

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

The first presentation was provided to the Tysons Corner Committee of the Planning Commission on May 6, 2010. The presentation, *Funding Tysons Transportation Improvements*, provided early preliminary cost estimates based on a draft of the plan amendment (the Tysons Corner Plan Amendment was not adopted until June 22, 2010) and reviewed potential funding options available to raise revenue to cover improvement costs.

The full presentation can be found online at:

http://www.fairfaxcounty.gov/planning/tysons_docs/050610tysonsimprovementfunding.pdf

The second presentation was at a public meeting on December 15, 2010. The presentation, *Preliminary Staff Proposal for Funding Tysons Transportation Improvements*, based upon the adopted Comprehensive Plan, provided a preliminary staff proposal for allocating funding responsibility between the public and private sectors, and reviewed shared funding models previously used in Fairfax County.

The full presentation can be found online at:

http://www.fairfaxcounty.gov/tysons/implementation/download/funding_presentation12-15-10.pdf

The July 14, 2011, presentation will be made available online at:

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

Tysons

Some Benefits of Implementing the Plan for Tysons

- Capitalize on Metrorail investment to Dulles of four Tysons stations
- Regional growth management strategy to concentrate development in activity centers
- Continued economic vitality
- Vehicle trips generated by concentrating development in Tysons will be significantly less as compared to locating the same uses in dispersed suburban developments
- Trips for all purposes consume less time and fewer resources

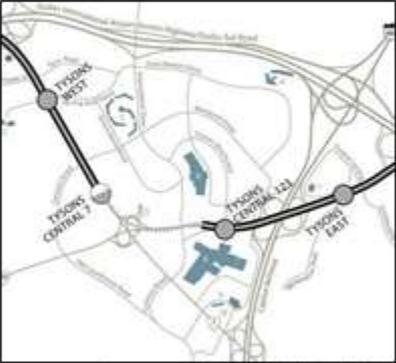


Image source: Dulles Corridor Metrorail Project

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

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

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

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

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



Transportation Vision in Plan

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

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

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

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



Implementation Guidance in Plan

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

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

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

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

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

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



Funding Guidance in Plan

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

Staff Funding Work to Date

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

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

Page 30 – Phasing Development to Transportation and Public Facilities

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

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



Staff Process for Funding

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

Community Outreach to Date

Tysons Open House (Dec. 6, 2010)

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

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

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

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

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

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

The December 15, 2010, presentation can be found online at http://www.fairfaxcounty.gov/tysons/implementation/download/funding_presentation_12-15-10.pdf

BOS Direction to PC

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

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

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

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



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.

More information on the Tysons Comprehensive Plan Transportation Improvements can be found at

<http://www.fairfaxcounty.gov/tysons/transportation/>

Specific references for each of the categories listed above can be found in the Comprehensive Plan at

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf>

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

Development Levels in Plan

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

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

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

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

The development levels in the Comprehensive Plan were based upon the High Forecast for growth as identified in the report “*Forecasts for Tysons Corner to 2050*” prepared by the George Mason University Center for Regional Analysis in Sept, 2008.

The full report can be found at

http://www.fairfaxcounty.gov/tysons/stats/download/george_mason_forecast_tysons.pdf



Planning Horizon

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

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

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

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

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

To plan for the funding necessary to build these improvements, staff utilized the 84 million (20 year) and 113 million (40 year horizons).

The 84 million square foot level was used for the following reasons:

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



20-year Cost Estimate by Category

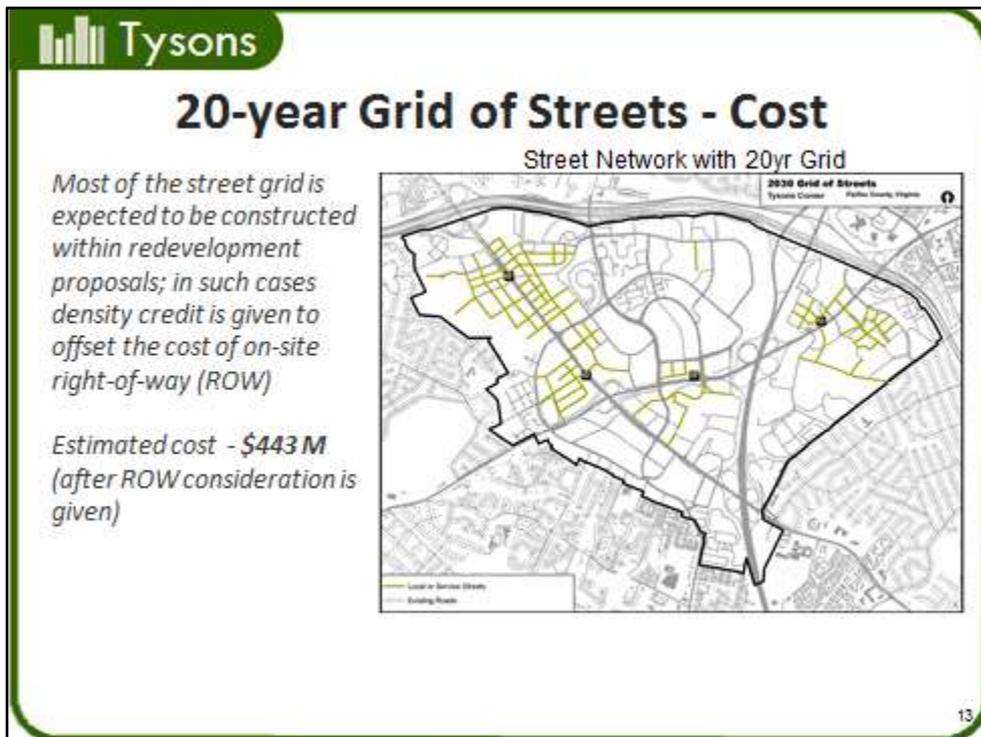
1. 20-year Grid of Streets	\$443 M
2. Tysons-wide Road Improvements	\$810 M
3. Transit Service Enhancement	\$374 M
4. Neighborhood & Access Improvements	\$ 70 M
Total	\$1,697 M

Cost estimates prepared by FCDOT based upon 2009 VDOT guidelines

All cost amounts are expressed in 2010 dollar values

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

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



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

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

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

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

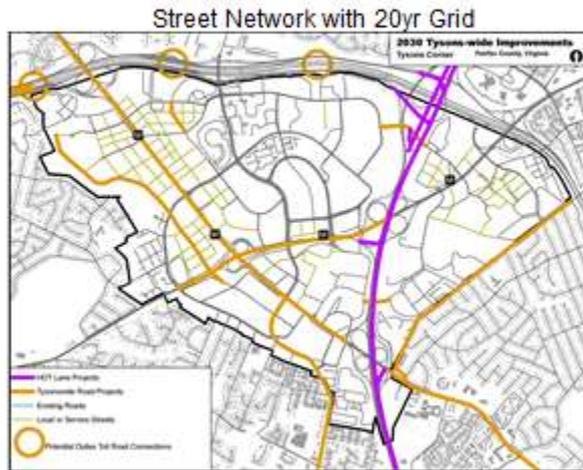
The cost of right-of-way acquisition was not included in the \$443,000,000 estimate for those portions of the grid of streets that is expected to occur within redevelopment sites, as those portions will be constructed with the developments and the density credit for the right of way will be used by the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

20-year Tysons-Wide Road - Cost

19 road projects are identified in the Comprehensive Plan to support the expected 20yr development level

Projects include:

- Widening existing roads
- Creating new roadway extensions
- Adding new access points to the DTR
- Building two new bridges over I-495



Estimated Cost of Phase II and III Improvements - **\$810 M**

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In addition to the grid of streets, Table 7 of the Tysons Corner Comprehensive Plan identifies 19 projects that are needed to support development expected within Tysons over the next 20 years. See next slide and

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf>

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

20-year Tysons-Wide Improvements

Phase I (2010-2013)	FUNDED PROJECTS	* Phase II (2013-2020) to Accommodate 60M sq. ft. of Development
	Widen Rt.7 from Dulles Toll Road (DTR) to Rt.123	Rt.7 Widening from Rt.123 to I-495
	Widen I-495 to provide 4 HOT lanes	Extend Boone Blvd from Boone Blvd to Northern Neck Drive
	HOT ramp connecting to Jones Branch Drive	Extend Greensboro from Spring Hill Rd to Tyco Rd
	HOT ramp connecting to Westpark Bridge	DTR Ramp to Greensboro Drive Extension
	HOT ramp connecting to Rt.7	DTR Ramp to Boone Blvd Extension
		Dulles Toll Road Collector Distributor Lanes
		Construct bridge connecting Jones Branch Dr to Scotts Crossing Rd
		Widen Rt.7 from DTR to Reston Avenue
* Phase III (2020-2030) to Accommodate 84M sq. ft. of Development		
	Widen Rt.123 from Rt.7 to I-495	
	Widen Rt.123 from Rt.7 to Old Courthouse Road	
	Widen Rt.7 from I-495 to City of Falls Church	
	Widen Gallows Road from Rt.7 to I-495	
	Widen Magarity Road from Rt.7 to Great Falls St.	
	Construct connection over I-495 from Tysons Corner Center to Old Meadow	

* Project phasing could be adjusted based on changes in prioritization

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

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

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



More information on the Tysons Comprehensive Plan Transportation Improvements can be found online at

<http://www.fairfaxcounty.gov/tysons/transportation/>

Specific references for Transit Service Enhancements can be found on p. 40-45 and Table 7 on the Comprehensive Plan

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf>

Additional information on potential transit service recommendations and implementation plans can be found in the Fairfax County Transit Development Plan (TDP), located at

<http://www.fairfaxcounty.gov/fcdot/tdp.htm>

Chapters 7 and 8 detail existing transit service within Tysons, as well as initial service recommendations and concepts for transit circulation within Tysons once the Silver Line Metrorail service begins in 2013.

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



Neighborhood & Access Improvement - Cost

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

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

Estimated Cost - \$70 M

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

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

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



20-year Cost Estimate by Category

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

Cost estimates prepared by FCDOT based upon 2009 VDOT guidelines

All cost amounts are expressed in 2010 dollar values

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

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



Shared Funding Responsibility

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

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

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

Private sector funding may come from:

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

The Tysons Corner Comprehensive Plan states that “*the necessary transportation improvements and transit operating costs will rely on both public and private sources of funding*” (p. 29)

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/tysons1.pdf>

The plan identified a number of potential sources that could come from both the public and private sectors.

A fuller discussion of potential funding options available to raise revenue to cover improvement costs can be found in the staff’s *Funding Tysons Transportations Improvements* presentation available at

http://www.fairfaxcounty.gov/planning/tysons_docs/050610tysonsimprovementfunding.pdf



Staff Approach to Allocating Funding Share

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

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

Allocation assumptions treat each category independent from the others

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

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

The factors that went into staff allocation proposals included:

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

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

Tysons

20-year Grid of Streets – Allocation

In Fairfax County, these types of local street improvements have traditionally been the responsibility of the private sector

STAFF PROPOSAL:
100% private sector responsibility - \$443 M

FUNDING SOURCE(S):

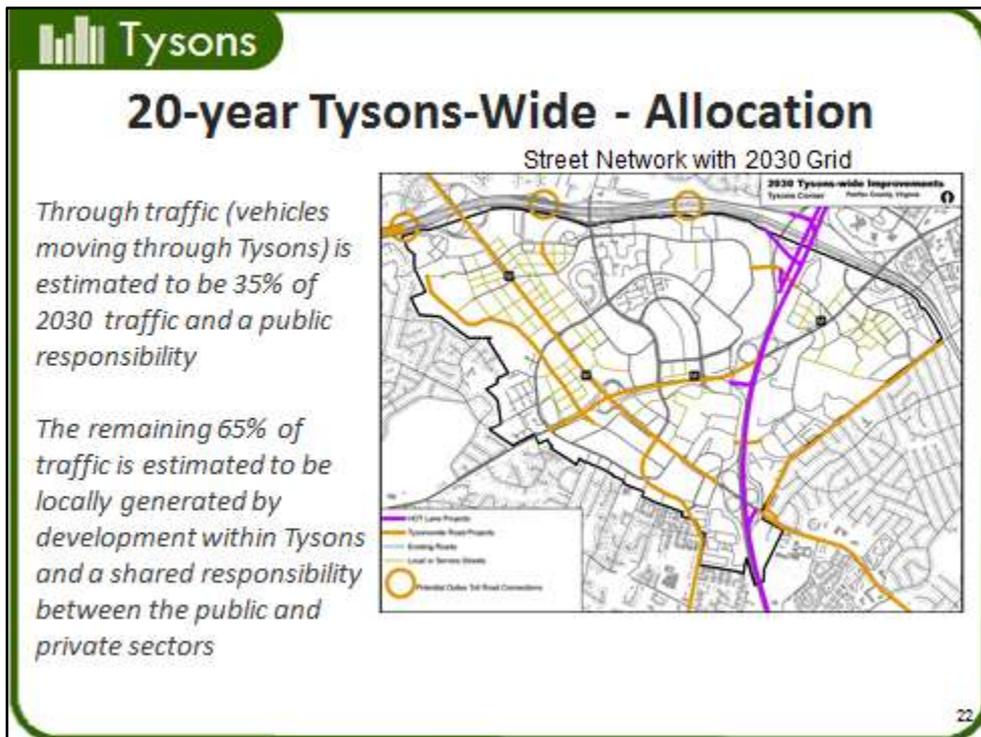
- In-kind construction
- Proffers

Street Network with 20yr Grid

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

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



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

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

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

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



20-year Tysons-Wide - Allocation

STAFF PROPOSAL:

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

PRIVATE FUNDING SOURCE(S):

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

PUBLIC FUNDING SOURCE(S):

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

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

- Traditional Funding Responsibilities

Historically, both the public and private sectors have funded collector and arterial road improvements, based upon the individual circumstances.

- Past Experience

Private sector construction of frontage improvements has tended to result in improvements being provided incrementally as they have been phased to the adjacent development; timeframes tend to take longer and are less predictable.

Public sector has initiated many projects to construct collector and arterial road improvements

- Comprehensive Plan Implementation Recommendation

“The transportation improvements listed above in Table 7 require a significant capital investment... A variety of both public and private sector funding options need to be pursued to implement these improvements. A key factor in the implementation process is the ability to generate stable and ongoing sources of funding, both public and private, for these transportation improvements.” (p. 71)

- Beneficiary /User Benefits

TOD development is a core component of Fairfax County’s growth strategy. Concentrating development around transit is more cost effective than providing infrastructure to support more spread out development.

- Funding Sources Available

“There is an identified need for increased funding of transportation improvements and services in order to achieve the vision for the future of Tysons Corner. (p. 71)



Neighborhood & Access - Allocation

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

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

FUNDING SOURCE(S):

- Bonds
- Tax revenue
- Grants
- Other

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

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

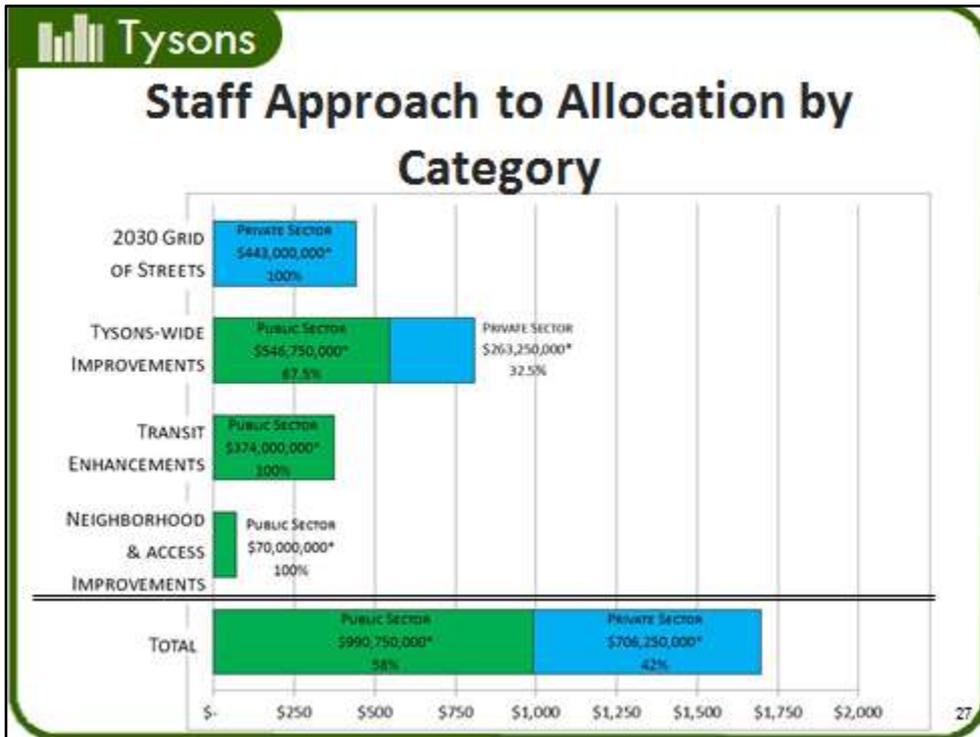


Staff Approach to Allocation by Category

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

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

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



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



Comments Received to Date

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

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

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

More information on the Tysons Committee of the Planning Commission can be found online at: <http://www.fairfaxcounty.gov/planning/tysonscorner.htm>

Directions to the Government Center can be found at:

<http://www.fairfaxcounty.gov/maps/county/government-center.htm>

Next Steps

Board directed PC to:

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

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

BOS Committee meeting scheduled for October 25, 2011

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

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