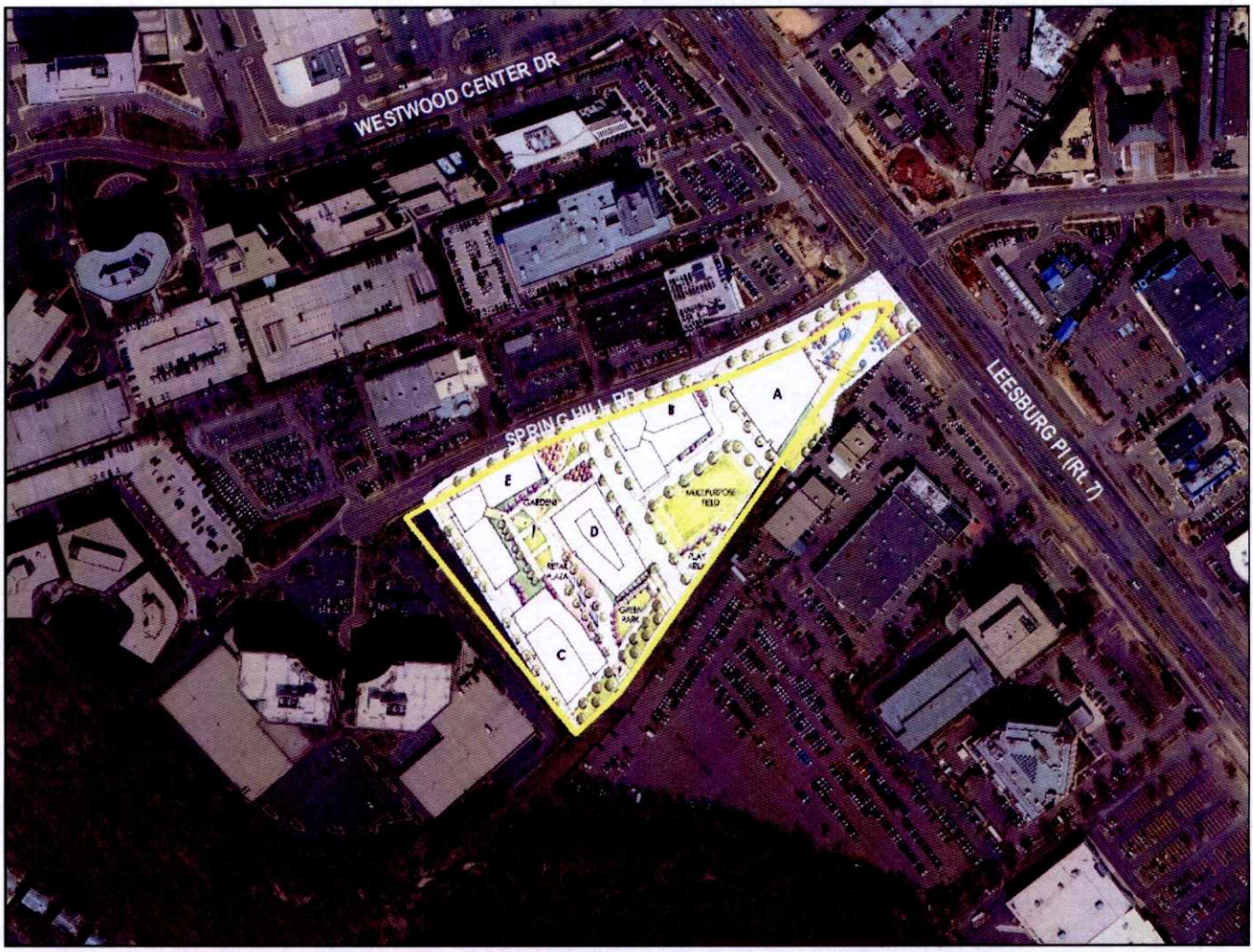


*Image depicted is from draft Illustrative Plan, Scheme A, dated – June 13, 2011

Proposed Land Uses

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

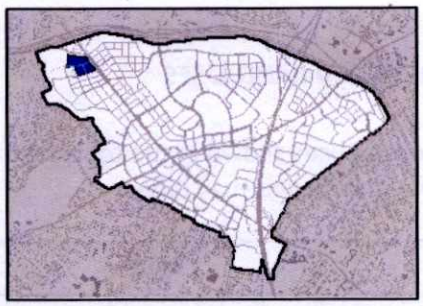
	Office	Retail	Residential	Hotel	Totals
Existing	*120,985*	*6,423*	*0*	*80,259*	*207,667 (0.60 FAR)*
Total Proposed*	**808,000 (44%)**	**55,500 (3%)**	**842,000 (46% / 842 du)**	**131,000 (7%)**	**1,836,500 (4.85 FAR)**

*Based upon applicant's proposed CDP

Residential and Employee Population

	Residents	Employees
Estimated Current:	0	480
Estimated Proposed:	1,475	2,910

Tysons West Promenade (RZ 2011-0208 – not yet accepted)
Bill Mayland



Request to rezone16.02 acres to the PTC District; CDP.

The application proposes to redevelop an area currently characterized by a mix of former car dealerships and the existing Sheraton Premier hotel and conference center. The hotel and conference center will be retained and renovated while adding retail and residential development to create a mixed-use neighborhood with an urban form. A portion of this site has received site plan approval for an urban-style Wal-Mart store and a fitness center as a by-right use under the existing C-7 zoning. These uses are integrated within an existing parking structure. The new development proposes a total of five structures, which includes the existing Sheraton Hotel and Wal-Mart and fitness center currently planned for development. The applicant is expected to add two additional streets to create a grid of streets within the application area that will provide accessibility and connectivity for the area. A potential ramp from the Toll Road and the extension of Boone Boulevard may significantly impact the site. Building heights range from a low of 75 feet up to 225 feet.

*Image depicted is from CDP Illustrative Plan submitted, dated – June 30, 2011

8

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

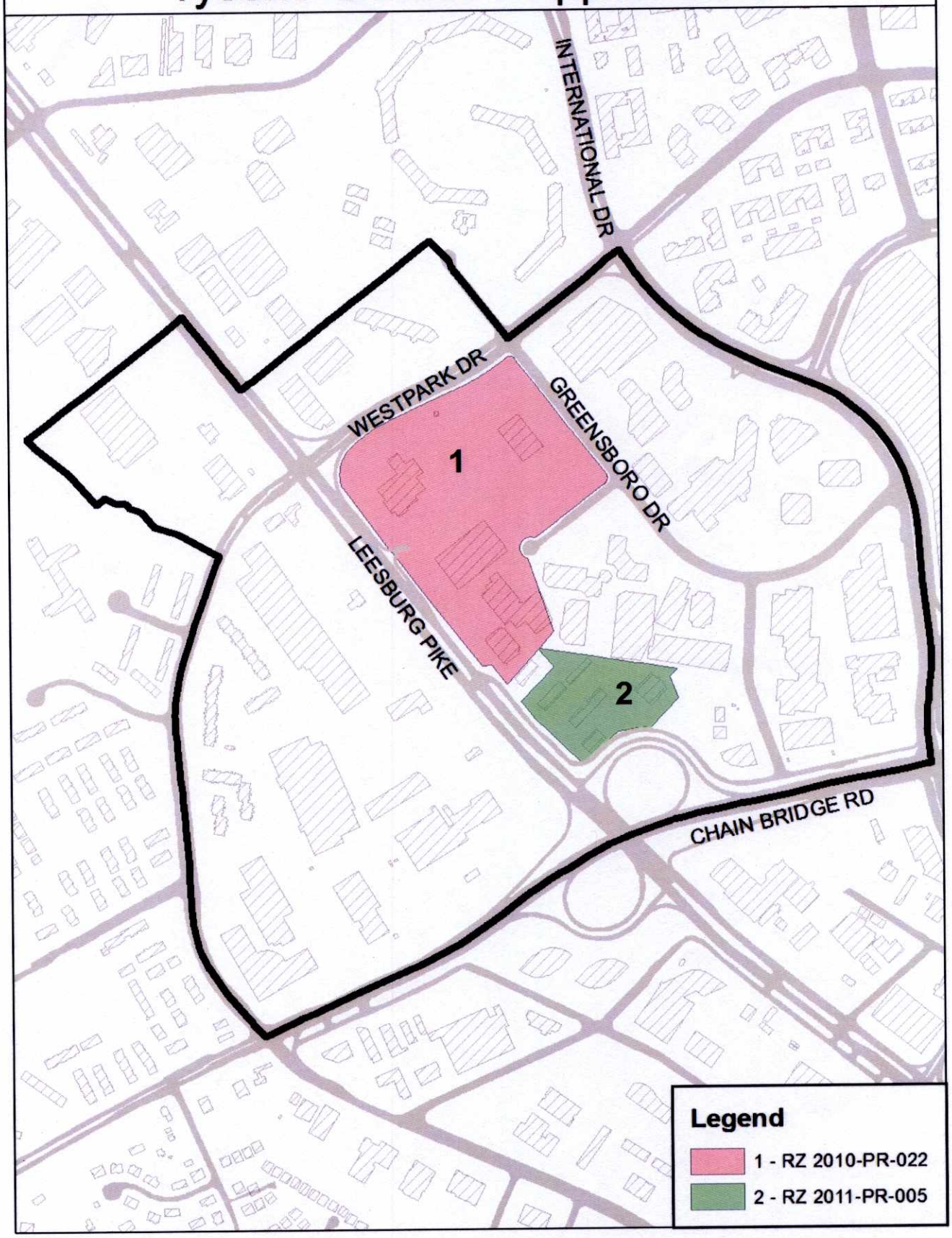
	Office	Retail	Residential	Hotel	Totals
Existing	*0*	*79,681*	*0*	*395,000*	*474,681 (0.68 FAR)*
Total Proposed	**378,768 (23%)**	**270,373 (16%)**	**626,000 (38% / 625 du)**	**388,000 (23%)**	**1,663,141 (2.37 FAR)**

* As of July 6, 2011

RESIDENTIAL AND EMPLOYEE POPULATION

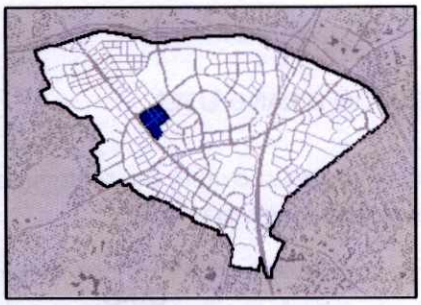
	Residents	Employees
Estimated Current:	0	470
Estimated Proposed:	1,095	2,150

Tysons Central 7 Applications



Solutions Plaza (RZ 2010-PR-022)

Tracy Strunk



Request to rezone 23.7 acres to the PTC District; CDP.

The application proposes to redevelop an area currently developed with several office buildings and a hotel. The existing hotel would be removed. The three existing SAIC office buildings closest to Route 7 are proposed to remain, with one additional SAIC office building proposed to be renovated for hotel use. A total of up to 14 buildings, including the four to remain, are proposed. The proposed development would be a mixed-use development containing office, hotel, and residential, with supporting retail uses. The development proposes the continuation of a proposed collector street paralleling Route 7 and Greensboro to provide a connection between Westpark Drive and the NV site. In addition, a new road is proposed between Greensboro Drive and Route 7. A series of public plazas would connect the site to the Metro station. Building heights range from a low of 45 feet for the hotel amenity building up to a height of 400 feet for a signature office building, with the larger structures closer to the Tysons Central 7 station.

*Image depicted is from CDP-Illustrative Plan submitted, revised – June 30, 2011

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*956,655*	*0*	*0*	*158,521*	*1,115,176 (1.1 FAR)*
Total Proposed*	**2,599,864 (53%)**	**38,000 (1%)**	**1,901,000 (39% / 1,900 du)**	**380,000** (8%)**	**4,918,864 (4.73 FAR)**

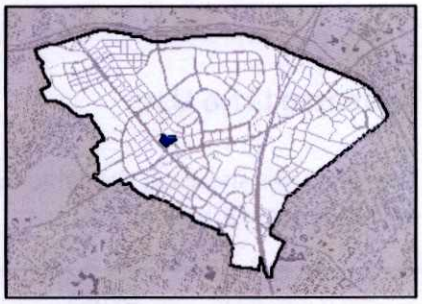
*Based upon Option 1. Option 2 would reduce the proposed Retail use by 22,000 sq.ft. through combining three buildings into two.
**Includes separate hotel conference/amenity building of 44,000 sq.ft.

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	3,310
Estimated Proposed:	3,325	9,030

2

Tysons Central (RZ 2011-PR-005)
Tracy Strunk



Request to rezone 4.78 acres to the PTC District; CDP.

The application proposes to redevelop six parcels characterized by a mixture of low-density retail and commercial uses- including Clyde's restaurant- into a high density, transit oriented mixed-use development. The development proposed includes a mix of office, hotel, residential, and retail uses contained within five new buildings. A large open plaza is proposed at the entrance to the Metro station, identified on the CDP as "Metro Promenade", in order to enhance that transit-pedestrian space and create a focal point within the neighborhood. Proposed building heights range from a low of 112 feet for a six story office building up to a height of 355 feet for a signature 33-story hotel/residential building, with the largest closer to the Tysons Central 7 station along Route 7.

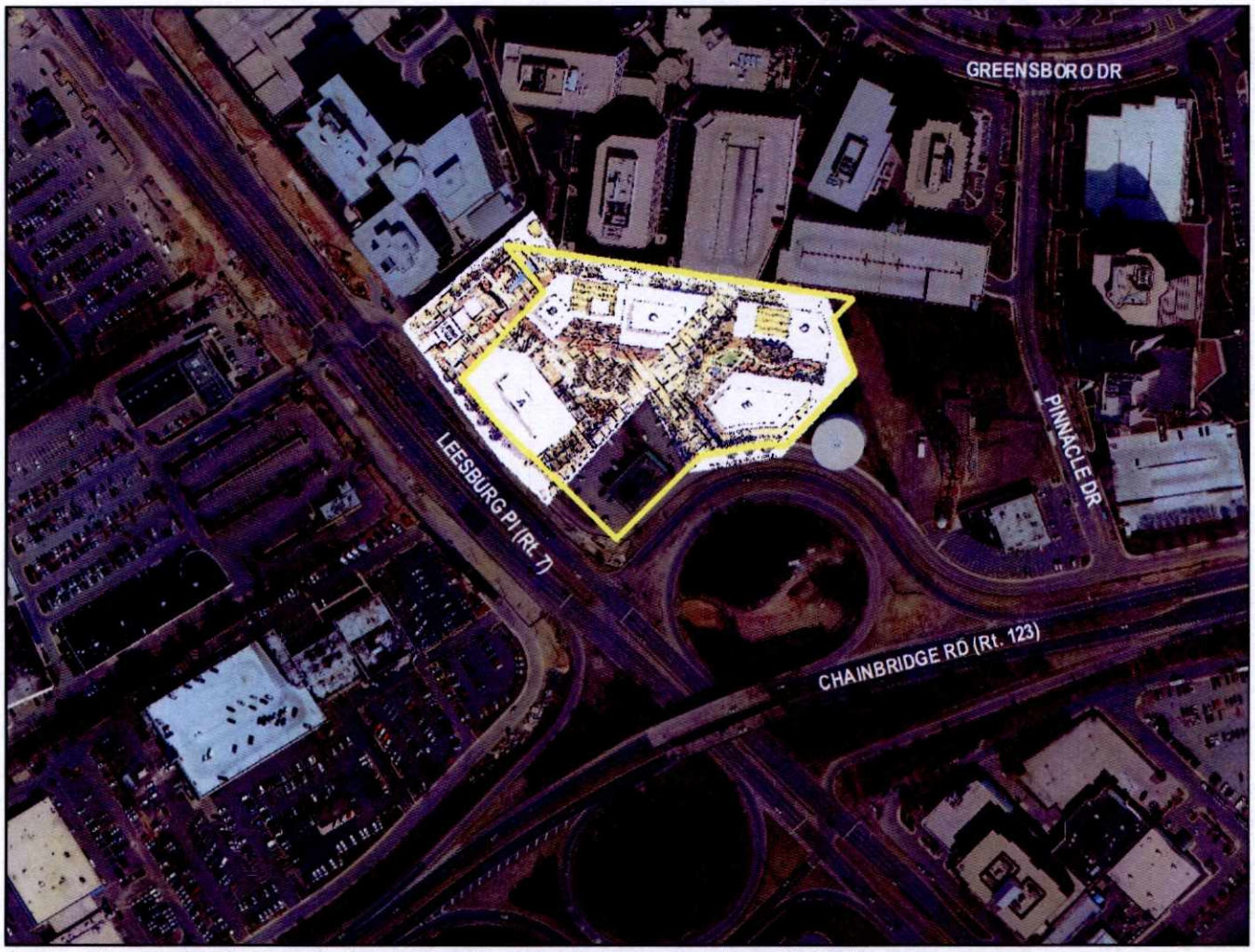


*Image depicted is from CDP- Illustrative Site Plan, dated – October 29, 2010

PROPOSED LAND USES

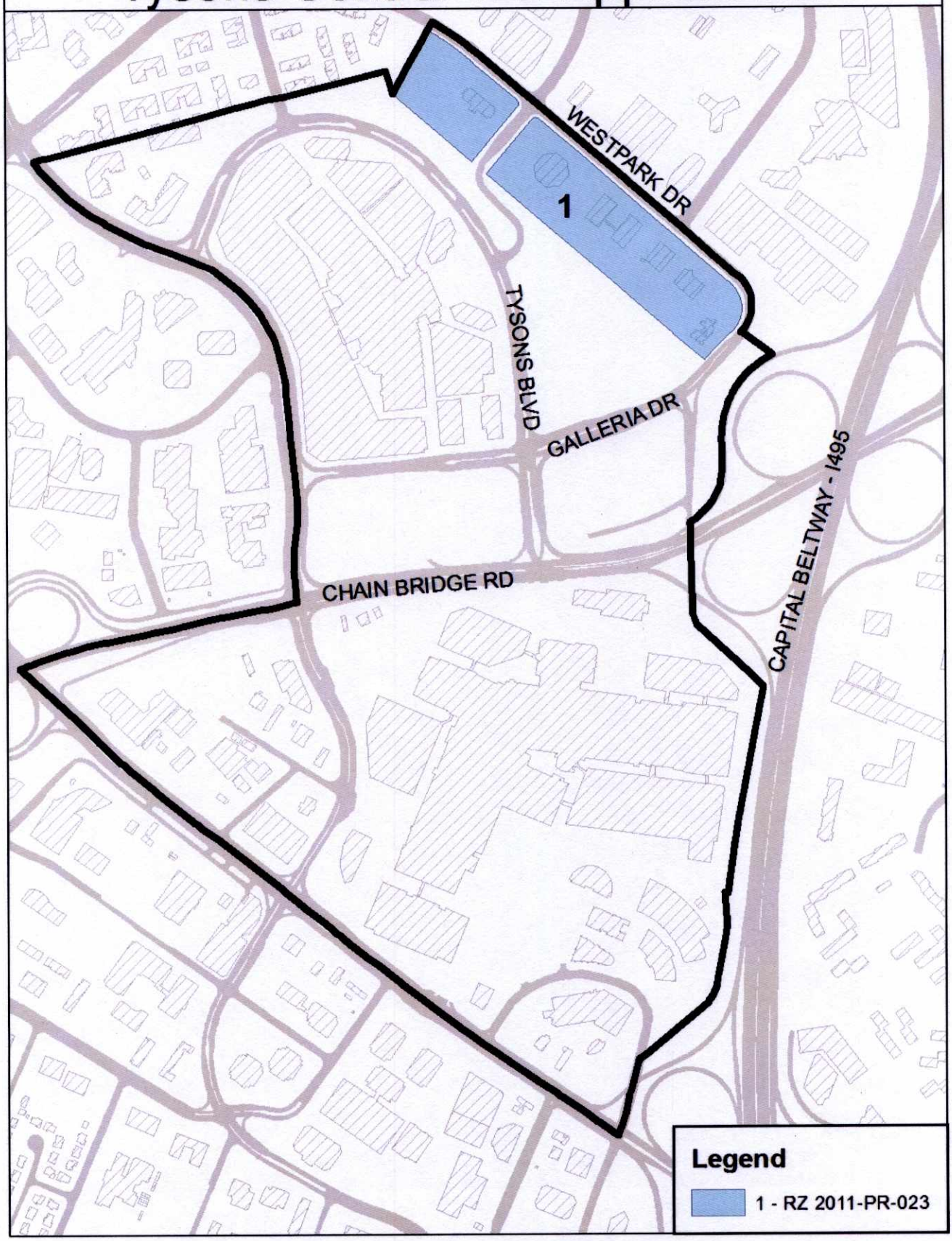
The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*0*	*68,874*	*0*	*0*	*68,874 (0.35 FAR)*
Total Proposed	**510,000 (39%)**	**33,500 (3%)**	**612,000 (47% / 612 du)**	**152,000 (12%)**	**1,307,500 (6.28 FAR)**

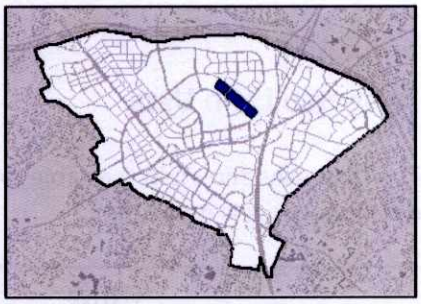
RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	150
Estimated Proposed:	1,070	1,890

Tysons Central 123 Applications



Arbor Row (RZ 2010-PR-023)
Matt Ladd



Request to rezone 19.31 acres to the PTC District; CDP.

The application proposes to redevelop six parcels into a mixed-use development containing office, hotel, residential, and retail uses in up to nine new buildings. The property will be accessed from and oriented to Westpark Dive and the extension of Westbranch Drive. A large urban plaza is proposed in the center of the development and to serve as an extension of a previously-proffered park to the southwest. There is a variety of building heights proposed ranging from a low of 65 feet for a 6-story residential structure up to 187 feet.

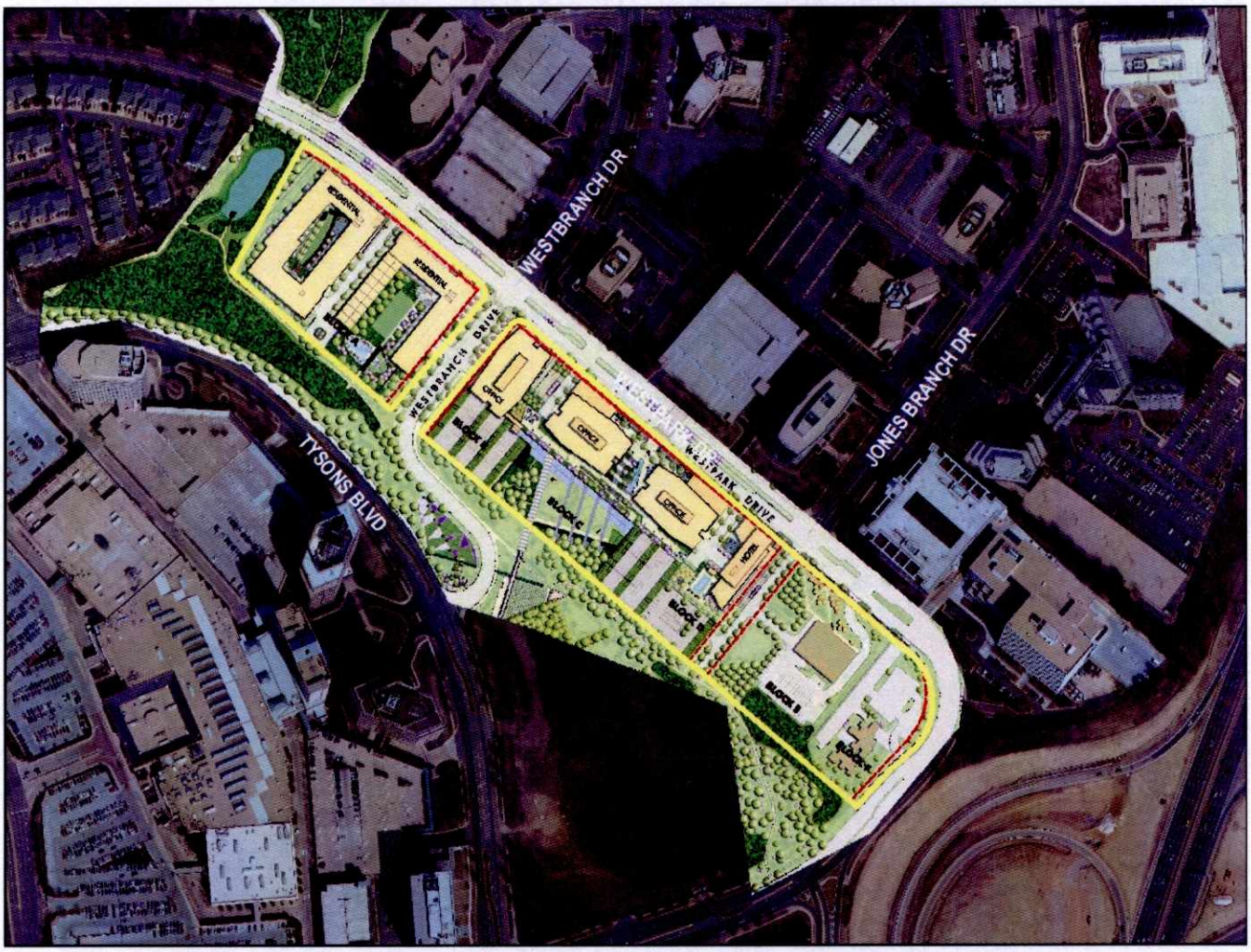


*Image depicted is from CDP – Illustrative Plan, revised July 22, 2011

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

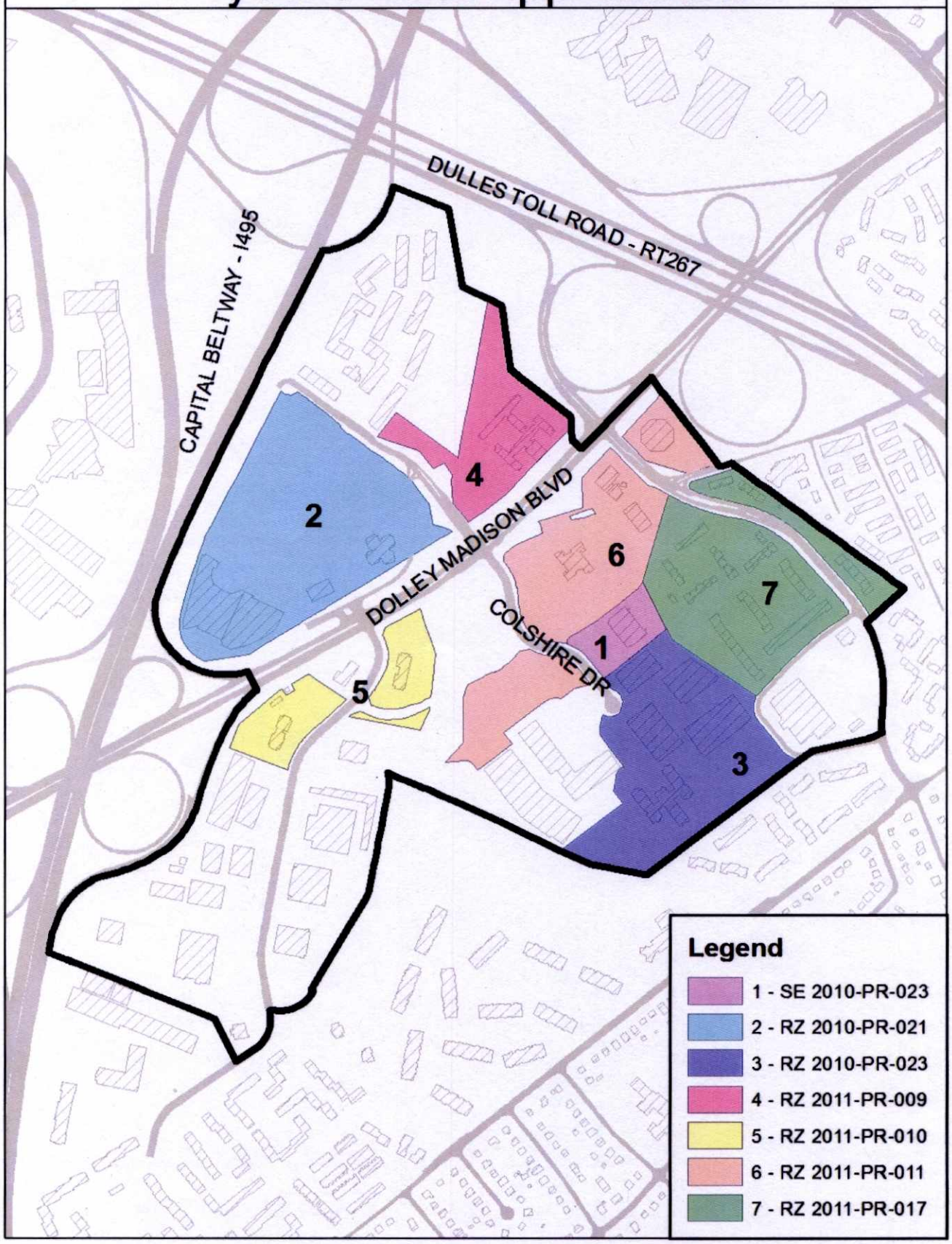
	Office	Retail	Residential	Hotel	Totals
Existing	*335,015*	*0*	*0*	*0*	*335,015 (0.40 FAR)*
Total Proposed*	**978,800 (41%)**	**58,100 (2%)**	**1,249,400 (52% / 1,174 du)**	**123,100 (5%)**	**2,409,400 (2.86 FAR)**

*Maximum possible proposed; CDP with both options ALT1 and ALT2 included.

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	1,120
Estimated Proposed:	2,050	3,480

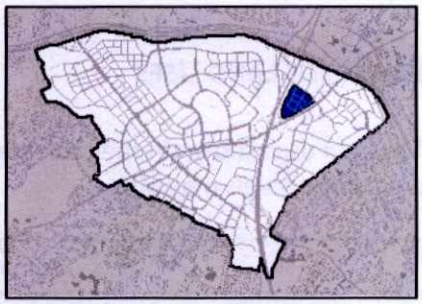
Tysons East Applications



2

Capital One Bank (RZ 2010-PR-021)

Suzanne Lin



Request to rezone 29.42 acres to the PTC District; CDP.

The applicant proposes to redevelop the Capital One campus, consisting of an existing office, conference center use and freestanding parking garage, to permit the development of a mixed-use development consisting of office, hotel, retail and residential uses. A total of 14 buildings (including the two existing structures to remain) are proposed. The proposed development will create new urban blocks. A large open space area/park is proposed at the entrance to the Tysons East Metro station, on the corner of Scotts Run Crossing Rd. and Dolley Madison Blvd. Building heights range from a low of 42 feet for an existing conference center to a height of 390 feet for a signature office building.

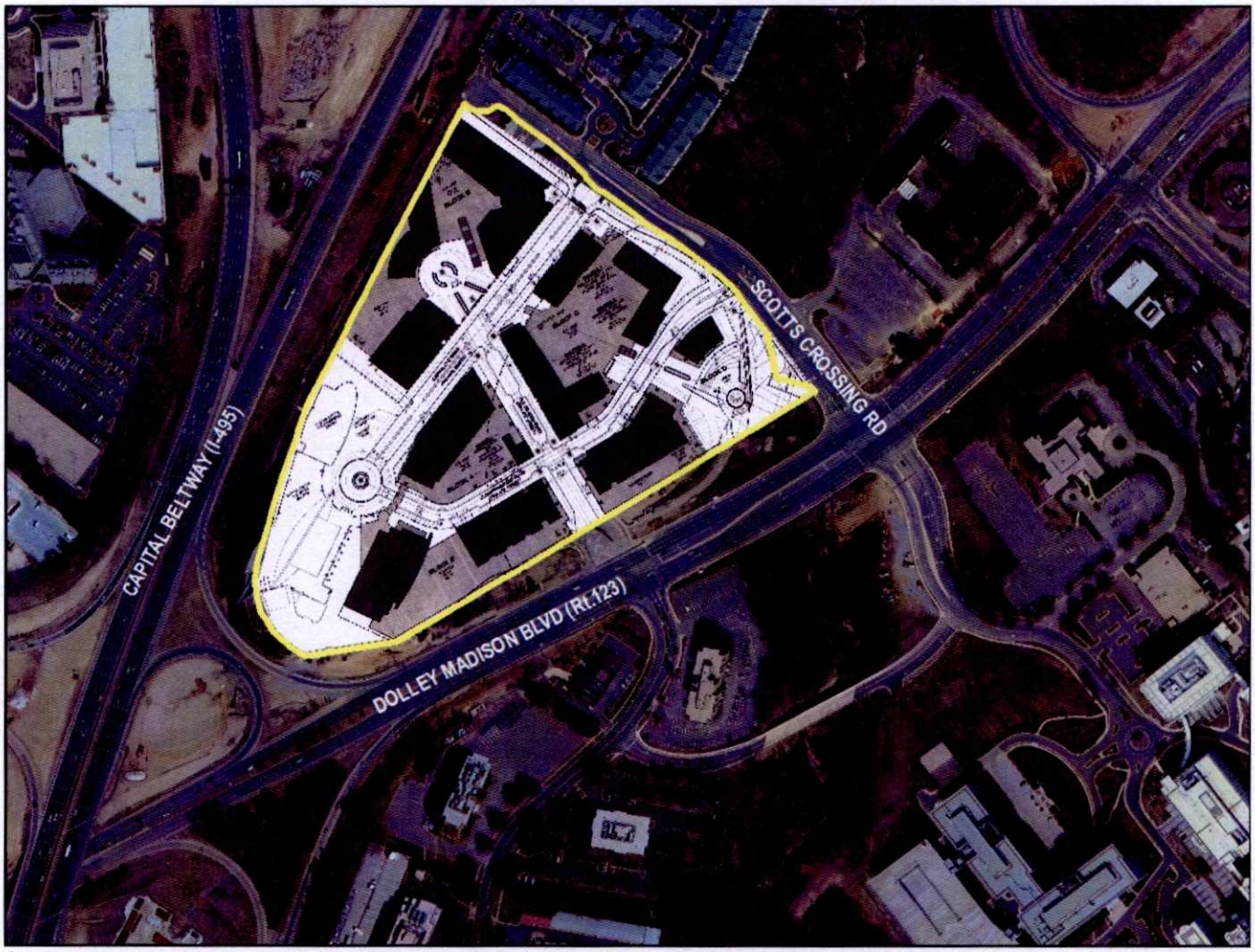


*Image depicted is from CDP submitted, dated – August 4, 2011

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

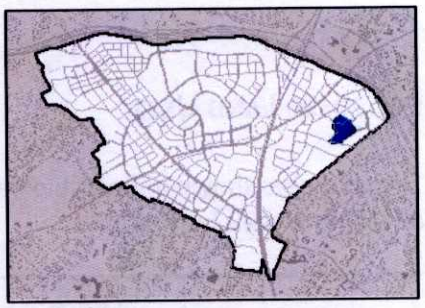
	Office	Retail	Residential	Hotel	Total
Existing	*504,000*	*0*	*0*	*0*	*601,409 (0.45 FAR)*
Existing Approved – Unbuilt	*596,000*	*0*	*0*	*0*	*1,100,000 (1.0 FAR)*
Total Proposed	**3,180,806 (64%)**	**86,646 (2%)**	**1,296,544 (26% / 1,297 du)**	**405,527* (7%)**	**4,969,523 (3.90 FAR)**

*Includes 55,577 sq.ft. of civic space proposed

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	1,680
Estimated Proposed:	2,270	11,050

MITRE 5 (RZ/FDP 2010-PR-023/SE 2010-PR-034)
Suzanne Lin



Request to rezone 19.60 acres to the PTC District; CDP/FDP.

The applicant is proposing to add one additional office building and one free standing parking structure to the existing MITRE campus, to create a campus of four buildings and three structured parking garages. No changes are proposed to the existing buildings. The building is proposed to have a maximum height of 135 feet and incorporate architectural techniques to transition the building height to the existing garden-style apartments and single family detached dwellings located to the south of the site.

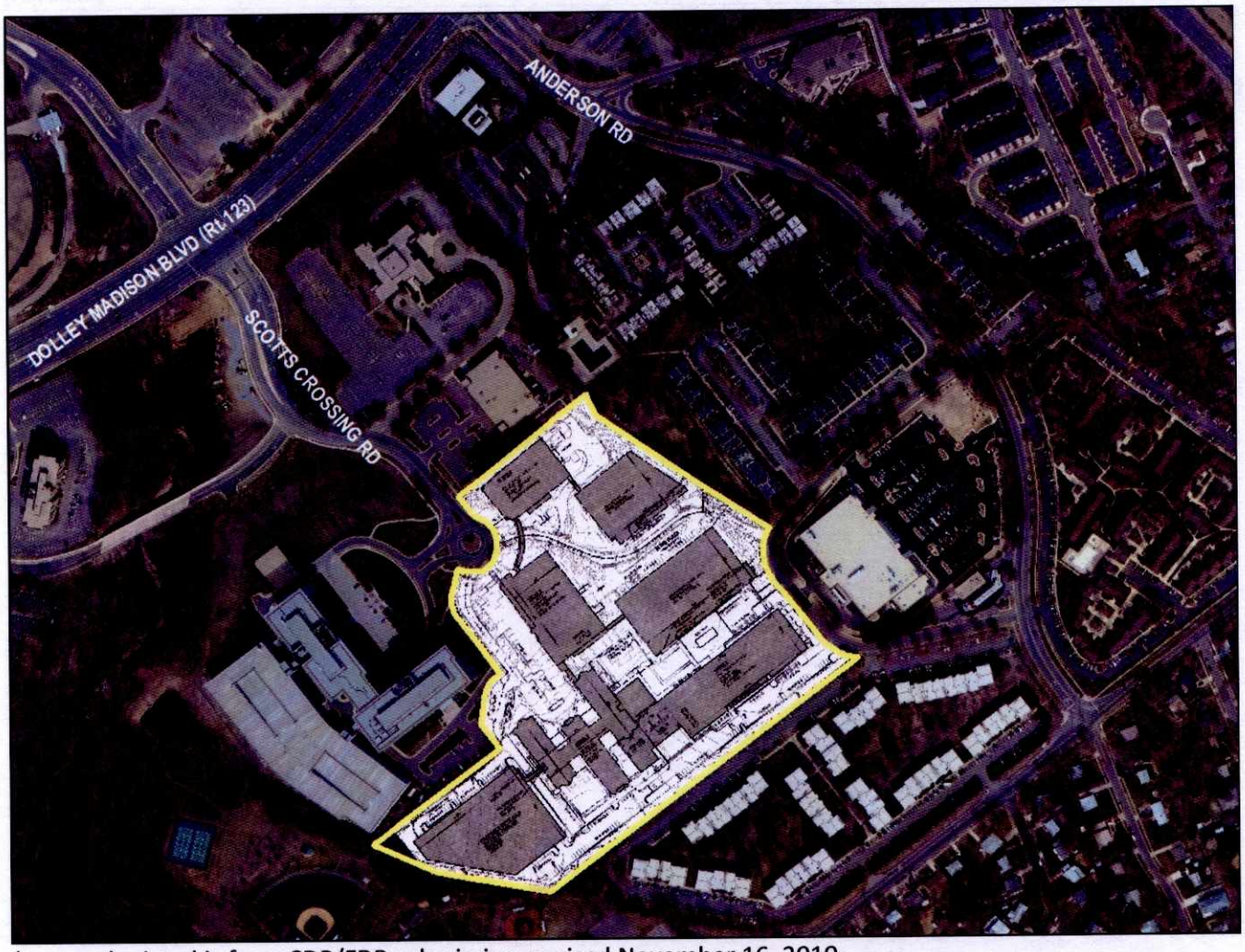


*Image depicted is from CDP/FDP submission, revised November 16, 2010

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*820,591*	*0*	*0*	*0*	*820,591 (0.95 FAR)*
Total Proposed	**1,367,341***	**0**	**0**	**0**	**1,367,341 (1.6 FAR)**

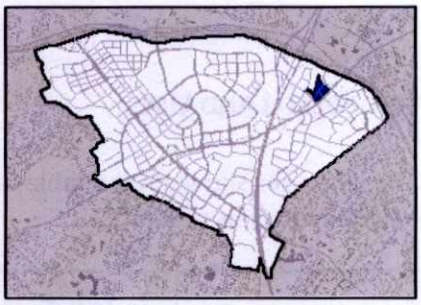
*This includes 55,000 sq.ft. of cellar space that is expected to be limited to only mechanical use

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	2,735
Estimated Proposed:	0	4,560

Scotts Run Station, North (RZ 2011-PR-009)

Suzanne Lin



Request to rezone 9.40 acres to the PTC District; CDP.

The applicant proposes to redevelop an existing office property from a low-density commercial development to a higher-density mixed-use or office development. The application proposes two options for the site. The first option consists almost entirely of office development in two buildings, with a small amount of supporting retail use. The second option consists of a mixed-use development, with commercial, residential, and retail uses in five multi-story structures. Access to the buildings is proposed from a new roadway that parallels 123 and that may connect to the ramp from the Toll Road. A variety of building heights are shown for the five structures proposed in the mixed use alternative, ranging from a low of 208 feet near the existing park and neighboring residential development up to 273 feet at the intersection of Scotts Run Crossing and Route 123, near the new metro station.

*Image depicted is Vision (Page 9) from Master Plan presentation to Fairfax County – August 31, 2011

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PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*170,537*	*0*	*0*	*0*	*170,537 (0.42 FAR)*
Total Proposed Option 2*	**1,274,000 (70%)**	**25,480 (1%)**	**510,000 (28% / 464 du)**	**0 (0%)**	**1,809,480 (2.91 FAR)**

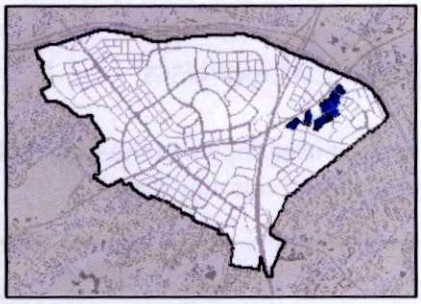
*Option 1 proposes 1,279,000 sq. ft. of office, 5,000 sq. ft. of retail, and no residential uses.

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	570
Estimated Proposed:	810	4,300

5+6

Scotts Run Station, South (RZ 2011-PR-010/011)
Suzanne Lin



Request to rezone 29.42 acres to the PTC District; CDP.

Scotts Run Station South consists of two applications, as the portions of the site are not contiguous. The applicant proposes to redevelop existing office properties from a low-density commercial development to a higher density, transit-oriented, mixed-use development. The development proposes a mix of office, hotel, residential, and retail options spread among 16 multi-story buildings. The proposed development will create new urban blocks. Among other street additions, the applicant is proposing to extend Colshire Meadow Drive from its terminus with Colshire Drive to Anderson Road. Building heights range from a low of 70 feet up to a height of 400 feet closest to the Tysons East station along Route 123. The applicant has identified possible educational facilities within two office buildings and a location for a new fire station.

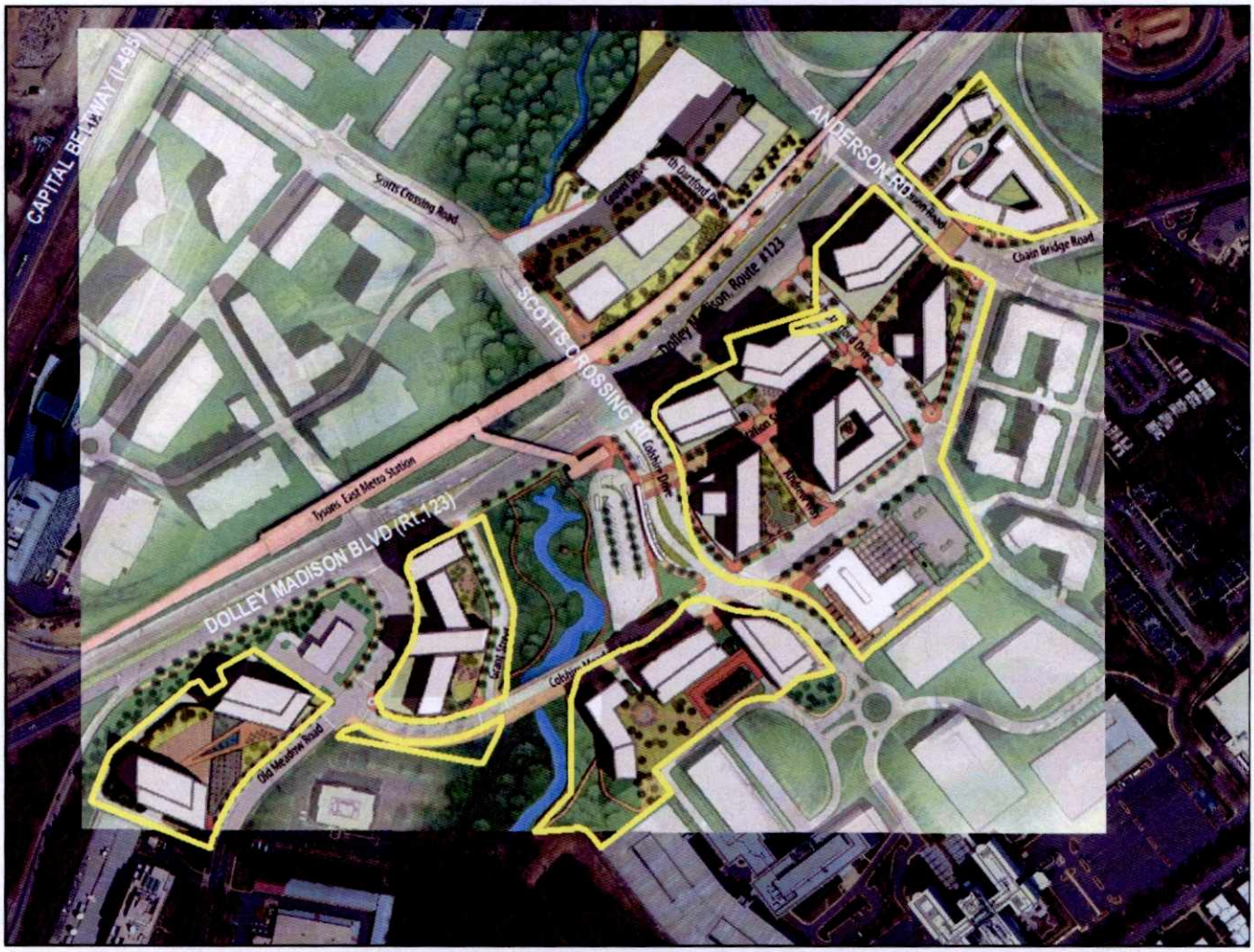


*Image depicted is Vision (Page 9) from Master Plan presentation to Fairfax County – August 31, 2011

5+6

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

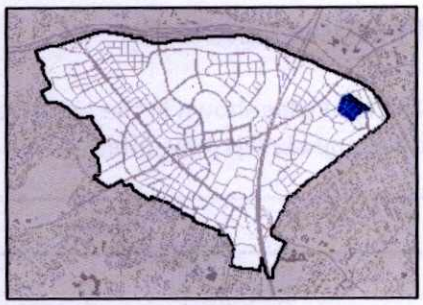
	Office	Retail	Residential	Hotel	Totals
Existing	*439,899*	*0*	*0*	*0*	*439,899 (0.35 FAR)*
Total Proposed	**3,549,180 (53%)**	**99,250 (1%)**	**2,620,200 (39% / 2,383 du)**	**390,000 (0%)**	**6,658,630 (4.69 FAR)**

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	1,465
Estimated Proposed:	4,170	12,340

The Commons (RZ 2011-PR-017)

Bob Katai



Request to rezone 20.96 acres to the PTC District; CDP.

The applicant proposes to redevelop a residential complex currently developed with 12 low-rise garden apartments known as The Commons. Two options are proposed. Under Option 1, all of the existing apartments would be removed and redeveloped with seven new high-rise residential buildings and two large public parks. Under the alternative option, one of the existing low-rise garden apartments will be retained. The applicant has proposed two large park areas, Anderson Park and Park Commons, which would add over 7 acres of parkland to the Tysons East neighborhood. Building heights range from a low of 135 feet up to a height of 235 feet with the tallest three buildings located closest to the Tysons East Metro station.

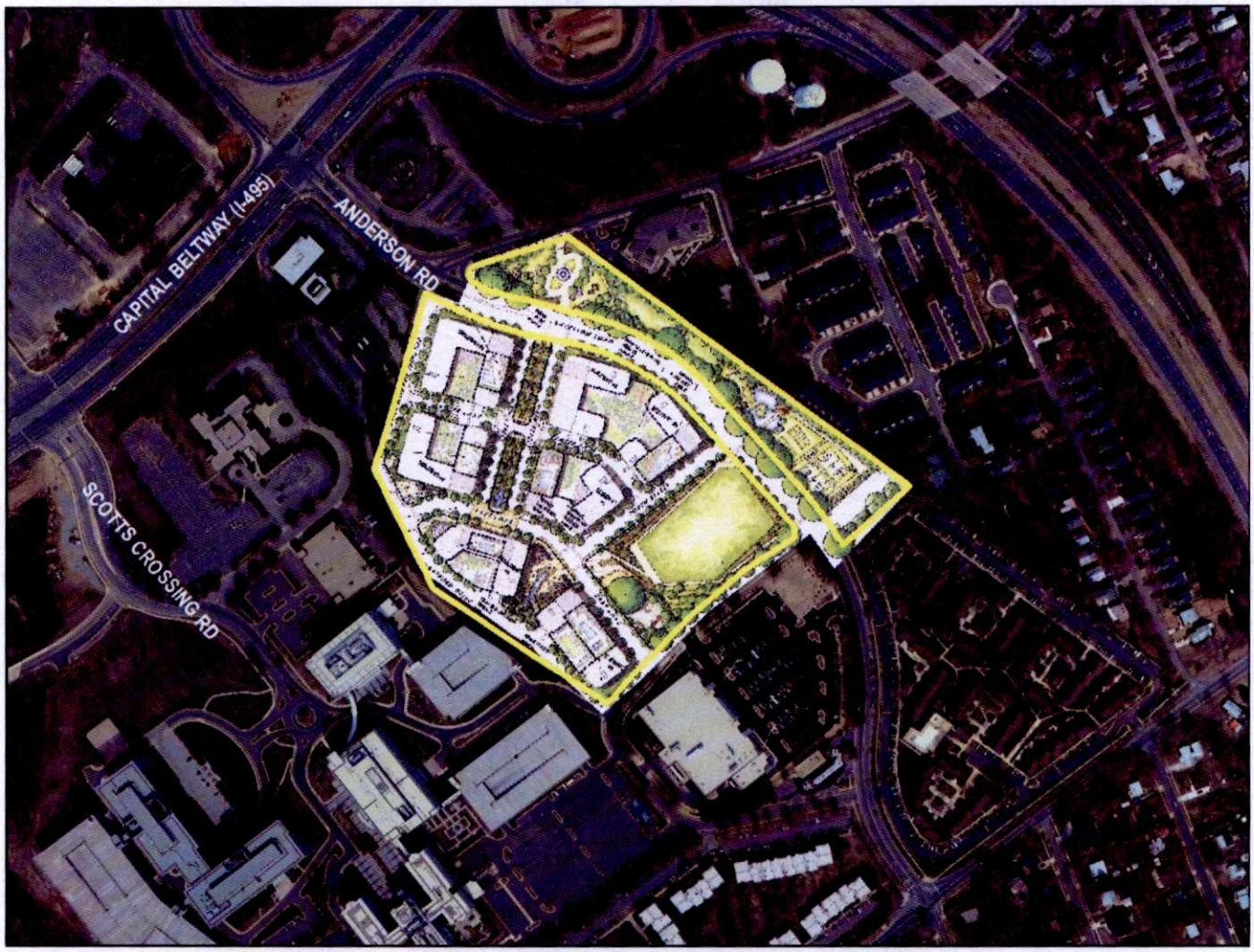


*Image depicted is the Overall Plan (Sheet L-4) from CDP dated January 14, 2011

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*0*	*0*	*390,000 (331 du)*	*0*	*390,000 (0.45 FAR)*
Total Proposed*	**0**	**0**	**2,552,800 (100% / 2,504 du)**	**0**	**2,552,800 (2.80 FAR)**

*Option 1. Option 2 would add an additional 64,800 sq.ft. of residential use (55 du) and raise FAR to 2.87

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	662	0
Estimated Proposed:	4,380	0

Tysons

Attachment B

Assessment of Transportation Funding Options

October 12, 2011

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

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.

Planning Horizon

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

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

Staff analysis focuses on planning for funding of necessary transportation infrastructure to support the 20 year development level, which allows the Board sufficient flexibility to adjust based upon future fiscal and planning realities

Preliminary 20-year Cost Estimate by Category

1. 20-year Grid of Streets	$443 M
2. Tysons-wide Road Improvements (Table 7)	$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 2009-10 dollar values
Cost values will still need to be inflated to year-of-expenditure dollars

Staff Approach to Allocating Funding Share

For each of the four transportation categories, staff's developed preliminary funding allocations to public and/or private sectors were based on:

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

Allocation assumptions treat each category independently from the other categories

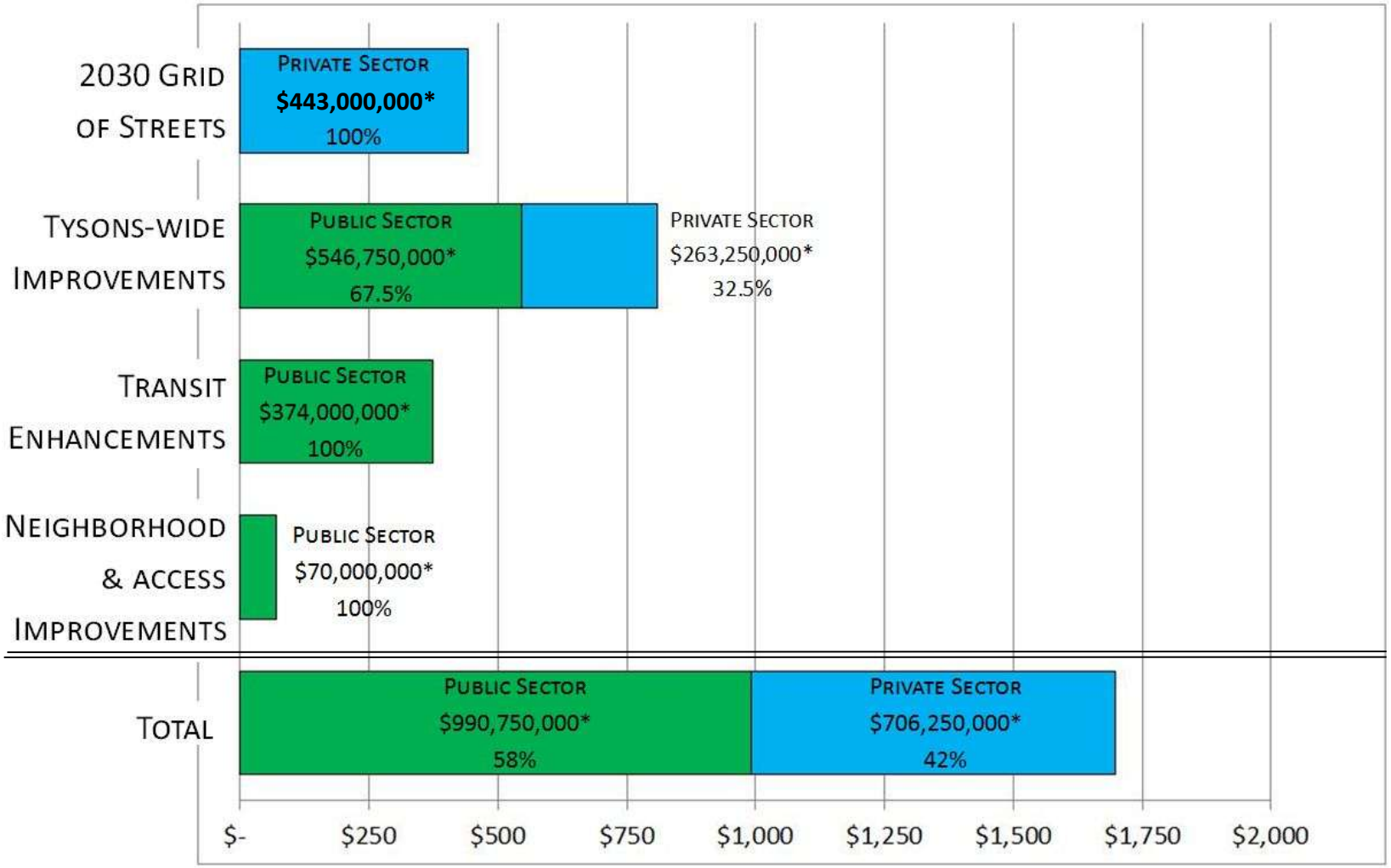
Staff Allocation by Category

	Public	Private
1. 20yr Grid of Streets		$443 M
2. Tysons-wide Road Improvements (Table 7)	$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

Tysons

Staff Proposed Allocation by Category



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

Shared Funding Responsibility

Comprehensive 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, regional and local sources

Private sector funding may come from:

- *In kind construction concurrent with development*
- *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, TID)*
- *Cash contributions, and/or*
- *Other*

Keys for Success

A financing plan must be:

- ***Timely -*** *available when construction is needed;*
- ***Reliable -*** *steady and consistent, especially when used for debt service; and,*
- ***Sufficient.***

Funding Option Criteria

Each funding option was rated on seven criteria to illustrate issues related to each. They are;

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

Criteria are ranked on color scale:

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

All funding options can be used for capital and/or operating costs unless otherwise noted

Funding Option – Public

Federal, State and Regional Funding

The nature and extent of state and federal funding is uncertain.
Historically, Fairfax County has received approximately **$40 - 50 M** annually for all countywide transportation needs. While a transportation funding solution for Tysons will require support from these sources, the historic level of funding may not be available in the future due the following factors;

- Availability of Federal funding for new construction projects remains extremely uncertain until a new federal transportation bill is enacted by Congress. Federal action on the transportation bill is overdue by two years,

- State highway funds for construction began being diverted to maintenance in FY02. Due to this, and other factors, it is projected that, without increases in state transportation revenue, the state will not have adequate transportation funds to fully match federal funds within the next few years,

- Regional funding solutions authorized by the state legislature were ruled unconstitutional by the VA Supreme Court. State legislature has not taken action to replace this regional funding,

- All state and federal funds are largely already committed to other projects over the next 6 years (FY12 – FY18) and not available for new projects.

Funding Option – Public

<u>Federal, State and Regional Funding</u>

Portion of funding provided from federal, state or regional sources

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

While Federal, State, and Regional funding is critical to a Tysons funding solution, accurate revenue projections are uncertain at this time

Funding Option – Public

General Revenue Fund (Pay-Go)

Dedicate portion of general revenue collected through property taxes

Through 2030

$0.01 Real Estate tax rate dedication ≈ **$385 M**

Funding Option – Public

General Obligation Bond Program

Include all or a portion of infrastructure projects into County's CIP and debt program; can only be used for capital funding.

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

Through 2030

Annual allocation to be considered in conjunction with other CIP priorities and debt capacity

Funding Option – Public

Commercial Transportation Tax (C&I Fund)

Dedicate portion of revenue collected through C&I Fund. FY2009 rate is $0.11 (max rate permitted through FY13 is $0.125; starting in FY14 max rate permitted is $0.25)

Through 2030

24% of C & I dedication ($0.0267) ≈ **$230 M**

48% of C & I dedication ($0.0535) ≈ **$470 M**

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

Funding Option – Public

Meals Tax (Pay-Go)

VA law permits the establishment of a countywide 4% meals tax through referendum; a portion could be dedicated for transportation

Through 2030

Meals Tax at 4% could generate ≈ **$80 M** annually countywide (**$1.6 B** over 20 years) which is sufficient to fund Tysons-wide improvements, as well as a significant number of other Countywide transportation improvements

Funding Option – Public

Tax Increment Financing (TIF)

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

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

Through 2030

100% of TIF at $1.07 and 3% annual growth value ≈ **$615 M**

Since 100% TIF is unlikely, as an alternative,

Capped TIF ≈ **$348 M** at maximum annual amount equal to $0.01 tax rate value

Funding Option – Private

Special Tax, Service District, or CDA

ad valorem special tax or special assessment within defined geographic area

Through 2030

Ad valorem tax rate wrapped around Dulles Rail Phase I maximum of $0.29 ($0.07 to start) ≈ **$733 M**

Funding Option – Private

Development Contributions

Funds or in-kind construction commitments provided either from individual proposals or from private-private partnerships

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

Through 2030

Contribution levels and timing are unpredictable; currently estimate **$443 M** will be provided with in-kind construction for grid of streets

Funding Option – Summary

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

■ Low Impact and/or Most Beneficial

◆ Medium Impact and/or Of Concern

● High Impact and/or Most Difficult

Funding Option – Summary

Solution likely to blend variety of options

	Public	Private
Total Need (staff allocation)	**$991 M**	**$706 M**
Potential Revenues:		
Public		
-100% TIF	**$615 M**	
-Capped TIF at $0.01 G.F. Amount	**$348 M**	
-General Fund / Pay-Go @ $0.01 RE Dedication	**$385 M**	
-Meals Tax (4%)	**$547 M +**	
-G.O. Bonds	**$400 M +**	
-Federal, State, and Regional funds	**Unknown**	
-C&I Funds, $0.04 dedication	**$470 M**	
Private		
-Special tax district, $0.07 to start tied to Rail		**$733 M**
-Developer Contributions (in kind, road club, proffer)		**$443 M +**