

**FAIRFAX COUNTY PLANNING COMMISSION
TRANSPORTATION COMMITTEE
THURSDAY, DECEMBER 1, 2016**

PRESENT: Janyce N. Hedetniemi, Chairman
Ellen J. Hurley, Braddock District
John Ulfelder, Dranesville District
Frank A. de la Fe, Hunter Mill District
Earl L. Flanagan, Mount Vernon District
Peter F. Murphy, Springfield District
James R. Hart, Commissioner At-Large
Timothy J. Sargeant, Commissioner At-Large

ABSENT: Julie M. Strandlie, Mason District
Kenneth A. Lawrence, Providence District

OTHERS: Thomas Biesiadny, Department of Transportation (DOT)
Kristin Calkins, Transportation Planning Division, DOT
Janet Nguyen, Coordination and funding Division, DOT
Inna Kangarloo, Senior Deputy Clerk, Planning Commission

ATTACHMENT:

A. Reston Transportation Funding Plan

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Vice Chairman Frank de la Fe called the meeting to order at 7:02 p.m., in the Board Conference Room, 12000 Government Center Parkway, Fairfax, Virginia, 22035, pursuant to Section 4-102 of the Commission's Bylaws & Procedures. He indicated that the first order of business was to elect a Committee Chairperson.

Commissioner Hart MOVED TO NOMINATE JANYCE N. HEDETNIEMI AS CHAIRMAN OF THE 2016 TRANSPORTATION COMMITTEE.

Commissioner de la Fe seconded the motion which carried by a vote of 5-0 (Commissioners Flanagan, Murphy and Sargeant were not present for the vote).

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Thomas Biesiadny, Department of Transportation (DOT); Kristin Calkins, Transportation Planning Division, DOT; and Janet Nguyen, Coordination and funding Division, DOT, briefed the Committee on the Reston Transportation Funding Plan (a copy of the presentation is included in the date file). The topics discussed included:

- Plan assumptions;
- Coordination with the Reston Network Analysis Advisory Group;
- Project estimates;

- Tysons Funding Plan;
- Private funding options;
- Funding scenarios;
- Staff observations;
- Reston Network Analysis Advisory Group feedback;
- Public share; and
- Next steps in the plan development.

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The meeting was adjourned at 7:56 p.m.
Janyce N. Hedetniemi, Chairman

An audio recording of this meeting is available in the Planning Commission Office, 12000 Government Center Parkway, Suite 330, Fairfax, Virginia 22035.

Minutes by: Inna Kangarloo

Approved: November 14, 2019



Teresa Marie Wang

Jacob Caporaletti

Jacob Caporaletti, Clerk to the
Fairfax County Planning Commission



County of Fairfax, Virginia

ATTACHMENT A

Reston Transportation Funding Plan

Development and Coordination with the Reston Network Analysis Advisory Group

Planning Commission – Transportation Committee
December 1, 2016

Tom Blesiadny, Janet Nguyen
Fairfax County Department of Transportation

*This presentation was prepared by Fairfax County Department of Transportation staff.
It has not been endorsed by the Board of Supervisors.

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County of Fairfax, Virginia

Outline

- Background
- Plan Projects and Assumptions
- Coordination with Advisory Group and Meetings
- Advisory Group Work Session Results and Feedback
- Public Revenues and Revenue Summary
- Next Steps/Schedule

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Background

Board of Supervisors approved the Reston Phase I Comprehensive Plan amendment on February 11, 2014. Key components include:

- Addressing the three Reston Transit Station Areas (Wiehle-Reston East, Reston Town Center, and Herndon).
- Envisioning a mix of land uses served by a multi-modal transportation system.
- Recommending a set of road transportation improvements, a grid network, and intersection improvements to support the vision.

Follow-on motion directed staff and the planning commission to develop an inclusive process to prepare a funding plan for the recommended transportation improvements that includes both public and private investment.

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Background

Funding Plan

Strategy for providing financial resources to pay for transportation improvements in the Reston Phase I Comprehensive Plan Amendment, Approved February 11, 2014.

Funding Plan Elements:

- Span a period of 40 years
- Include public and private contributions
- Allocation of costs between public and private contributions
- Project priorities
- Development of project cash flows

The information being presented today are proposals. The purpose of this meeting is to receive feedback.

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Plan Assumptions

Constant Dollars:

- Uses present dollars (2016).
- Has not inflated revenues or expenses over 40 year period.
- Assumes that construction costs and revenues used to fund the plan will grow at approximately the same average rate over the 40 year period.
- Will continue to monitor the plan over the 40 years.

Maintenance:

- New roadways will be public and turned over to VDOT.
- Operations/maintenance of the new roadway facilities are assumed to be funded by VDOT.
- VDOT is aware of future transportation improvements in Reston.

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Plan Assumptions Continued

Transit Service:

- Unlike Tysons, Reston has a significant amount of existing transit service, providing internal circulation, and connections to areas located outside Reston.
- Significant bus service improvements were also made with the arrival of the Silver Line to Wiehle-Reston East.
- Tysons prior to opening of Silver Line, had no internal transit circulation and fewer routes accessing Tysons.
- As a result, FCDOT is not proposing to add additional service. Changes in transit needs due to Phase II of Silver Line will be accommodated through restructuring of existing service, using existing resources.
- However, transit needs will continue to be assessed.
- Transit is expected to remain a significant component of Reston's transportation network.

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Plan Assumptions Continued

Public and Private Revenues:

- Public revenues are those revenues allocated by the County for use on transportation projects Countywide. Example public revenue sources: Federal, State, Regional, and Local funds.
- Private revenues are generated in the Reston TSAs and are used exclusively for projects in the Reston TSAs. Example private revenue sources: road fund, proffers, in-kind construction, service district, and/or transportation tax district.

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Coordination with the Reston Network Analysis Advisory Group

- Staff has been working in coordination with the Reston Network Analysis Advisory Group to develop the funding plan.
- Reston Network Analysis Advisory Group
 - Mission Statement: Following the adoption of the Reston Master Plan Phase 1 update, the Reston Network Advisory Group was created by the Hunter Mill District Supervisor to establish a forum for the Fairfax County Transportation staff to receive input and feedback from residents and property owners/developers on the Reston Network Analysis and associated plans.....
 - Advisory Group members include landowners, residents, community representatives, and members of the business community.
 - Advisory Group meetings are open to the public.
 - The group reviews potential strategies for allocation of costs, use of funding mechanisms, and revenue generation.
 - Provides feedback to staff on potential funding plan scenarios.

*Full mission statement and additional information can be found at <http://www.fairfaxcounty.gov/roads/restonnetworkanalysisadvisorygroup.htm>

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Please note that the information provided in this presentation is not final and is for discussion purposes only.

Project List and Estimates

Projects to be included in the Reston Transportation Funding Plan were either recommended by the Reston Phase I Comprehensive Amendment or were necessary to support the plan.

All estimates are planning level estimates. Network Analysis study will refine the road widths and will provide priorities.

*Project is partially or completely located in Dranesville District. Remaining projects are located in Hunter Mill District.

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RESTON FUNDING PLAN PROJECTS	
Projects	Estimate as of 2018
Roadway Improvements	
DTR Crossing at Soapstone Overpass – Sunrise Valley Drive to Sunset Hills Road	\$170,000,000
DTR Town Center Parkway Underpass – Sunrise Valley Drive to Sunset Hills Road	\$170,000,000
Fox Mill Road Widening – Reston Parkway to Monroe Street	\$60,000,000
Monroe Street Widening – West Ox Road to Town of Herndon	\$80,000,000
Pinecrest Road Extension – South Lakes Drive to Sunrise Valley Drive	\$25,000,000
Reston Parkway Widening – South Lakes Drive to DTR	\$25,000,000
Fairfax County Parkway – DTR to West Ox Road Widening	\$80,000,000
Fairfax County Parkway at Sunrise Valley Drive (Interchange)	\$400,000,000
South Lakes Drive Overpass – Sunrise Valley Drive to Sunset Hills Road	\$90,000,000
West Ox Road Widening – Lawyers Road to Centreville Road	\$100,000,000
Total Roadway Improvements	\$1,200,000,000
Intersection Improvements	
Centreville Road at Sunrise Valley Drive	\$10,000,000
Centreville Road/DTR EB on/off Ramps	\$1,500,000
Hunter Mill Road/Sunset Hills Road	\$3,500,000
Reston Parkway/Bluemont Way	\$4,000,000
Reston Parkway/DTR WB on/off Ramps	\$5,000,000
Reston Parkway/New Dominion Parkway	\$5,000,000
Reston Parkway/Sunrise Valley Drive	\$15,000,000
Wiehle Avenue/DTR EB on/off Ramps	\$600,000
Total Intersection Projects	\$44,000,000
Grid Network	\$1,021,000,000
Total	\$2,265,000,000



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Reston Funding Plan Allocation Framework

Six options were proposed to the Advisory Group as methods of allocating costs. This allocation has been the basis for discussion of funding scenarios.

In this framework, public and private revenues will share costs, approximately equally.

Reston Roadway projects would be paid for with public revenues.

Intersections and the Grid would be paid for with private revenues.

Staff believes it is important to have a methodology and rationale behind proposed strategies to support decision making.

Allocation Option 5: Project Category

Project	Estimate	Allocation (\$)
Reston Roadways	\$1,200,000,000	
Public Share	100%	\$1,200,000,000
Private Share	0%	\$0
Reston Intersections	\$44,000,000	
Public Share	0%	\$0
Private Share	100%	\$44,000,000
Grid	\$1,021,000,000	
Public Share	0%	\$0
Private Share	100%	\$1,021,000,000
Total	\$2,265,000,000	
Public Share	53%	\$1,200,000,000
Private Share	47%	\$1,065,000,000

*The public-private split for the Tysons Transportation Funding plan is 50/50.

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Review: Tysons Funding Plan

	Private Share
Tysons-Wide	\$506,000,000
Service District	\$253,000,000
Road Fund	\$253,000,000
Tysons Grid	\$865,000,000
In-kind Contributions	\$561,000,000
Road Fund	\$304,000,000

Tysons			
Tysons-wide Outside	\$725,000,000		
Public Share	90%	\$652,500,000	
Private Share	10%	\$72,500,000	
Tysons-wide Inside	\$403,000,000		
Public Share	10%	\$40,300,000	
Private Share	90%	\$362,700,000	
Grid	\$865,000,000		
Public Share	0%	\$0	
Private Share	100%	\$865,000,000	
Neighborhood Access Improvements	\$77,000,000		
Public Share	100%	\$77,000,000	
Private Share	0%	\$0	
Transit	\$953,000,000		
Public Share	100%	\$953,000,000	
Private Share	0%	\$0	
Total	\$3,102,000,000		
Public Share	56%	\$1,730,700,000	
Private Share	44%	\$1,371,300,000	

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Private Share of Funding Plan

Total Private Share (Total Grid + Intersection Improvements) **\$1,066,000,000**

A significant portion of the total private share is expected to be paid for through in-kind contributions to the grid from developers as redevelopment occurs. The balance of the private share is expected to be paid for through contributions to another funding mechanism(s).

Contributions Needed Towards Private Share from Other Funding Mechanism(s)

Grid estimate **\$1,021,000,000**
 Less: Expected developer in-kind contributions to the Grid **\$716,000,000**
 Net funding need from private share for Grid **\$305,000,000**
 Add: Intersections **\$45,000,000**

Contributions Needed Towards Private Share From Other Funding Mechanism(s) **\$350,000,000**

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Private Funding Options

- **Road Fund:** Pooled cash proffers for use on specific transportation improvements in the Reston TSAs. Applies to new development.
- **Tax District:** Ad valorem tax, based on assessed value of commercial and industrial property. Tax districts are established by voluntary petition of a majority of commercial and industrial property owners in a defined geographic area and then approved by the Board of Supervisors to fund improvements within that defined area. Apply only to commercial and industrial properties.
- **Service District:** Ad valorem tax, based on assessed value of property in a defined geographic area. Service districts are established and approved by the Board of Supervisors to fund improvements located within a defined area. Apply to all properties within the service district's boundaries.
- **Other:** Staff did not look at mechanisms or strategy that required authorizing legislation from the General Assembly.

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Funding Scenarios Proposed to meet \$350M Private Share Balance	Contribution Rates and Related Shortfall					
	Road Fund		Tax/Service District over Reston TSAs			
	Residential/DU	Commercial/SF	Other Funding Needed to meet \$350M (\$M)	Tax District Rate	Service District Rate	Tax/Service District Contribution to \$350M (%)
Scenario 1: Tysons residential rates	\$2,571	\$18.34	\$0	N/A	N/A	0%
Scenario 2: Tysons commercial rates	\$4,627	\$12.63	\$0	N/A	N/A	0%
Scenario 3: Rates proportional to development in Reston TSAs	\$7,058	\$5.88	\$0	N/A	N/A	0%
Scenario 4: Tysons rates and Service District over Reston TSAs	\$2,571	\$12.63	\$79	N/A	0.012	22%
Scenario 5: Tysons rates and Tax District over Reston TSAs	\$2,571	\$12.63	\$79	0.025	N/A	22%
Scenario 6: Tysons rates and Service District over Reston & TSAs	\$2,571	\$13.63	\$79	0.025 or	0.012	32%
Scenario 7: Tysons rates and Service District over Small Tax District 5	\$2,571	\$13.63	\$79	0.025 or	0.012	32%
Scenario 8: General adjustment from Tysons rates, -11%	\$2,288	\$11.24	\$108	0.035 or	0.017	31%
Scenario 9: Specific adjustments from Tysons rates, +15% residential, -19% commercial	\$2,957	\$10.23	\$80	0.025 or	0.013	23%
Scenario 10: Splits \$350M equally between Road Fund/Service District and maintains Tysons proportions for Res/Com road fund rates	\$1,635	\$8.19	\$175	N/A	0.027	50%
Scenario 11: Similar total expense per Road Fund (residential) contribution and Service District (avg. home) contribution	\$2,080	\$10.09	\$132	N/A	0.02	38%

*Scenario 6 and 7 would not generate significant amounts of additional revenue to warrant additional implementation challenges and were removed from consideration.

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Funding Scenarios

Scenario 1: Road Fund - Tysons residential rates

Description: Uses the same combined Tysons residential per dwelling unit rate and subtracts the amount generated from this rate from the \$350 million dollar need for Reston grid and intersection projects to determine the commercial rate needed to fill the balance.

Scenario 2: Road Fund - Tysons commercial rates

Description: Uses the same combined Tysons commercial per square foot rate and subtracts the amount generated from this rate from the \$350 million dollar need for Reston grid and intersection projects to determine the residential rate needed to fill the balance.

Scenario 3: Road Fund - Rates proportional to development in Reston TSAs

Description: Determines a set of rates that match proportion of total new residential vs. total new commercial development in Reston TSAs only. (Approximately 77% residential and 23% commercial.)

Scenario 4: Tysons rates and Service District over Reston TSA

Description: Uses the Tysons combined rates for residential and commercial and fills any shortfall based on those rates with a service district over the Reston TSAs only.

Scenario 5: Tysons rates and Tax District over Reston TSAs

Description: Uses the Tysons combined rates for residential and commercial and fills any shortfall based on those rates with a tax district over the Reston TSAs only.

Scenario 6: Tysons rates and a Service District over all of Reston and the Reston TSAs

Scenario 7: Tysons rates and a Service District over Small Tax District 5

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Funding Scenarios

Scenario 8: General adjustment from Tysons rates, -11%

Description: Uses the Tysons combined rates for residential and commercial and adjusts them downwards by 11% based on an average assessed value difference between all properties in Reston TSAs and Tysons in 2015. A service district over the Reston TSAs only fills any remaining funding needs based on the adjusted rates.

Scenario 9: Specific adjustments from Tysons rates, +15% residential, -19% commercial

Description: Uses the Tysons combined rate for residential and adjusts it upwards by 15%, the commercial rates is adjusted downwards by 19%. These adjustments are based on the average assessed value difference between residential and commercial properties in Reston TSAs and Tysons in 2015. A service district over the Reston TSAs only fills any remaining funding needs based on those rates.

Scenario 10: Splits \$350M equally between Road Fund and a Service District and maintains Tysons proportions for Residential/Commercial road fund rates

Description: Splits the private funding shortfall (\$350M) equally between a road fund and a service district and determines rates that maintain the same residential to commercial fund area contribution ratio as Tysons.

Scenario 11: Similar total expense per Road Fund (residential) contribution and Service District (average home) contribution

Description: At an average annual service district contribution rate of \$0.02/\$100 of assessed value, a current resident in the Reston TSAs with an average residence of approximately \$260,000 assessed value will have an out of pocket expense, paid over 40 years, equal to a new residential per dwelling unit contribution of a developer.

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Advisory Group – Work Session

On September 7, 2016, the advisory group held a work session to discuss the qualities of each funding scenario. As a result of discussions at the session, the following recommendations were made to staff:

- **A tax district over the Reston TSAs is improbable and can be removed from further discussion.** The implementation process for a tax district would require a petition by a majority of commercial and industrial landowners in the Reston TSAs. There has been no interest shown for this mechanism. In addition, commercial/industrial landowners in the Reston TSAs are already paying into a Dulles Rail tax district; Reston residents will also incur benefits from development and transportation improvements.
- **The group is less interested in funding scenarios 1-5 and 9.** The group determined that it would be difficult to build consensus around the rates included in these scenarios with developers citing difficulty in obtaining financing with associated contribution rates, and therefore, difficulty in developer's ability to provide stable levels of development to contribute to improvements in Reston.
- **The group is more interested in funding scenarios 8, 10, and 11 (without the tax district option).** The advisory group requested further analysis to show the financial effect of each of those scenarios on a residential or commercial property.

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Funding Scenarios Proposed to meet \$350M Private Share Balance	Contribution Rates and Related Shortfall					
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	Residential/DU	Commercial/SF	Other Funding Needed to meet \$350M (\$M)	Tax District Rate	Service District Rate	Tax/Service District Contribution to \$350M (%)
Scenario 1: Tysons residential rates	\$2,571	\$18.34	\$0	N/A	-	0%
Scenario 2: Tysons commercial rates	\$4,627	\$12.63	\$0	N/A	-	0%
Scenario 3: Rates proportional to development in Reston TSAs	\$7,058	\$5.88	\$0	N/A	-	0%
Scenario 4: Tysons rates and Service District over Reston TSAs	\$2,571	\$12.63	\$79	N/A	0.012	22%
Scenario 5: Tysons rates and Tax District over Reston TSAs	\$2,571	\$12.63	\$79	0.026	-	22%
Scenario 6: Tysons Rates and Service District over Reston & TSAs	\$2,571	\$12.63	\$79	0.026	0.012	22%
Scenario 7: Tysons Rates and Service District over Small Tax District 5	\$2,571	\$12.63	\$79	0.026	0.012	22%
Scenario 8: General adjustment from Tysons rates, -11%	\$2,288	\$11.24	\$108	0.026	0.017	31%
Scenario 9: Specific adjustments from Tysons rates, +15% residential, -19% commercial	\$2,957	\$10.23	\$80	0.026	0.013	23%
Scenario 10: Splits \$350M equally between Road Fund/Service District and maintains Tysons proportions for Res/Com road fund rates	\$1,635	\$8.19	\$175	N/A	0.027	50%
Scenario 11: Similar total expense per Road Fund (residential) contribution and Service District (avg. home) contribution	\$2,080	\$10.09	\$132	N/A	0.02	38%

*Scenario 6 and 7 would not generate significant amounts of additional revenue to warrant additional implementation challenges and were removed from consideration.

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Funding Scenario 8, 10, and 11

Scenario 8: Uses the Tysons combined rates for residential and commercial and adjusts them downwards by 11% based on an average assessed value difference between all properties in Reston TSAs and Tysons in 2015. A service district over the Reston TSAs only fills any remaining funding needs based on the adjusted rates.

Scenario 10: Splits the private funding shortfall (\$350M) equally between a road fund and a service district and determines rates that maintain the same residential to commercial road fund contribution ratio as Tysons.

Scenario 11: At an average annual service district contribution rate of \$0.02/\$100 of assessed value, a current resident in the Reston TSAs with an average residence of approximately \$260,000 assessed value will have an out of pocket expense, paid over 40 years, approximately equal to a residential per dwelling unit contribution of a developer.

New Development – Reston TSAs					All Properties – Reston TSAs		
Scenario	Residential*		Commercial		Service District	Contribution to \$350M	DRI
	Rate per Dwelling Unit	Revenue	Rate per Square Foot	Revenue	Rate	Revenue	
8	\$2,288	\$87,000,000	\$11.24	\$155,000,000	\$0.017	\$108,000,000	31%
10	\$1,635	\$62,000,000	\$8.19	\$113,000,000	\$0.027	\$175,000,000	50%
11	\$2,080	\$79,000,000	\$10.09	\$139,000,000	\$0.020	\$132,000,000	38%

*Residential includes apartments.

*Rate per \$100 of assessed value

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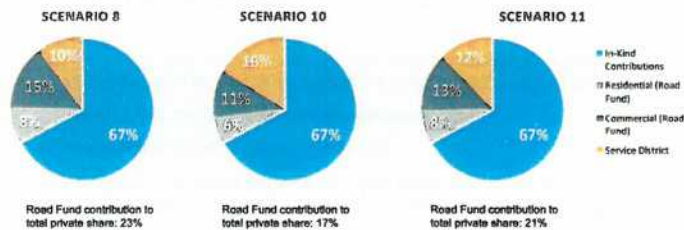




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Funding Scenario 8, 10, and 11

Percent Contribution to Total Private Share (\$1.066B):



*Average annual rate for service district. Revenues shown do not account for inflation and are total revenues over 40 years.

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Financial Impact of a Service District by Scenario

Residential							
Assessed Value		\$260,000.00*		\$500,000.00		\$750,000.00	
Option	Service District Rate	Annual	40 Year Total	Annual	40 Year Total	Annual	40 Year Total
8	\$0.017	\$44.20	\$1,768	\$85.00	\$3,400	\$127.50	\$5,100
10	\$0.027	\$70.20	\$2,880	\$135.00	\$5,400	\$202.50	\$8,100
11	\$0.020	\$52.00	\$2,080	\$100.00	\$4,000	\$150.00	\$6,000

Commercial							
Assessed Value		\$1,000,000		\$15,000,000		\$50,000,000	
Option	Service District Rate	Annual	40 Year Total	Annual	40 Year Total	Annual	40 Year Total
8	\$0.017	\$170	\$6,800	\$2,550	\$102,000	\$8,500	\$340,000
10	\$0.027	\$270	\$10,800	\$4,050	\$162,000	\$13,500	\$540,000
11	\$0.020	\$200	\$8,000	\$3,000	\$120,000	\$10,000	\$400,000

*Approximate average assessed value in Reston TSAs

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Staff Observations

- Road Fund rates in Scenario 10 are significantly below Tysons, potentially affecting the competitive balance between Reston and Tysons.
- Road Fund and Service District Trade-Offs:
 - Road Fund: burden is on new development
 - Service Districts: burden is spread over all development; both existing and future development pay. Service district contributions are stable, bondable, and predictable.
 - The higher the service district rate, the higher the burden for existing properties and citizens of the Reston TSAs.
- Simplicity helps with understanding and implementation.
- While Scenario 11 balances the residential contributions between a road fund and a service district, the property owners who pay into the service district may change over the 40 years.

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Staff Observations Continued

The transportation improvements planned for the Reston Transit Station areas are meant to provide benefits to both residents and businesses.

- Increased connections disperse traffic and reduce congestion.
- Increased options for travel – car, bike, and pedestrian facilities.
- New parallel routes to existing roads.
- Allows avoidance of major arterials for short, local trips.
- Intersection and pedestrian safety improvements allow for avoidance of vehicular trips and facilitate increase in community health.

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Advisory Group High Level Feedback

On September 26, 2016, the Reston Network Analysis Advisory Group (RNAG) approved a document containing high level feedback on the funding plan. Feedback listed included:

- **Agreement on an understanding of allocation of expenses to public/private revenues** - public revenues would be responsible for the roadway improvements and private revenues would be responsible for intersection and grid improvements.
- **Tax Districts can be removed from further discussion** - there was unanimity from the group that a Tax District is unrealistic and should be taken off the table.
- **Most interested in scenarios with a Road Fund and a Service District** - RNAG is most interested in funding scenarios which included both proffer (Road Fund) and Service District revenue streams; e.g. **Scenario 8, 10, and 11**.
- **Balance** - There continues to be discussion about the balance between proffer and service district revenues in the funding scenarios proposed and the RNAG recognizes that transportation is but one of many development objectives under the comprehensive plan update that must be funded. (Other examples include but is not limited to schools, parks, green building design and storm water management.)

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Public Share

Anticipated public revenues available to go towards the public share of the Reston Transportation Funding Plan.

Revenue Sources (Estimated)	Total Funding	Available Years
Public Funds		
Federal		
Regional Surface Transportation Program (RSTP)	\$155,000,000	FY 23 - 54
Fed Discretionary Grant Program	\$0	N/A
Total Federal Revenues	\$155,000,000	
State		
Smart Scale (HB2) (Construction District Program and State High Priority Program)	\$174,500,000	FY 22 - 54
Total State Revenues	\$174,500,000	
Local		
Commercial & Industrial Tax (C&I)	\$79,750,000	FY 21 - 30
General Obligation (G.O.) Bonds	\$194,000,000	FY 34 - 54
Northern Virginia Transportation Authority (NVTA) 30% Local Funds	\$16,200,000	FY 17
Total Local Revenues	\$289,950,000	
Regional		
NVTA 70% Regional Funds	\$580,550,000	FY 23 - 54
Total Regional Revenues	\$580,550,000	
Total Public Revenues	\$1,200,000,000	

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Reston Funding Revenue Summary

ROAD IMPROVEMENTS

Federal	
RSTP	\$155,000,000
State	
Smart Scale (HB2)	\$174,500,000
Local	
C&I Tax	\$79,750,000
GO Bond	\$194,000,000
NVTA 30%	\$16,200,000
Regional	
NVTA 70%	\$580,550,000
Total	\$1,200,000,000

GRID IMPROVEMENTS

In-kind Contributions	\$716,000,000
Reston TSA Road Fund/Service District	\$305,000,000
Total	\$1,021,000,000

INTERSECTION IMPROVEMENTS

Reston TSA Road Fund/Service District	\$44,600,000
Total	\$2,265,000,000

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FUNDING SOURCES AS PERCENTAGE OF TOTAL REVENUES

RSTP (Federal)	\$155,000,000	6.84%
Smart Scale (State)	\$174,500,000	7.70%
C&I Tax (Local)	\$79,750,000	3.52%
GO Bond (Local)	\$194,000,000	8.56%
NVTA 30% (Local)	\$16,200,000	0.72%
NVTA 70% (Regional)	\$580,550,000	25.62%
In-kind Contributions	\$716,000,000	31.60%
Reston TSA Road Fund/Service District	\$349,600,000	15.43%
Total Revenues	\$2,265,000,000	100.00%

Specific public revenue source and associated revenues may vary over the life of the plan, but public revenues are projected to be available to fund the total amount of improvements approved by the Board of Supervisors for support by public revenues.

Note: Similar funding plans will be considered for other areas of the County.



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Next Steps/Tentative Schedule

Date

Event

- December 13, 2016 • Update the Board Transportation Committee on final recommendations for funding mechanisms and rates in the Reston Transportation Funding Plan
- December 15, 2016 • Briefing Reston Association on development of the Reston Transportation Funding Plan
- December 19, 2016 • Advisory Group Meeting
- January 24, 2017 • Request authorization to advertise public hearing on the Reston Transportation Funding Plan
- January 24, 2017 (or February 2017) • Board adoption of Road Fund and Road Fund Guidelines
- January 24, 2017 (or February 2017) • Request authorization to advertise public hearing on associated service district over the Reston TSAs
- February 28, 2017 (or March 2017) • Public hearing to approve the Reston Transportation Funding Plan
- February 28, 2017 (or March 2017) • Public hearing on service district over the Reston TSAs

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Comments/Questions?

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