

The document that follows is the updated “strawman” document integrating comments received at the public input session on June 21st and Committee discussions on June 26th and July 24th. The Strawman will be discussed at the September 6th meeting of the Planning Commission’s Tysons Committee.

Draft Strawman III
August 15, 2012

Planning Commission Tysons Committee
Recommendations to the Board on Certain Tysons-related Activities

1 At its meeting on March 29, 2011, the Board of Supervisors (“the Board”) requested that
2 the Planning Commission, working with staff, develop an inclusive process to address
3 Tysons Follow-On Motion #1, related to financing infrastructure; Follow-On Motion #14,
4 related to options for providing commuter parking at Metrorail stations on an interim
5 basis; Follow-On Motion #17 related to affordable housing contributions from non-
6 residential developments and refinement of the County policy on walking distances in
7 Transit Oriented Developments (TODs); and the Initial Development Level (IDL) set
8 forth in the Comprehensive Plan (“the Plan”), given the number of rezoning applications
9 that have been submitted.

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11 To address these issues, the Planning Commission reconstituted its Tysons Committee
12 (“the Committee”), which is chaired by At-Large Commissioner Walter Alcorn. The
13 Committee adopted an inclusive process, which included 23 meetings over a period of
14 fourteen months. During its deliberations, the Committee sought information and input
15 from all stakeholders. Based upon this input, the Committee developed
16 recommendations regarding the issues identified by the Board. These
17 recommendations were then approved by the Planning Commission on **XXX, 2012**, by a
18 vote of **XXX**.

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20 The Planning Commission is pleased to forward this report of its recommendations to
21 the Board.

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23 Follow on Motion #1 – Financing Infrastructure.

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25 The Plan links development to the timely provision of the infrastructure needed to
26 support it, and provides general strategies for phasing developments to achieve a
27 sustainable balance between development and infrastructure and public facilities
28 throughout Tysons. Prior to investigating potential transportation infrastructure
29 financing options, the Committee undertook a discussion among Committee members,

30 staff, and members of the community that confirmed that the transportation
31 improvements contained in Table 7 of the Plan (Attachment 1) are still valid for planning
32 purposes. The Committee then affirmed via a working consensus that the Plan's
33 recommendations for the provision of the necessary transportation improvements and
34 for transit operating costs should rely on multiple funding sources, including those from
35 both the public and private sectors; that the overall funding plan should be reliable,
36 timely, bondable as appropriate, and sufficient; that each element of the funding plan
37 should be legally sustainable; and, that the pace for achieving the level of development
38 permitted in the Plan should be linked to the provision of the required transportation
39 improvements.

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41 While the staff had provided an initial proposal to fund 20 years of transportation
42 improvements, by the time that the Committee began its deliberations, the County had
43 received development proposals that exceeded the projected 2030 level of
44 development, based upon the 2008 George Mason University's estimates of growth. As
45 a result, the Committee extended the funding and transportation improvements horizon
46 from 2030 to 2050. This horizon year change also affects the Initial Development Level
47 element of the Plan, as discussed below, by looking at funding and improvements
48 beyond 2030.

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50 The Planning Commission's recommendations are based upon the goals of developing
51 a comprehensive solution for funding the set of infrastructure improvements identified in
52 the Plan to support the 113 million square feet of development anticipated to occur by
53 2050; the need for a funding plan that allows for flexibility in funding options and
54 sources, as well as for adjustments to be made based upon pace of development; and,
55 the need to provide a reliable funding mechanism that implements the visionary plan.
56 The dollar estimates in this document are best estimates in 2012 dollars of the private
57 and public sector's costs to complete the projects in Table 7 (Attachment 1). Based
58 upon the priorities established in Table 7, staff has developed a cashflow model to
59 guide the implementation of the Tysons transportation improvements. The funding plan
60 expands upon, but does not include, currently funded projects such as the Silver Line,
61 existing bus service and maintenance of state roads.

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63 The Planning Commission recommends that all sources of funding, regardless of
64 whether they are from public or private sources, be used in an efficient and effective
65 manner to maximize the use of those resources and to minimize costs to the maximum
66 extent possible. Furthermore, the Planning Commission believes that investing in
67 Tysons is investing in the long term future of Fairfax County and that such an
68 investment benefits the County as a whole.

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70 The Planning Commission's recommendations are set forth below:
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72 State, Federal, and Regional Funding Responsibility

73
74 The majority of the existing and future roads in Tysons will be public streets. The
75 Virginia Department of Transportation (VDOT) is responsible for maintaining
76 public streets in most counties of the Commonwealth, including those within
77 Fairfax County. As such, these funding recommendations do not include costs
78 for maintaining streets that are within the state system. The Planning
79 Commission strongly believes that the Commonwealth has a responsibility to
80 provide significant contributions to the transportation infrastructure in Tysons, in
81 addition to its responsibilities related to street maintenance and other
82 transportation operating and maintenance costs.

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84 Furthermore, the Planning Commission believes that the economic benefits of
85 Tysons to Virginia should be recognized and that Virginia should strengthen its
86 investment in Tysons, based on its economic benefits to the Commonwealth.

87
88 The Planning Commission also believes that it is appropriate for the Federal
89 Government to continue to participate in funding transportation improvements in
90 Fairfax County, including those in Tysons.

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92 RECOMMENDATION:

93 The Planning Commission recommends:

- 94
95 1) All stakeholders in Tysons, including the County, residents,
96 landowners, businesses, and developers engage together in a
97 proactive and concerted effort to lobby and secure funds for Tysons
98 from the state and federal governments, and any regional entities.

99 Transportation Infrastructure Improvements

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101 The Planning Commission has categorized the infrastructure improvements
102 needed to serve Tysons into four categories: Grid of Streets; Neighborhood
103 Improvements; Transit; and, Tysons-wide Improvements. Each component is
104 addressed separately below.

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106 **Grid of Streets**

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108 The urban street network described within the Plan is needed to provide
109 convenient connections within Tysons, distribute multi-modal traffic
110 efficiently, and enhance the quality of the network through the use of
111 “complete streets”. The Grid of Streets (“the Grid”) is comprised generally

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of the street network that provides site access and local circulation within Tysons.

The Plan recommends that the private sector be responsible for on-site improvements, including construction of the on-site portions of the Grid, as well as for contributions to the Tysons Road Fund to support the construction of off-site portions of the Grid.

RECOMMENDATION:

The Planning Commission recommends the cost for construction of the Grid be the responsibility of the Tysons' landowners/developers. The Planning Commission recommends that the Grid be implemented through two mechanisms:

- 2) In-Kind Construction: Landowners/developers who seek to redevelop their properties should construct those portions of the Grid needed to support their development applications. This would include the elements of the Grid that are located within and adjacent to development application areas, as well as off-site links, as determined through the entitlement process to be necessary to support the development.

Staff estimates that the value of these improvements is \$561,000,000 (in 2012 dollars).

- 3) Tysons Road Fund: Important sections of the Grid are not anticipated to be provided through development applications. Nevertheless, these sections of the Grid are essential to the continuous functioning of Tysons in order to maintain an acceptable level of traffic flow, as well as provide for bus routes, and bicycle and pedestrian connectivity. These sections may be at locations where development may not take place at all, or may not occur in a timely manner. These links are referred to as the "missing links".

Staff estimates that the value of these improvements is \$304,000,000 (in 2012 dollars).

To fund construction of the "missing links", the Planning Commission recommends that the Board adopt the following changes to the existing Tysons Road Fund:

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- 1) Designate the primary purpose of the Tysons Road Fund as funding the construction of the “missing links”;
- 2) Modify the Tysons Road Fund rates to an amount necessary to fund the anticipated cost of the “missing links” in the planned 2050 Grid.

Based on the anticipated need and the anticipated level of development, the Planning Commission recommends that the revised Tysons Road Fund rates for 2012 be set at \$1,000 per new dwelling unit and \$6.44 per square foot of new non-residential development, subject to credit for the construction of any off-site portions of the Grid not needed to support the proposed development based on traffic impact studies submitted in conjunction with the application;
- 3) Adjust the Tysons Road Fund rates annually in a manner that is consistent with other adjustments to other County road funds and the Code of Virginia ;
- 4) Prioritize projects periodically; and,
- 5) Evaluate the Tysons Road Fund on a periodic basis to ensure that the funding contribution levels are sufficient and that the funding available is being allocated efficiently.

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Neighborhood and Access Improvements

Intersection improvements are needed now and in the future in Tysons and in the communities adjacent to Tysons. These intersections either currently experience traffic flow problems, or are expected to reach traffic flow problem levels if left unaddressed over the next five to ten years.

A number of projects necessary to enhance multimodal access to and from the four new Tysons Metrorail stations and to improve the safety of pedestrian and bicycle access within and in the vicinity of Tysons, were identified through the Tysons Metrorail Station Access Management Study (TMSAMS). These pedestrian and intersection projects include improvements to sidewalks and walkways, bicycle facilities, trails in the vicinity of Tysons, and crosswalks at specific intersections. A three-mile radius from the stations was used for bus, bus stop, bicycle, and some

194 trail enhancements. A one-mile radius corresponding to the Boundary was
195 used to identify missing links and safety improvements for sidewalks and
196 crosswalks. The projects were prioritized and recommendations for road
197 improvements, funding, and implementation were included. The TMSAMS
198 recommendations and project list were approved by the Board on May 22,
199 2012.

200
201 The Fairfax County Department of Transportation (FCDOT) has
202 developed a Four-Year Plan, covering the Fiscal Years 2013-2016
203 (Attachment 2) which programs current and projected revenues for
204 countywide projects and begins to address long term transportation
205 infrastructure needs. The Four-Year Plan includes federal funding for a
206 portion of the TMSAMS recommendations. The Board adopted the Four-
207 Year Plan on July 10, 2012.
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209 Staff estimates the value of these improvements at \$77,000,000 (in 2012
210 dollars). To date \$23,400,000 million in funding has been identified from
211 FY13-FY18. Of the funding currently identified, \$23,400,000 (100%) is
212 from federal/state government sources. Staff will continue to seek out
213 federal and state funding opportunities to acquire additional funding
214 needed to complete the recommended projects.
215

216 RECOMMENDATION:

217 The Planning Commission recommends:

- 218
219 4) The primary funding responsibilities for these improvements should
220 come from state, federal, regional and County funding sources.
221 These funding sources have traditionally paid for sidewalk, trail,
222 and spot intersection improvements not associated with a particular
223 development. In addition, funds from these sources are more likely
224 to be able to be timed to the needed improvements.
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Transit

To leverage the investment in the Metrorail Silver Line expansion into Tysons and beyond, to implement the Fairfax County Transit Development Plan, and to create the environment for the type of transit-oriented development envisioned for Tysons, public transportation must serve an increasingly higher percentage of trips to, from, and within Tysons. FCDOT is implementing plans to expand the Metrobus and Fairfax Connector service within Tysons to increase transit access and is studying implementation of a circulator system within Tysons to aid movement within Tysons, as recommended in the Plan.

Staff estimates the value of these new services at \$889,000,000 (in 2012 dollars); which does not include funding for existing bus services or County Metro payments to WMATA that are part of the multi-jurisdictional compact. This estimate consists of \$155,000,000 in capital costs and \$734,000,000 in operating costs to provide the expanded service from 2013 – 2050.

It is estimated that the operating and capital costs for this service will be covered by state and local funds. State support for transit varies yearly, according to established funding formulas. In FY2012, the State provided a 50% reimbursement for capital costs and 18% of operating costs. These percentages were used to project future State funding contributions throughout the aforementioned cashflow analysis. Over the 40 year period, based on these percentages, transit capital costs are estimated to be funded at \$74,000,000 (50%) from local funding sources, and \$74,000,000 (50%) from State funding sources. Over the 40 year period, based on these percentages, transit operating costs are estimated to be funded at \$577,000,000 (82%) from local funding sources, and \$128,000,000 (18%) from State funding sources.

RECOMMENDATION:

The Planning Commission recommends:

- 5) The primary responsibility for funding the expanded transit service should come from state, federal, regional, and County funding sources. These funding sources have traditionally paid for the capital and operating costs of transit improvements not associated with a particular development. In addition, funds from these sources are more likely to be able to be available when needed for the identified improvements.

269 Funding for new Fairfax Connector services related to the Silver
270 Line will be included in the FY2014 Fairfax Connector budget and
271 the Four-Year Plan addresses additional transit requirements for
272 Tysons. These additional services are based on recommendations
273 from the Fairfax County Transit Development Plan. The planned
274 service changes include the realignment, enhancement and
275 addition of new feeder service to the new rail stations and
276 implementation of a circulator bus system within Tysons.
277

- 278 6) Some elements of the transit system, including a portion of
279 operating costs, transit stop facilities, and rights-of-way for future
280 transit systems should be the responsibility of the private sector.
281 These elements should be funded to the extent possible through
282 public/private partnerships, proffers associated with redevelopment
283 and other creative mechanisms that minimize the burden on County
284 taxpayers
285
- 286 7) Increased participation from the private sector and new funding
287 sources should be explored for the transit service, particularly for
288 those services expected to occur after 2030. For example, owning
289 and operating private jitney services may prove to be economically
290 feasible for the private sector without a direct subsidy by the public
291 sector.

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293 **Tysons-wide Road Improvements**
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295 A number of improvements to the existing roadway and transportation
296 infrastructure are necessary to improve access to, and within, Tysons.
297 These improvements are identified in Table 7 of the Plan under the
298 heading of 'Tysons-wide Road Improvements'. These projects include
299 new access points from the Dulles Toll Road to Tysons, expanded
300 capacity on select primary and minor arterial roads, and the creation of
301 new minor arterial roads to support the Grid.
302

303 The Plan recommends that these necessary transportation improvements
304 will need to rely upon public and private sources of funding and makes
305 recommendations as to the types of funding mechanisms that may be
306 appropriate.
307

308 The Committee spent a significant portion of its deliberations on the issues
309 related to the Tysons-wide Road Improvements. The deliberations

310 involved understanding each of the specific improvements listed in Table
311 7, investigating all of the potential funding mechanisms that are currently
312 available under existing legislation, and understanding the relationship
313 between the transportation improvements and the potential funding
314 mechanisms.

315
316 The Board of Supervisors' previous Four-Year Plan (FY09-FY12) included
317 a number of projects pertinent to Tysons. Studies included: Tysons
318 Corner connections to the Dulles Toll Road; conceptual engineering and
319 design for the Boone Boulevard and Greensboro Drive extensions, and
320 the Grid; the Tysons Corner Circulator Feasibility Study; and the Tysons
321 Corner Transportation and Urban Design Study.

322
323 Table 7 roadway projects entirely or partially funded under the current
324 Four-Year Plan (FY13-FY16) include: the extension of Jones Branch
325 Drive to inside I-495 (connecting Jones Branch to Route 123); the Route 7
326 widening from Route 123 to I-495; and the partial acquisition of right-of-
327 way for the Route 7 widening from the Dulles Toll Road to Reston Avenue.

328
329 Staff estimates the value of the Tysons-wide Road Improvements at
330 \$1,207,000,000 (in 2012 dollars). To date \$85,000,000 in funding has
331 been identified from FY13-FY18. Of the funding currently identified,
332 approximately \$59,000,000 (70%) is from County funding sources,
333 \$23,000,000 (27%) is from federal government sources, and \$2,800,000
334 (3%) is from funds received from landowners/developers.

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RECOMMENDATION:

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The Planning Commission recommends:

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8) All of the Tysons-wide Road Improvements included in Table 7
340 should be addressed in the funding plan, as all are needed to
341 support future growth;

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9) The Tysons-wide Road Improvements should be separated into two
344 categories - those that occur outside of Tysons and those that
345 occur inside of the Tysons. The Planning Commission believes
346 that splitting these projects into two groups based on their location
347 allows the projects to be funded primarily by the groups receiving
348 the greatest benefit of the improvements.

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- 10) The Tysons-wide Road Improvements that occur outside of Tysons, should be funded primarily by state, federal, regional, and County funding sources, since the majority of the trips do not result from the redevelopment of Tysons;
- 11) The Tysons-wide Road Improvements that occur inside of Tysons should be funded primarily from private sector sources, as the majority of the impacts result from the Tysons development and redevelopment.
- 12) There may be situations where the landowners/developers may be responsible for an improvement outside the boundaries of Tysons. Conversely, there are instances where state, federal, regional, or County funding sources may be responsible for projects inside the boundary of Tysons. As such, the Planning Commission determined that, for the purposes of this recommendation, “primary responsibility” means 90% of the cost associated with the improvements. This assignment is used to calculate financial responsibility but should not necessarily be used for sourcing funding for individual projects;
- 13) The Board should continue to build upon the Four-Year Plan, which, as stated previously, includes funding for some of the Tysons-wide Road Improvements;
- 14) The Board should direct staff to develop a Tysons’ Transportation Funding Plan to determine initial priorities, a preliminary schedule of construction, and a cashflow analysis for the Tysons-wide Road Improvements, based upon the recommendations in Table 7 and the recommendations of the Planning Commission. The priorities and cashflow analysis should be updated periodically as needed;
- 15) To minimize the impacts of funding the transportation infrastructure on County taxpayers, the Board should direct staff to continue to maximize outside revenue sources to place the responsibility of transportation funding where it more appropriately resides, i.e. with our state and federal funding partners. FCDOT should continue its current process of acquiring funding from outside sources wherever possible and only using the County funding as the source of last resort for Tysons-wide Road Improvements.

FCDOT staff should continue routinely reviewing federal, state and

392 other funding opportunities to determine which County
393 transportation projects best fit these programs. The planned
394 Tysons-wide Road Improvements are currently included in this
395 evaluation process.

396 Based upon the foregoing, \$701,000,000 (in 2012 dollars) should be
397 provided from state, federal, regional, and County funding sources and
398 \$506,000,000 (in 2012 dollars) from the private sector.

399
400 The Tysons-wide road improvements will benefit all residents and
401 landowners who live, work, play and shop within Tysons, whether they are
402 new office workers or long-time residents. Therefore, a portion of the cost
403 of the improvements should be borne by all Tysons landowners.

404
405 While the roads will serve everyone accessing Tysons, the Plan includes
406 redevelopment options for certain areas within Tysons that call for
407 substantial additional development value, and thus these redevelopment
408 options add to the need for the Table 7 Tysons-wide Road Improvements.
409 Therefore, a portion of the Tysons-wide Road Improvements should be
410 borne by the applicants for proposed new developments, in that they have
411 a Plan development potential that is enabled by such improvements.

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413 RECOMMENDATION:

414 The Planning Commission recommends that the funding within the
415 landowner/developer share be allocated in the following manner:

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417 16) Half of the funding (\$253,000,000 in 2012 dollars) should be
418 generated by a Tysons-wide tax district, whose boundary would be
419 generally consistent with the Tysons Corner Urban Center. Most of
420 the Tysons-wide Road Improvements will be contained within this
421 boundary and will serve to benefit the entire community within
422 Tysons.

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424 The Planning Commission strongly encouraged landowners within
425 Tysons to gain the requisite number of signatures to petition the
426 Board to establish a transportation improvement district (TID) to
427 generate the recommended level of revenue for the needed
428 improvements by approximately 2050. The TID revenue
429 mechanism was used to establish the Dulles Phase I Tax District,
430 currently providing funding for Phase I of the Metrorail Silver Line
431 Extension.

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433 The landowners within Tysons, as represented by the Tysons
434 Partnership, do not believe they are able to provide such a petition
435 to the Board to establish a TID. Therefore, the Planning
436 Commission recommends that the Board establish a Service
437 District for the same purpose.

438 The service district should be established effective January 1,
439 2013, with tax rates set concurrent with the County's 2014 budget
440 process. Consideration should be given to phasing in the tax rate.

441
442 17) The Tysons wide service district should fund projects that benefit all
443 of Tysons' residential and non-residential land owners. Initial
444 projects should be those that are anticipated to provide the most
445 benefit to the most properties within Tysons. It is further
446 anticipated that these initial projects can be bonded and that debt
447 service would be paid for a relatively short time frame. From time to
448 time, and especially when the bonds financing the initial projects
449 near maturity, the County should conduct a review with input from a
450 Tysons Transportation Advisory Board (see below) concerning the
451 status of the initial projects, yearly tax rates, future increments of
452 projects and their timing. Alternative funding mechanisms could be
453 enacted, as long as they could be applied equitably and reasonably
454 be expected to provide the recommended funding level in a timely
455 manner.

456
457 18) Establishment of a Service District including all landowners within
458 the Tysons Corner Urban Center would, by law, also include
459 residential property owners. These residential property owners are
460 currently exempt from the Dulles Phase I Rail District taxation, but
461 would be subject to this service district. As of January 1, 2012,
462 residential property owners make up approximately 10% of the total
463 assessed value of properties in Tysons.

464
465 The Planning Commission recommends the Board consider
466 seeking legislation that would permit residential property to be
467 exempt from inclusion within a service district or establish a
468 differential rate for residential properties within a service district.

469
470 19) Funding from the revenues generated from the Service District to
471 construct Tysons-wide Road Improvements should be prioritized
472 based upon the greatest benefit to the residents and landowners in
473 Tysons. As such, the Board should set a policy to spend

474 approximately 10% of the Service District funding on transportation
475 projects that have a direct benefit to the residential landowners in
476 Tysons. These may include capital infrastructure such as improved
477 sidewalks and trails. Such funding should be accelerated to the
478 earlier phases of the construction schedule to best serve existing
479 residents. This funding may also provide support for increased and
480 improved transit services that might be of a particular benefit to the
481 existing and future residents.

482

483 20) The Board establish a Tysons Transportation Advisory Board to
484 provide input on the annual tax rate for the proposed Service
485 District, the transportation project priorities, and review project
486 implementation schedules. In addition, the Tysons Transportation
487 Advisory Board may also provide input on the annual adjustment of
488 Road Fund rates related to the Grid of Streets and Tysons-wide
489 Transportation Road Fund (see below);

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491 21) The remaining half of the funding (\$253,000,000 in 2012 dollars)
492 should be funded through those properties seeking redevelopment
493 within Tysons.

494

495 The primary method for raising this revenue should be through a
496 contribution of \$5.63 per square foot of new non-residential
497 development and \$1,000 per new residential unit in 2012. This rate
498 should be adjusted annually in a manner that is consistent with
499 other adjustments to other County road funds and the Code of
500 Virginia.

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502 The previously discussed Tysons Road Fund could be expanded to
503 include the construction of the Tysons-wide Road Improvements or
504 an additional funding pool could be established to administer this
505 contribution.

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507 Alternative funding mechanisms, or a combination thereof, could
508 be enacted, as long as they could be applied equitably and
509 reasonably be expected to provide the recommended funding level
510 in a timely manner. Alternative funding mechanisms which could
511 be suitable, and which could be creditable against the contribution
512 amount set forth above, include;

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- 514 • Proffered in-kind construction of specific transportation
515 improvements beyond those needed to support the

- 516 requested development, as determined by the traffic impact
517 analysis submitted with the application;
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- 519 • Proffered financial contributions to funding specific
520 transportation improvements;
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 - 522 • A second, smaller tax district, such as a Transportation
523 Improvement District, if such is determined to be legally
524 sustainable; and/or
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 - 526 • Revenue from paid parking fees or a parking district
527 associated specifically with future rezonings in which a
528 certain amount of money per space per day is used to fund
529 the transportation improvements.

530 On June 11, 2012, the Tysons Partnership endorsed this two pronged
531 financing approach with certain caveats (Attachment 3).
532

533 Transportation Funding Monitoring and Review
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535 The Planning Commission recognizes that transportation improvements will be
536 monitored and amended on an annual basis as part of the annual budget
537 process and the five-year Capital Improvement Plan processes. These existing
538 processes, which identify specific projects and include funding sources on a
539 project-by-project basis, are important annual reviews that provide a transparent
540 process with public hearings at both the Planning Commission and Board of
541 Supervisors.
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543 As previously discussed, the Planning Commission recommends the Tysons
544 Transportation Funding Plan include all of the projects anticipated in the Plan to
545 be needed for 113 million square feet of development, as projected by the
546 George Mason University 2008 study, through 2050. This extended planning
547 horizon contains a number of assumptions that will need to be comprehensively
548 monitored over time to ensure that the assumptions made today remain valid in
549 the future.
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551 The project cost estimates, and funding levels determined to support construction
552 of the Tysons improvements, will need to be flexible to provide for changes in
553 future construction costs as well as to address any funding overruns or shortfalls
554 identified in the future. The cost estimates may also need to be adjusted as
555 development occurs throughout Tysons.
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557 The Planning Commission's recommended funding plan assumes that resources
 558 will come from a number of sources, as previously discussed. These funding
 559 mechanisms vary in the amount of funds that they can raise, bonding capacity,
 560 total revenue generated, and timing of the delivery of funds. In general, it is
 561 expected that the state, federal, regional, and County funding sources will
 562 provide the majority of funding for projects early in the 40-year period, due
 563 primarily to the bonding and revenue capacity of those sources. The
 564 landowner/developer revenue sources are expected to provide funding later in
 565 the 40-year redevelopment time span to allow those revenue sources to accrue
 566 sufficient revenue for "pay as you go" funding, or to build up reserves to leverage
 567 other funding options when needed.

568
 569 The Consolidated Transportation Impact Analyses (CTIAs) for the East, Central,
 570 and West portions of Tysons have been conducted by the County to determine
 571 the combined impact of the current redevelopment proposals and the potential
 572 future redevelopment on parcels where such options are available under the Plan.
 573 The CTIA analyses resulted in the identification of several additional
 574 transportation projects in the Tysons East area beyond those listed in Table 7,
 575 and may result in additional transportation projects in the Tysons Central and
 576 Tysons West areas beyond those included in Table 7.
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578 **RECOMMENDATION:**

579 The Planning Commission recommends:

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581 22) The Board of Supervisors reaffirm the County's commitment that
 582 the transportation infrastructure improvements will be constructed
 583 in a timely manner, and to either seek and/or provide the public
 584 sector funding as set forth in the Planning Commission's
 585 recommendations; as such improvements are critical to the
 586 successful redevelopment of Tysons.

587

588 23) To ensure a sustainable balance between development and
 589 transportation infrastructure, the Board review on at least a five
 590 year basis, or more frequently if warranted by circumstances and
 591 events, the pace and location of residential and non-residential
 592 development; the construction schedule; funding status; and, the
 593 funding mechanisms for transportation improvements. The review
 594 may result in adjustments as necessary to ensure that: the
 595 estimated funding levels for such improvements are coordinated
 596 with the anticipated construction spending and the timing of
 597 construction; that the funding is being spent in an appropriate and
 598 efficient manner; and, that the pace of the transportation

599 improvements and the pace of residential and non-residential
600 development are proceeding substantially in tandem, as set forth in
601 the Comprehensive Plan.

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603 This review should be based on the most current data and
604 information available at the time of the review, including whether
605 the assumptions upon which the proposed finding mechanisms
606 were based are still valid or whether they should be changed, and
607 should include members of the community, the Tysons Partnership,
608 and the Tysons Transportation Advisory Board;

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610 24) The Board should consider the financial benefits of growth in
611 Tysons when making Countywide funding decisions; and,

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613 25) The level of development tested by the CTIAs exceeds the level of
614 development anticipated, by the George Mason University 2008
615 study, to occur by 2050. Any additions to Table 7 should be funded
616 by the development that exceeds the 2050 threshold projected by
617 George Mason University in 2008. Alternatively, if improvements
618 beyond those identified in Table 7 are needed before 2050,
619 consideration should be given to substituting those improvements
620 for projects currently included in Table 7.

621

622 Transportation Funding – Relationship to Tax Rate

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624 Fairfax County will be responsible for funding a portion of the transportation
625 improvements in and near Tysons, as set forth in Table 7. It is likely that the
626 funds for the County's share will be generated through the sale of bonds. Bond
627 financing makes it possible to build facilities and infrastructure with capacities
628 based on future population estimates and to spread the cost over the useful life
629 of the facilities. This kind of financing allows the cost of a facility to be spread
630 over a number of years so that each generation of taxpayers contributes a
631 proportionate share for the use of these long-term investments.

632

633 Borrowing entails interest costs. Since the interest earned by holders of
634 municipal bonds is exempt from federal taxes, interest rates for the County's
635 bonds generally are lower than the rate charged for private loans. As a result of
636 the County's reputation for sound financial management, Fairfax County has the
637 highest credit rating possible for a local government: "AAA" from Moody's
638 Investors Service Inc.; from Standard & Poor's Corp.; and from Fitch Ratings. As
639 of May, 2012, Fairfax County is one of only eight states, 39 counties, and 34

640 cities to hold a "AAA" rating from all three rating agencies. For this reason,
641 Fairfax County's bonds sell at low interest rates, even compared with other tax-
642 free bonds.

643

644 The County's bond program is not anticipated to contribute to an increase in the
645 tax rate. Fairfax County has adopted a financial management policy designed to
646 protect its "AAA" rating. It calls for the County's net long-term debt to not exceed
647 3 percent of the total market value of taxable real and personal property in the
648 County. It also provides that annual debt service (the cost of principal and
649 interest payments) be kept below 10 percent of annual combined general fund
650 spending, and that bond sales not exceed an average of \$275 million per year or
651 \$1.375 billion over 5 years. For Fiscal Year 2013, the County's actual net long-
652 term debt is 1.26 percent of the market value of all taxable real and personal
653 property. Debt service costs in Fiscal Year 2013 are 8.5 percent of the combined
654 general fund disbursements. The Fiscal Year 2013-2017 Capital Improvement
655 Plan adopted by the Fairfax County Board of Supervisors on April 24, 2012,
656 anticipates issuance of an average of \$244 million of bonds per year.

657

658 This policy is expected to keep debt service at approximately 9.0 percent of
659 general fund disbursements, which will maintain a balance between operating
660 expenses and long-term capital needs. As long as debt service remains a
661 constant or near-constant percentage of general fund disbursements, the
662 County's debt for acquisition and construction of public facilities would not cause
663 any increase in the property tax rate. Over the past 20 years, the share of taxes
664 used to pay debt service has fluctuated from 7.5 percent to a high of 9.3 percent.
665 Currently, the rate is about 8.5 percent and is projected to remain under 9.0
666 percent based on current market and revenue forecasts and the anticipated bond
667 program.

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669 Follow on Motion #14 – Interim Commuter Parking

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671 Follow-On Motion #14 directed staff to explore options for providing commuter parking
672 at Metrorail station(s) in Tysons Corner on an interim basis until Tysons development
673 reaches a level where such commuter parking is not practical or desirable.

674

675 To complete this task, FCDOT prepared an inventory of potential sites that could
676 accommodate such parking. Subsequent to developing the inventory, staff contacted
677 the owners of the larger sites to gauge interest in providing interim parking and
678 investigated the zoning regulations governing the provision of commercial parking. In
679 most cases, a commuter parking agreement, approved by the Board, would be required
680 to allow commercial parking. Such an agreement can contain any terms the Board
681 deems appropriate and that are agreed upon by all parties.

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Although a handful of property owners expressed initial interest when contacted, staff ultimately exhausted all identified possibilities with no property owners willing to move forward.

RECOMMENDATION:

The Planning Commission recommends:

- 26) A formal Tysons Corner Interim Parking Request for Interest (RFI) be issued and sent to all property owners proximate to the Metrorail stations;
- 27) The RFI include the target requirements and necessary steps for property owners to obtain interim parking agreements with Fairfax County and be released no later than 12 months before the scheduled opening of the Metrorail stations;
- 28) If an interim parking location is identified, that signage be posted at the location clearly indicating the interim status of the parking. In addition, the availability of these parking locations should be included in County transit marketing materials; and,
- 29) DOT staff should work with the Tysons Partnership at key steps for their input and assistance on developing interim parking and related services on private property

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Follow on Motion #17a – Affordable Housing Policy.

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This motion asked that the Planning Commission examine modifying the Policy Plan to incorporate a policy supporting a non-residential contribution to affordable housing similar to the recommendation in the Tysons Plan. Since this proposed policy will be applicable countywide, the effort will take more time and require extensive public outreach before a recommendation can be made by the Planning Commission.

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Follow on Motion #17b – TOD Walking Distance Policy

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Under separate cover, the Planning Commission will forward to the Board a proposed revision to the Policy Plan that would amend the County’s Guidelines for Transit-Oriented Development (TOD) and request that the amendment be authorized for public hearing. To reflect elements of the Tysons Plan, this proposed amendment would refine the description of walking distance, as it relates to transit proximity.

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724 Board Motion –Initial Development Level (IDL)

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The Plan recommends that an Initial Development Level (IDL) of 45 million square feet of total office development built and approved within Tysons should be set to implement the first 20 year increment of growth. Office uses were the trigger for the IDL due to their being the majority of existing uses and having high peak period vehicle trip generation characteristics. There is currently approximately 27 million square feet of office use in Tysons and another 6.5 million square feet of approved but unbuilt office use. The applications in Tysons that are currently under review represent a potential additional 15.2 million square feet of office use.

If all of the current applications under review were approved with their current entitlement requests and the IDL were calculated using the development levels shown on the Conceptual Development Plans (CDP), the Plan IDL level of 45 million square feet of total office development would be exceeded by approximately 3.4 million square feet, or approximately 8 percent. However, based on the development levels shown on the Final Development Plans (FDP) that have been approved or submitted, there would be over 11 million square feet of office development remaining before IDL is reached.

The Plan recommends that the following criteria be considered when determining an increase in the IDL for office uses:

- a) Progress achieved toward the realization of the vision for Tysons;
- b) Market demand for office space, as demonstrated by new building construction, vacancy rates, and revised forecasts;
- c) Balance between land use and transportation, including provision of infrastructure and achievement of vehicle trip reduction levels identified for the year 2030 and TDM performance that exceeds the targets outlined in Table 5 in the Transportation section; and
- d) Funding arrangements for transportation improvements and progress, so that timely completion of improvements for the period beyond 2030 can confidently be expected.

The current applications represent development beyond the 2030 time period used to set the IDL. To address this issue, the Commission has proposed a funding recommendation that, if implemented, would provide for the timely completion of all of the currently identified transportation improvements for the 2050 time period.

764 Implementing the proposed funding solution would result in a circumstance that
765 warrants revisiting current limitations on office development.

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767 RECOMMENDATION:

768 As the Planning Commission's recommendations for financing infrastructure (identified
769 above) addresses the increment beyond 2030 to the 2050 time period, the Planning
770 Commission recommends:

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- 30) The Board direct staff to incorporate within the next Tysons-wide plan amendment consideration of a change the current IDL of 45 million square feet of office use.

Attachments:

1 - Table 7 Improvements

2 – Fairfax County Board of Supervisors Four-Year Transportation Program
(FY 2013 – FY2016)

3 – Tysons Partnership Letter to Tysons Committee, June 12, 2012 / Annotated June 14
http://www.fairfaxcounty.gov/planning/tysons_docs/061212tysonspartnershipletter.pdf

4 – Web link to 2011 Planning Commission Tysons Committee Minutes;
<http://www.fairfaxcounty.gov/planning/2011tysonspresentations.htm>

5 – Web link to 2012 Planning Commission Tysons Committee Minutes
<http://www.fairfaxcounty.gov/planning/2012tysonspresentations.htm>