

**Preliminary Staff  
Proposal for Funding  
Tysons  
Transportation  
Improvements**

December 15, 2010

# 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*

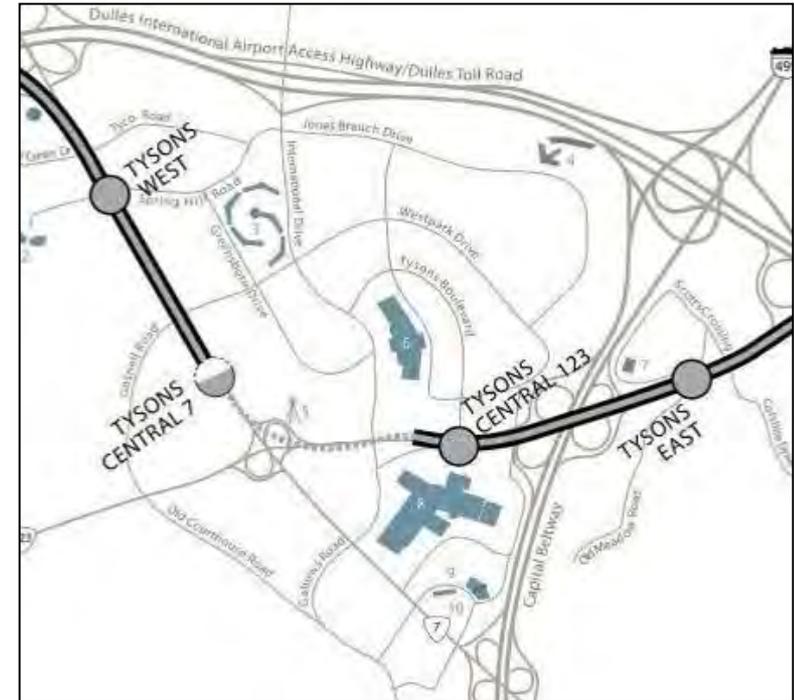


Image source: Dulles Corridor Metrorail Project

# Benefits of Achieving the Vision

**A livable urban center with:**

- *More housing and less parking*
- *Grid of complete streets*
- *Enhanced transit and pedestrian opportunities*
- *Parks, plazas, and open space*
- *High level of environmental stewardship*
- *More efficient provision of public services and infrastructure*
- *Affordable/workforce housing*
- *Arts, cultural, recreation opportunities*





# Transportation Improvement Categories

## 1. 2030 Grid of Streets

*Improvements to transform current superblock street network to a more urban model*

## 1. Tysons-wide Road Improvements

*19 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*

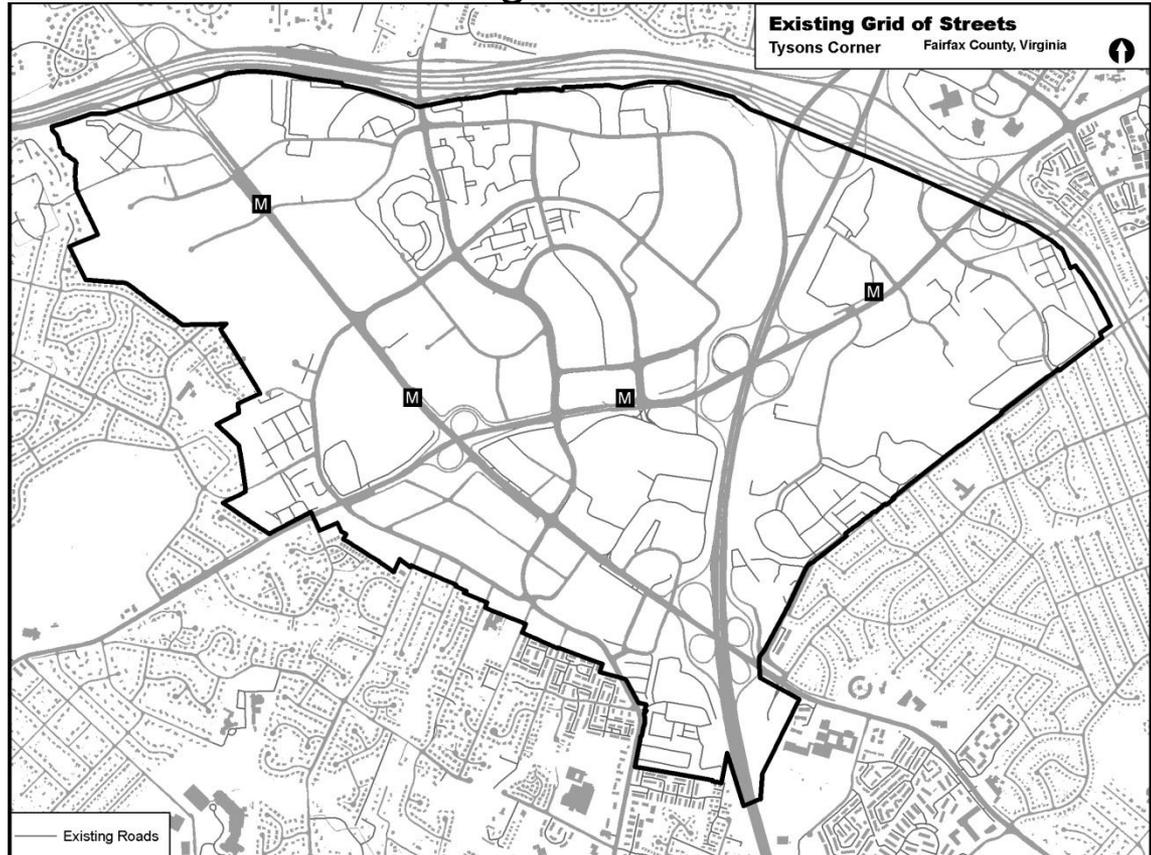
# Existing Grid of Streets

*The current superblock street network does not provide an adequate amount of alternatives for automobile, transit or pedestrian circulation*

*Almost all automobile and transit traffic is required to use the same primary routes, creating high levels of congestion*

*The superblocks provide for little, if any, safe pedestrian and bicycle circulation*

Existing Street Network

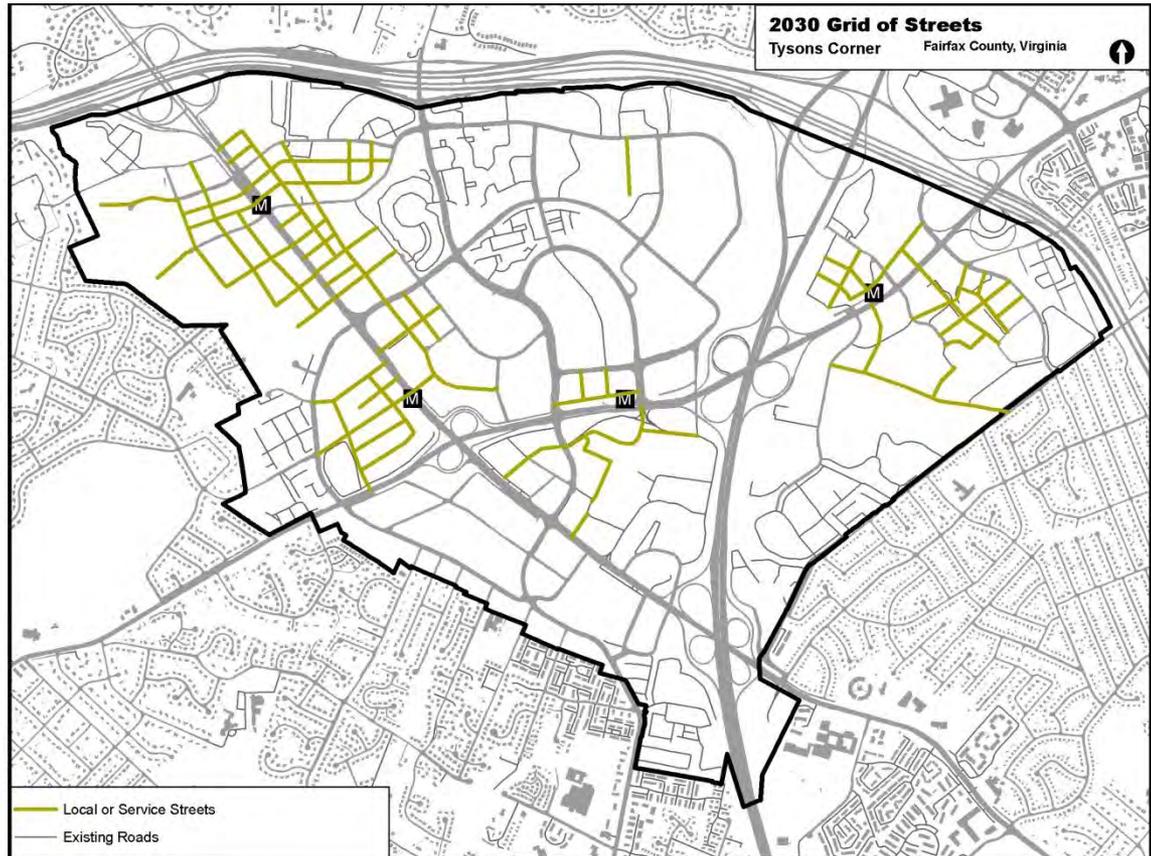


# 2030 Grid of Streets

*New street grid will contain smaller, intra-connected streets that provide;*

- *Alternative paths for traffic flow*
- *Safer and more accessible routes for pedestrians and bicyclists*
- *Improved access throughout Tysons*

Street Network with 2030 Grid



*These are the streets that are necessary to provide improved access for residents, employees, and retail customers within and among developments*

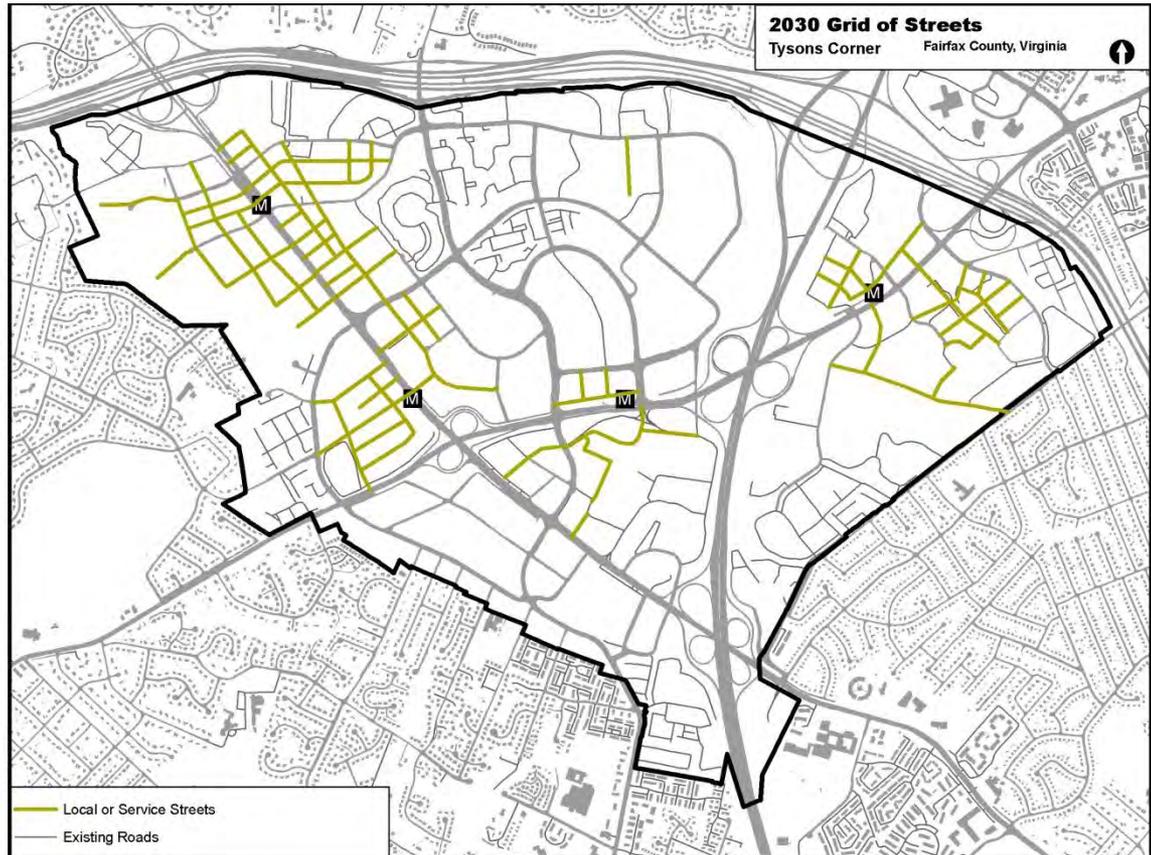
# 2030 Grid of Streets - Cost

## Street Network with 2030 Grid

*It is estimated that 60% of the total street grid will be constructed by 2030.*

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

*The cost of the portion of the street grid anticipated to be needed by 2030, less the cost of the ROW for which density credit will be given, is estimated at **\$443 M***

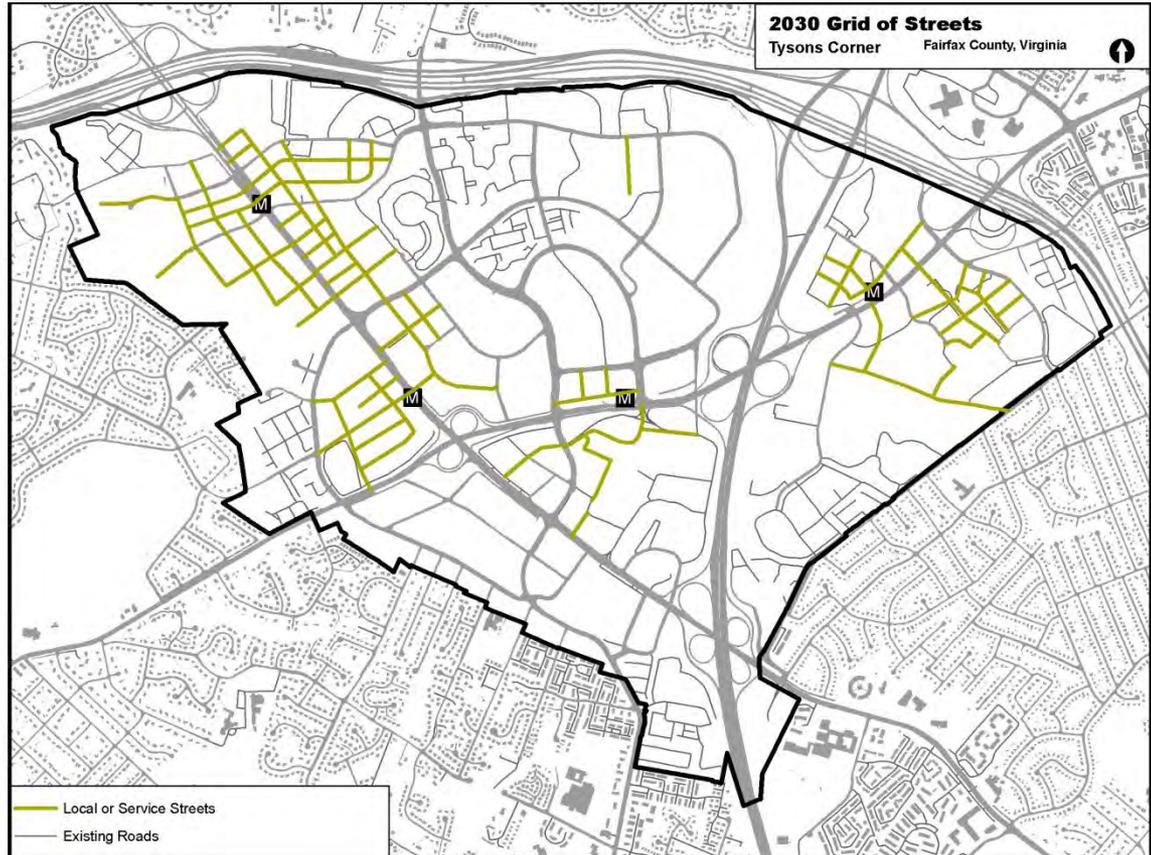


# 2030 Grid of Streets – Allocation

## Street Network with 2030 Grid

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

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



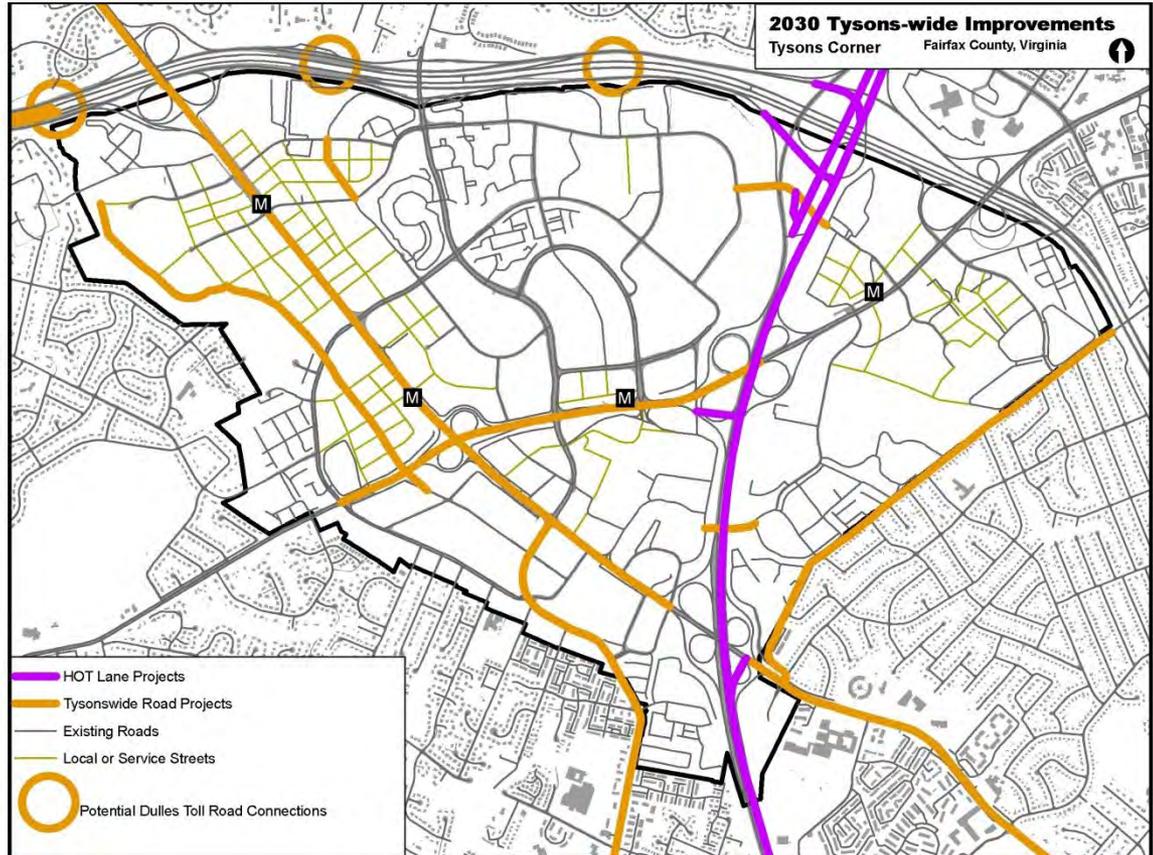
# 2030 Tysons-Wide Improvements

Street Network with 2030 Grid

*19 road projects are identified in the Comprehensive Plan to support the expected 2030 development.*

*Projects include:*

- *Widening existing roads*
- *Creating new roadway extensions*
- *Adding new access points to the Dulles Toll Road*
- *Building two new bridges over I-495*



# 2030 Tysons-Wide Improvements

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

* Phase 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

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

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

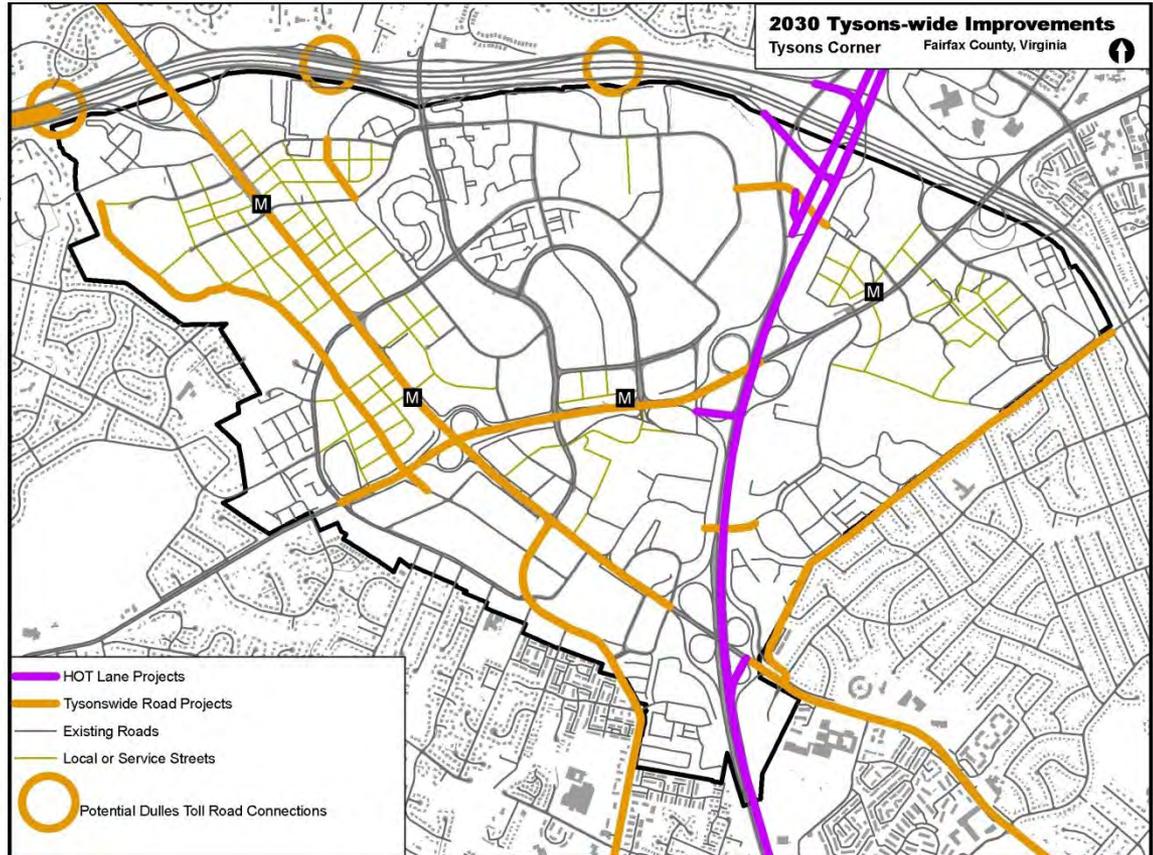
\* Project phasing could be adjusted based on changes to prioritization

# 2030 Tysons-Wide - Allocation

## Street Network with 2030 Grid

*Through traffic (vehicles moving through Tysons) is estimated to be 35% of all 2030 traffic.*

*The remaining 65% of traffic is estimated to be locally generated by development within Tysons*



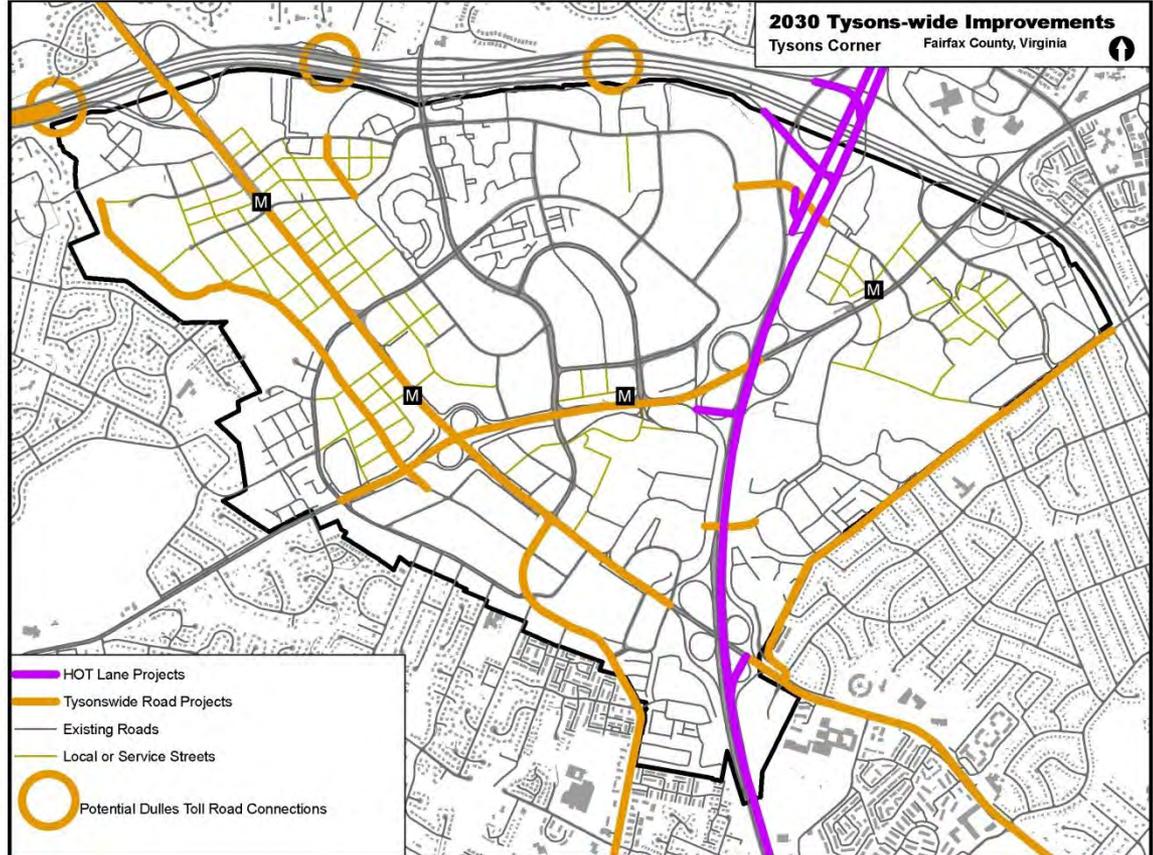
# 2030 Tysons-Wide - Allocation

Street Network with 2030 Grid

**STAFF PROPOSAL:**  
*Shared responsibility between public and private sectors*

- *Through traffic; public responsibility - \$284 M*

- *Locally generated traffic; shared public and private sector responsibility - \$263 M each*



*Total Estimated at:*

<i>Public Share</i>	<b>\$547 M</b>
<i>Private Share</i>	<b>\$263 M</b>

# Construction Cost Estimates

*Cost estimates were generated for each planned improvement, based upon:*

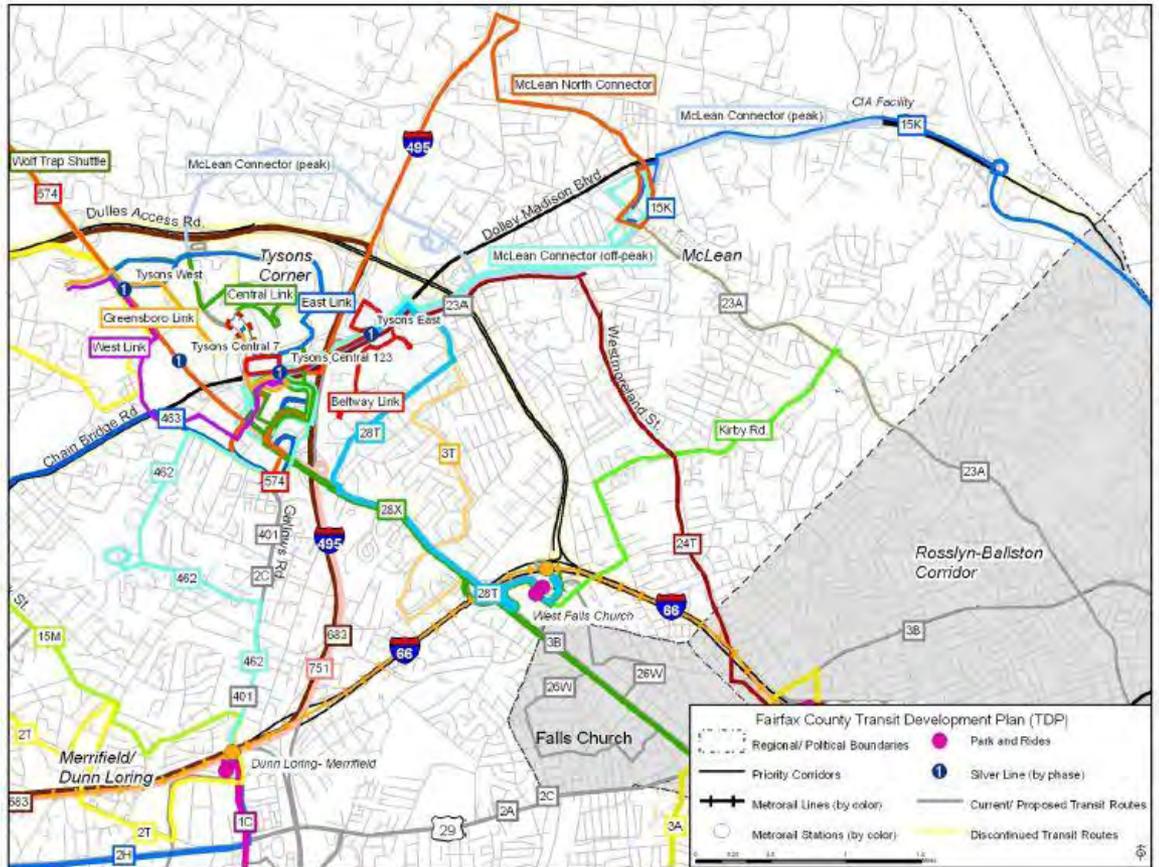
- Lane miles derived from Comprehensive Plan grid of street network and identified Tysons-wide improvement projects*
- Construction costs, per mile, calculated using VDOT 2010 NOVA Planning Level Cost Estimate document*
- Right-of-way costs based upon sq. ft. value within Tysons. Value generated by Fairfax County Department of Public Works and Environmental Services - Land Acquisition Division*
- Tysons-wide Improvement cost estimate includes Phase II and Phase III projects*

# Transit Service Enhancement

## Tysons Area Service Recommendations

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

*Enhancing bus service through increased capacity and routing will create a balanced, interlinked, multimodal transportation network that supports Comp Plan recommended mode-shifts.*



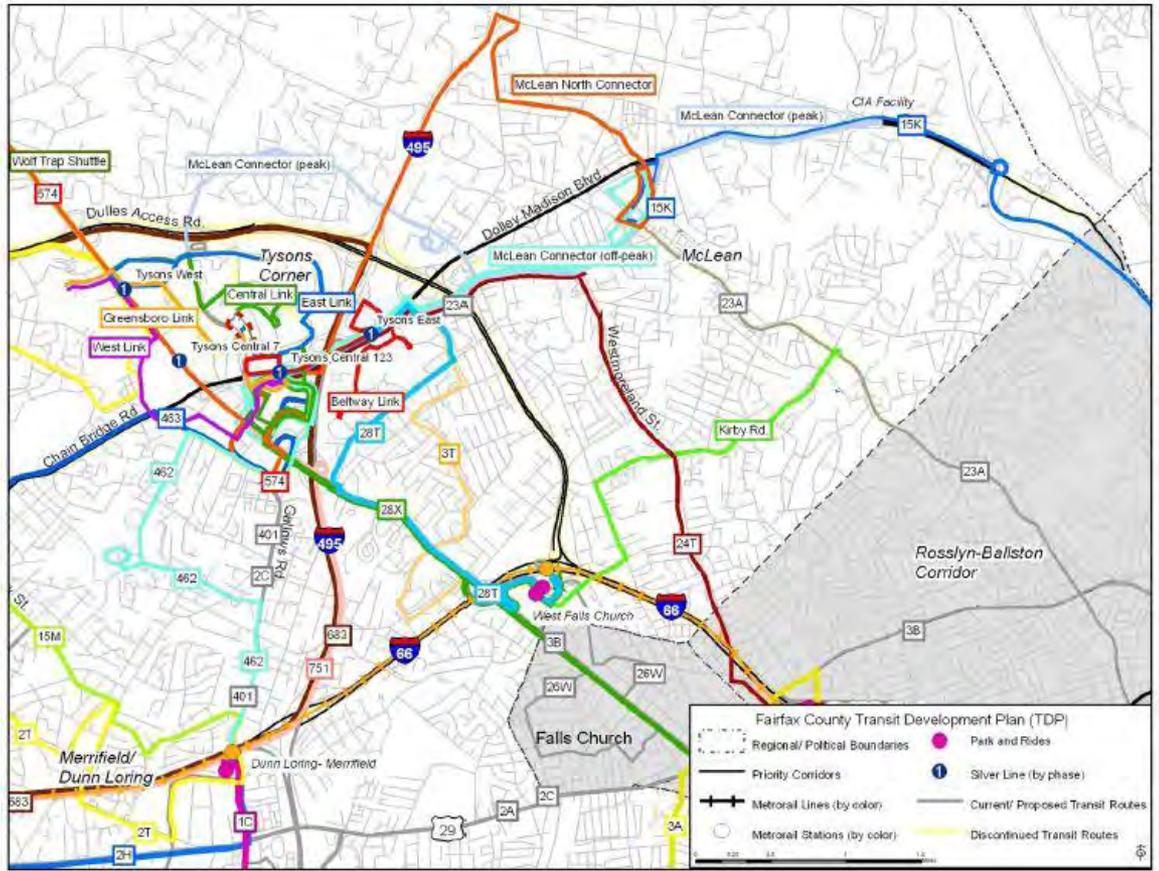
# Transit Service Enhancement

## Tysons Area Service Recommendations

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

**STAFF PROPOSAL:**  
*100% public sector responsibility*

*Projected cost of increased service from 2013 – 2030 estimated at \$374 M*





# Neighborhood & Access Improvements

*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*

## **STAFF PROPOSAL:**

*100% public sector responsibility; estimated at \$70 M*

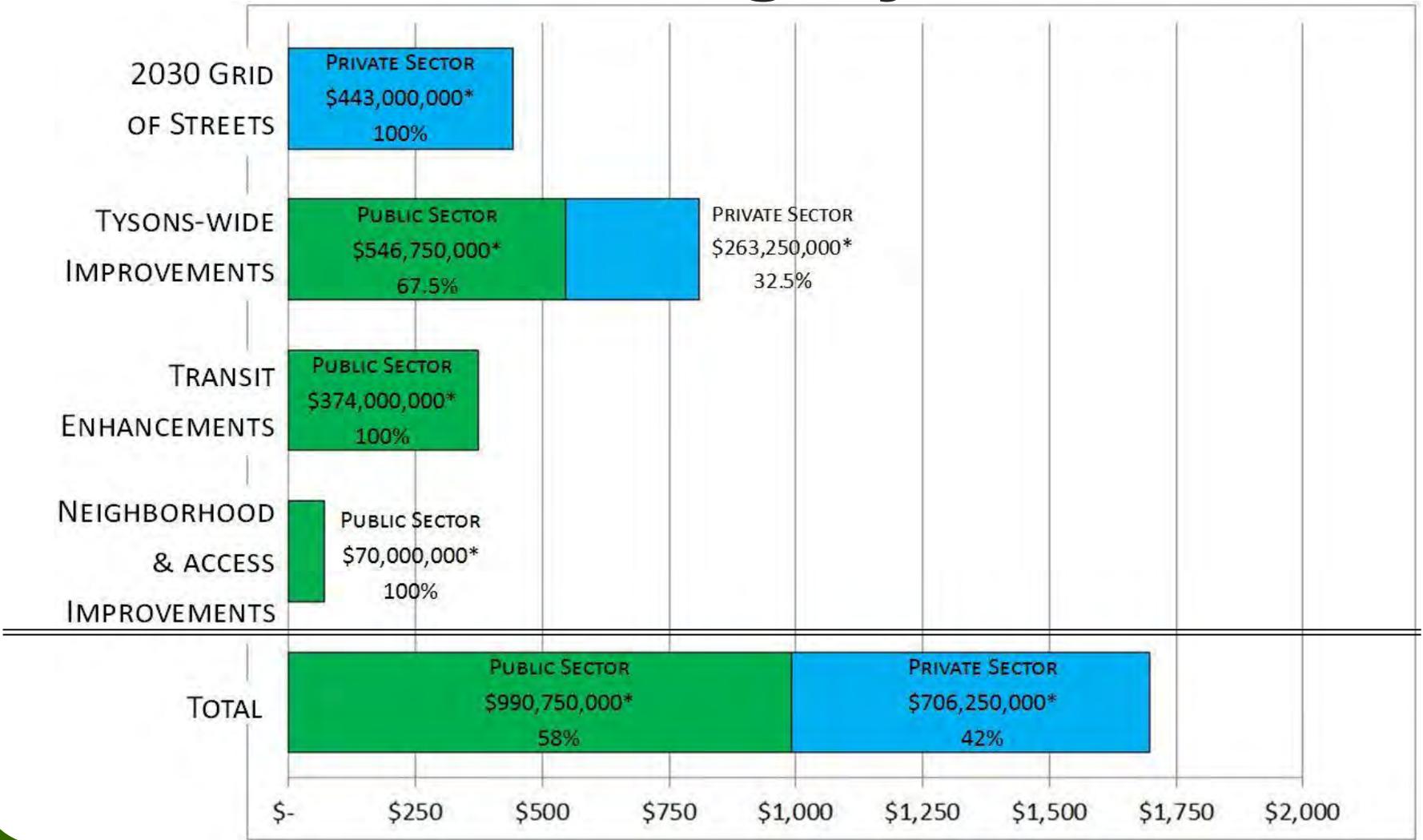


# Staff Proposed Allocation by Category

	<u>Public</u>	<u>Private</u>
<b>1. 2030 Grid of Streets</b>		\$443 M
<b>2. Tysons-wide Road Improvements</b>	\$547 M	\$263 M
<b>3. Transit Service Enhancement</b>	\$374 M	
<b>4. Neighborhood &amp; Access Improvements</b>	\$ 70 M	
<b>Total</b>	<u>\$991 M</u>	<u>\$706 M</u>



## Staff Proposed Allocation by Category



# Shared Funding Solutions

*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 can come from:*

- *Tax Districts,*
- *Road Clubs (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*

# Transportation Funding Considerations

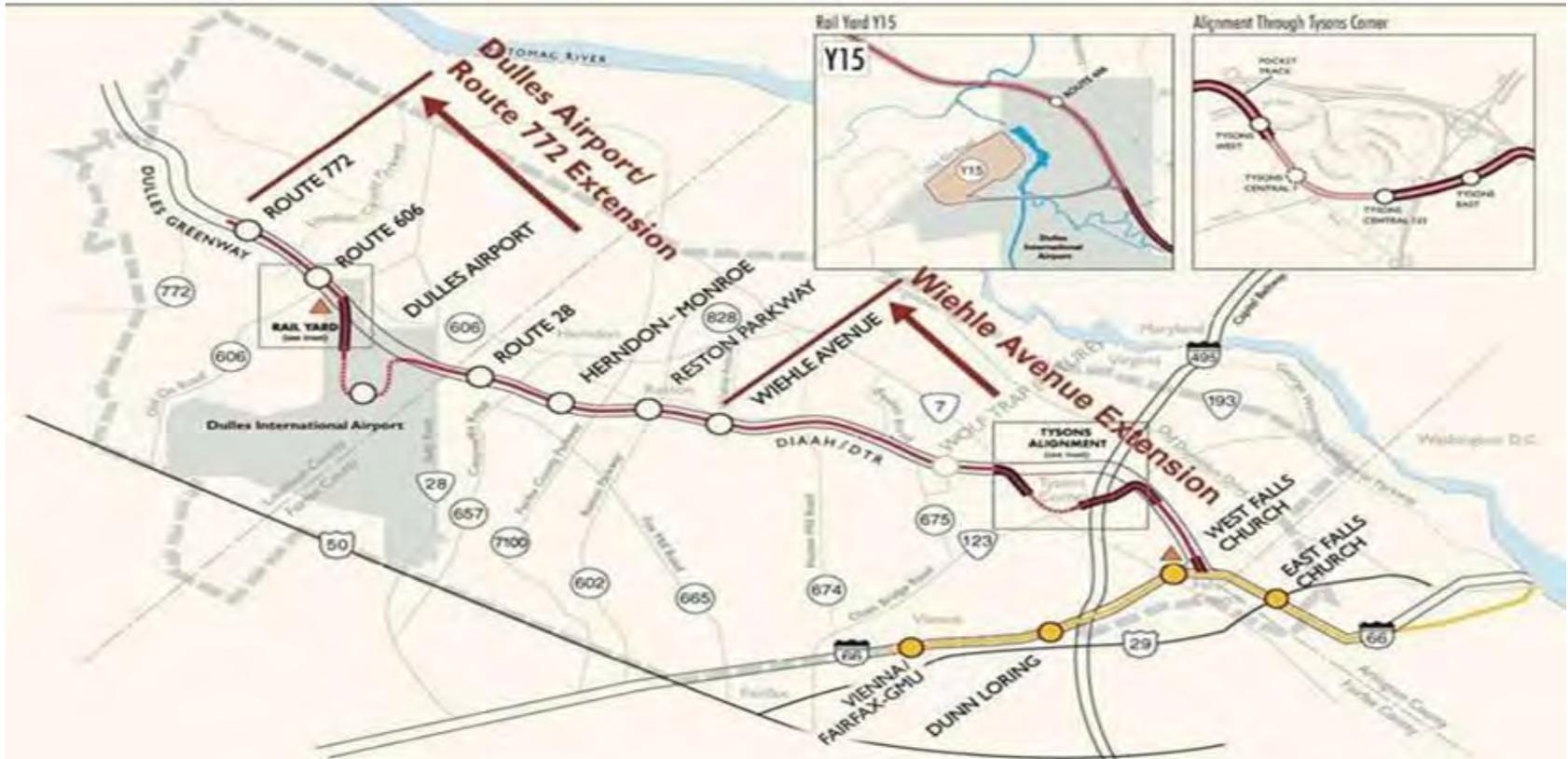


# Examples of Funding Mechanisms

*Three major transportation projects in Fairfax County provide insight into financing public infrastructure projects :*

- *Dulles Corridor Metrorail Extension*
- *Fairfax County/Franconia-Springfield Parkway*
- *Route 28 Improvements*

# Dulles Corridor Metrorail Extension



# Dulles Corridor Metrorail Extension

## *Phase I and Phase II Dulles Rail Funding*

*Combined Cost Estimated at \$5.2 billion*

- *Commonwealth: capped at \$75 million ~ 2% of final costs*
- *Federal New Starts: capped at \$900 million ~ 17% of final costs*
- *MWAA (Airport Revenues): \$213 million ~ 4.1% of final costs*
- *Loudoun County: \$250 million ~ 4.8% of final costs*
- *Fairfax County: \$837 million ~ 16.1% of final costs (Phase 1 and Phase 2 Transportation Improvement Districts)*
- *Dulles Toll Road: \$2.925 billion ~ 56% of final costs*

*Additionally, the Commonwealth (VDOT) committed \$129 M to widen Rt. 7 from 6 to 8 lanes with a median wide enough to accommodate the rail line.*

# Fairfax County Parkway/ Franconia-Springfield Parkway

*The top highway priority of the BOS for more than two decades.*

*A variety of sources were required in order to complete \$800 M project:*

- Federal and State Funds (26%)  
*Includes Federal Earmarks, Advanced Land Acquisition (“Q” Funds), Federal Regional Surface Transportation Program (RSTP), National Highway System (NHS), Surface Transportation Program (STP), Priority Transportation Funds (PTF), FRANS, Defense Access Funds, ARRA*
- Developer Proffers (5% + significant ROW)  
*Right-of-way provided at no-cost would otherwise have needed to be purchased; significantly increasing project costs*
- County Bond Referenda (33%)  
*Approved by County taxpayers in 1985, 1988, and 1992*
- Northern Virginia Transportation District (NVTD) Bonds (23%)  
*State bonds funded with Northern Virginia recordation and telecom fee proceeds*
- State Secondary Funds (13%)

# State Route 28

*Route 28 Highway Transportation Improvement District formed in 1987 in Fairfax and Loudoun Counties to partially fund improvements to Route 28 between I-66 and Route 7*

*District formed by petition of landowners, representing at least 51% of taxable property within the District, who agreed to an additional real estate property tax of up to \$0.20 per \$100 of assessed value, to pay for 75% of project cost*

*Commonwealth Transportation Board agreed to fund the other 25% share of ultimate project cost*

# State Route 28

*Only the Route 28 widening and construction of grade-separated interchanges at specified locations can be funded with tax revenues. Cost estimated to be \$550 - \$600 M, allocated on a net present value basis.*

- 1988 -- Widen from 2 to 6 lanes (I-66 to Route 7); construct 3 grade-separated interchanges: \$124 M*
- 2002 -- Construct 6 grade-separated interchanges: \$208 M*
- Current Project -- Construct 4 remaining grade-separated interchanges: \$137 M*
- Future Project: Widen a portion to 8 lanes: \$75 – 100 M estimated*

*Significant additional transportation facilities and services in the corridor are funded through other sources*

# State Route 28

*A number of conditions were specific to the Route 28 Corridor:*

- The Route 28 Highway Transportation Improvement District was the first such special transportation tax district in the state and was established as a two-county district for the specific purpose of widening the major arterial in a largely undeveloped area.*
- Properties along Route 28 were “greenfield” developments rather than “brownfield” development.*
- Properties were not paying any other special taxes to support transportation.*

# Next Steps

## Community and Landowner Input (Dec, 2010 – March, 2011)

- *Public input sessions*
- *Smaller group meetings, as needed*

## Staff Review of Funding Allocation Proposal (March, 2011)

- *Review comments received on funding proposals*
- *Public meeting to report back on input received and present revised Staff Funding Allocation proposal*

## Update BOS on Staff Funding Allocation Proposal (April, 2011)

- *Update BOS on staff proposal, public input collected, and status of private funding solutions under consideration*

# Questions?



*Please visit website for additional information and project updates:*

[www.fairfaxcounty.gov/tysons](http://www.fairfaxcounty.gov/tysons)

*Information on future transit plans can be found at:*

[www.fairfaxcounty.gov/fcdot/tdp.htm](http://www.fairfaxcounty.gov/fcdot/tdp.htm)

*Please send suggestions, thoughts, and questions to:*

[tysons@fairfaxcounty.gov](mailto:tysons@fairfaxcounty.gov)