

Fund 30040: Contributed Roadway Improvements

Focus

Fund 30040, Contributed Roadway Improvements, was created specifically to account for proffered developer contributions received for roadway and transportation improvements throughout the County. Developer contributions are based on the developer rate schedule for road improvements in the Fairfax Center, Centreville, Reston, and Tysons Corner areas, as well as Tysons-Wide Developer Contributions and Tysons Grid of Streets Contributions. These Tysons area contributions will address the traffic impact of new development associated with growth resulting from the Board's adoption of a new Comprehensive Plan for Tysons. The rate schedule is revised periodically by the Board of Supervisors based on the Consumer Price Index.

The County has taken over the operations of the Transportation Association of Greater Springfield (TAGS); therefore, in FY 2022, \$181,732 in proffer revenue will be transferred to Fund 40000, County Transit Systems. The amount is determined based on FY 2020 actual monthly payments received from TAGS. This funding supports shuttle bus service in the area of the Franconia/Springfield Metrorail Station.

No project funding is included in Fund 30040 in FY 2022. Project funding will be appropriated at the fiscal year-end, consistent with the level of developer proffer revenue received during the fiscal year. This approach reflects conservative project budgeting, recognizing that significant fluctuations can occur from year to year in the pace of development with a resulting impact on proffer contributions. In FY 2022, work will continue on existing and previously funded projects using project balances. Proffer contributions are typically accumulated over a number of years until a sufficient level of revenue support is achieved for a major improvement. In addition, project expenditures cannot begin until the terms of the proffer contribution are met. Pooled interest will also be appropriated at year-end.

A separate reserve project exists for each area for which contributions are received. These reserve projects are described below. As specific roadway improvement projects are identified that conform to the appropriate funding parameters within each of these areas, funding is dedicated to complete the improvements.

- **Fairfax Center (Route 50/I-66) Developer Contributions** - Commitments from developers in the Fairfax Center area are included in individual proffer agreements from zoning cases, and rates of contributions vary by case. On March 24, 2020, the Board of Supervisors revised the developer rates for road improvements in the Fairfax Center area from \$6.33 to \$6.49 per gross square foot of non-residential building structure and from \$1,402 to \$1,437 per residential dwelling unit. Ten percent of the developer's contribution is paid to the County at the time of the site plan approval. The balance of the amount due is paid as occupancy permits are issued. As negotiated in individual proffer agreements, in-kind contributions of an equivalent value for road improvements can also be made in lieu of cash payments.
- **Centreville Developer Contributions** - Commitments from developers in the Centreville area are included in individual proffer agreements from zoning cases, and rates of contributions vary by case. On March 24, 2020, the Board of Supervisors revised the developer rates for road improvements in the Centreville area from \$6.80 to \$6.97 per gross square foot of non-residential building structure and from \$2,687 to \$2,754 per residential dwelling unit.

Fund 30040: Contributed Roadway Improvements

- **Countywide Developer Contributions** - This project was created to serve as a source of funding for contributions received for countywide roadway improvements. Funds are dedicated for specific improvements when required. Many different projects throughout the County are supported by this funding within the following major categories: primary and secondary road improvements, bridge design and construction, intersection/interchange improvements, signal improvements, and transit improvements.
- **Tysons Corner Developer Contributions** - This project accounts for private sector contributions received for the Tysons Corner area for zoning cases and rates of contributions vary by case. On March 24, 2020, the Board of Supervisors revised the developer rates for road improvements in the Tysons area from \$4.66 to \$4.77 per gross square foot of non-residential building structure and from \$1,033 to \$1,059 per residential dwelling unit.
- **Tysons-Wide Developer Contributions** - This project accounts for private sector contributions received for Tysons-Wide transportation improvements. Funding in this project is for improvements outlined in the Tysons Comprehensive Plan Amendment approved by the Board of Supervisors on December 4, 2012. On March 24, 2020, the Board of Supervisors revised the developer rates for road improvements for the Tysons-wide area from \$6.29 to \$6.44 per gross square foot of non-residential building structure and from \$1,114 to \$1,142 per residential dwelling unit.
- **Tysons Grid of Streets Developer Contributions** - This project accounts for private sector contributions received for Grid of Streets improvements within the Tysons Corner Urban Area. On March 24, 2020, the Board of Supervisors revised the developer rates for road improvements for the Tysons Grid of Streets from \$7.17 to \$7.35 per square foot of non-residential building structure and from \$1,114 to \$1,142 per residential dwelling unit. The contributions are to be paid in stages, with 25 percent prior to site plan approval and the remaining 75 percent before building permits are issued. Developers may elect to construct the transportation improvements outlined in the guidelines in lieu of cash contributions, as negotiated in individual proffer agreements.
- **Reston Road Fund Developer Contributions** - Commitments from developers in the Reston area are included in individual proffer agreements from zoning cases, and rates of contributions vary by case. On March 24, 2020, the Board of Supervisors revised the developer rates for road improvements for the Reston Road Fund from \$9.99 to \$10.24 per square foot of non-residential building structure and from \$2,183 to \$2,237 per residential dwelling unit.

Pandemic Response and Impact

All capital projects are being reviewed as they move into the various stages of development, including land acquisition, design, and construction. It is anticipated that most projects will continue to move forward as planned; however, some projects, such as occupied renovations, will be delayed for safety reasons and some projects may be delayed if it is determined that the General Fund cannot support the future debt service requirements. Staffing constraints may also delay the schedules for upcoming design and construction projects.

Fund 30040: Contributed Roadway Improvements

Changes to FY 2021 Adopted Budget Plan

The following funding adjustments reflect all approved changes in the FY 2021 Revised Budget Plan since passage of the FY 2021 Adopted Budget Plan. Included are all adjustments made as part of the FY 2020 Carryover Review, FY 2021 Mid-Year Review, and all other approved changes through December 31, 2020:

Carryover Adjustments

\$40,492,449

As part of the *FY 2020 Carryover Review*, the Board of Supervisors approved an increase of \$40,492,449 due to the carryover of unexpended project balances in the amount of \$39,056,391 and other adjustments of \$1,436,058. This adjustment is based on actual revenue received in FY 2020 in the amount of \$626,787, and interest earnings of \$809,271.

A Fund Statement and a Summary of Capital Projects are provided on the following pages. The Summary of Capital Projects may include some projects without a Total Project Estimate amount. These projects are considered "continuing" projects or projects for which funding is necessary on an ongoing basis (e.g., a contingency or planning project).

Fund 30040: Contributed Roadway Improvements

FUND STATEMENT

Category	FY 2020 Actual	FY 2021 Adopted Budget Plan	FY 2021 Revised Budget Plan	FY 2022 Advertised Budget Plan
Beginning Balance	\$41,629,549	\$0	\$40,485,749	\$0
Revenue:				
Fairfax Center Developer Contributions	\$50,000	\$0	\$0	\$0
Countywide Developer Contributions	192,152	181,732	181,732	181,732
Centreville Developer Contributions	0	0	0	0
Tysons-wide Developer Contributions	0	0	0	0
Tysons Grid of Streets Developer Contributions	774	0	0	0
Reston Funding Plan Developer Contributions	550,000	0	0	0
Tysons Corner Developer Contributions	26,013	0	0	0
Pooled Interest ¹	809,271	0	0	0
Total Revenue	\$1,628,210	\$181,732	\$181,732	\$181,732
Total Available	\$43,257,759	\$181,732	\$40,667,481	\$181,732
Total Expenditures²	\$2,579,858	\$0	\$40,485,749	\$0
Transfers Out:				
Metro Operations and Construction (30000) ³	\$192,152	\$181,732	\$181,732	\$0
County Transit Systems (40000) ⁴	0	0	0	181,732
Total Transfers Out	\$192,152	\$181,732	\$181,732	\$181,732
Total Disbursements	\$2,772,010	\$181,732	\$40,667,481	\$181,732
Ending Balance^{5,6}	\$40,485,749	\$0	\$0	\$0

¹ Pooled interest is earned on annual contributions as well as accumulated fund balance.

² In order to account for revenues and expenditures in the proper fiscal year, audit adjustments in the amount of \$6,700.00 have been reflected as an increase to the FY 2020 Total Expenditures. This impacts the amount carried forward and results in a decrease of \$6,700.00 to the FY 2021 Revised Budget Plan. The project affected by this adjustment is Project PR-000091, Existing Facility Renovations-2012. This audit adjustment was included in the FY 2020 Comprehensive Annual Financial Report (CAFR). Details of the audit adjustments were included in the FY 2021 Mid-Year Package.

³ Represents funds to be transferred to Fund 30000, Metro Operations and Construction, to support Metro shuttle bus service in the Franconia-Springfield area.

⁴ Represents funds to be transferred to Fund 40000, County Transit Systems, to support Fairfax Connector bus service in the Franconia-Springfield area.

⁵ Capital projects are budgeted based on the total project costs. Most projects span multiple years, from design to construction completion. Therefore, funding for capital projects is carried forward each fiscal year, and ending balances fluctuate, reflecting the carryover of these funds.

⁶ The \$40.49 million FY 2020 ending balance meets capital project requirements in FY 2021 and future years. Proffered contributions cannot be expended until the terms of the proffer are met and until multiple contributions can be aggregated to meet total estimated costs of a project. As a result, a proffered contribution may be held in balance for several years, earning interest.

Fund 30040: Contributed Roadway Improvements

SUMMARY OF CAPITAL PROJECTS

Project	Total Project Estimate	FY 2020 Actual Expenditures	FY 2021 Revised Budget	FY 2022 Advertised Budget Plan
Centreville Developer Contributions (2G40-032-000)		\$0.00	\$849,133.03	\$0
Countywide Developer Contributions (2G40-034-000)		0.00	18,527,392.20	0
Fairfax Center Developer Contributions (2G40-031-000)		0.00	4,800,283.86	0
Reston Road Fund Developer Contributions (2G40-147-000)		0.00	733,920.00	0
Tysons Corner Developer Contributions (2G40-035-000)		613,957.41	5,410,346.22	0
Tysons Corner Grid Concept (2G40-038-000)		609.80	184,334.88	0
Tysons Grid of Streets Developer Contributions (2G40-057-000)		1,648,442.78	9,412,888.61	0
Tysons Metrorail Access Management (2G40-040-000)		0.00	384,298.09	0
Tysons-wide Developer Contributions (2G40-058-000)		316,848.38	183,151.62	0
Total	\$0	\$2,579,858.37	\$40,485,748.51	\$0