



September 27, 2011

Tysons Transportation Funding Plan MIA, Parkway Primary Status

- [Tysons Transportation Funding Plan MIA](#)- I support the comprehensive plan's vision for Tysons Corner, that vision being that it remains Fairfax County's economic engine, that it expands our commercial tax base, and that it becomes a thriving urban center. However, I believe the Board has done a disservice to the citizens of Fairfax County and the Tysons developers by not having a transportation funding plan in place before the first zoning application reached us.
- [Parkway to Get Primary Road Status](#)- My effort to upgrade the Parkway's status from a secondary to a primary road was approved by the Board today. This should bring additional resources for construction and maintenance. I have also provided additional updates on safety improvements, paving, and the North Loop.
- [Hillside Road Wash Out Update Information](#)

Tysons Vote- Transportation Funding Plan MIA

I support the comprehensive plan's vision for Tysons Corner, that vision being that it remains Fairfax County's economic engine, that it expands our commercial tax base, and that it becomes a thriving urban center.

However, I believe the Board has done a disservice to the citizens of Fairfax County and the Tysons developers by not having a transportation funding plan in place before the first zoning application reached us.

How we approved the Tysons Comprehensive Plan without the transportation funding plan, much less on a zoning case, before we have a full understanding of the impact of the transportation funding ramifications for Tysons is beyond me. We constantly hear from our citizens "How can we approve development without a plan for transportation."

There is only so much money in a development project and there is only so much money we should ask our taxpayers to pay which is why we should set priorities. To put a \$1 billion tax burden between now and 2030 on our citizens as staff is recommending is unacceptable to this Supervisor especially given the other County transportation funding requirements. As we heard from the zoning applicant they will be spending about \$20 million to comply with

the 20% affordable housing requirement instead of using it for transportation. The same can be said for the many other "priorities" baked into the plan.

By approving this zoning this Board does not have a chance to set priorities. By default our priorities are going to be to spend \$20 million on affordable housing instead of transportation. I would also note the \$20 million excludes the ongoing cost of loss to the tax base, condo fees, etc. that also could have gone towards transportation. And remember this is only a very small piece of Tysons. To say the affordable housing will drive a reduction in transportation requirements is nonsense.

The Tysons plan was approved in spring of 2010 and the staff presented their ideas for funding in summer of 2010. Since then the Board has abdicated its responsibility to determine how much the private sector and public sector will each pay to the Planning Commission.

I believe when it comes to determining levels of funding and taxing our citizens, the options and discussions should not be delegated to the Planning Commission should be before the Board. The Board needs to get the transportation plan in front of them and set priorities before we see additional zoning applications.

That said, I did not believe it was fair to penalize the applicant for the failures of the Board to set priorities and deal with Tysons transportation funding. In addition, the applicant provided a substantial and open ended transportation commitment. I also do not want to stand in the way of the first step in getting Tysons ready in time for rail. Therefore I supported this application but I will be hard pressed to support future applications until we resolve the Tysons transportation funding issue.

Parkway on the Way to Primary Status

Primary Status Approved By Board

At today's Board of Supervisors meeting, the Board voted to ask the state to change the classification of the Fairfax County Parkway and Franconia Springfield Parkway from Secondary Roads to Primary Roads. Late last year, I requested that the Board consider asking VDOT to make this change to bring the roads' classification more in line with their actual function. This should lead to an increase in construction and maintenance focus and dollars by VDOT as Primary roads receive a higher priority when it comes to maintenance funding. VDOT leadership has indicated that it will do everything in its power to make the change as quickly as possible.

As Herrity Report readers will recall, I stumbled onto a primary vs secondary status of the Parkway after being asked by constituents why 123 was being repaved when it did not need it and the Parkway was not being repaved and really needed it. Route 123 is a primary road. This is another common sense solution to some of our transportation funding problems I was happy to bring to the table. Staff was also asked to look at other roads for possible conversion.

Parkway Safety Implementation

Earlier this year, at the request of Del. Albo and I, VDOT completed a study that entailed a comprehensive review of the Fairfax County Parkway between Route 7 and Interstate 95 to determine what measures could be put in place to decrease the number of median-crossover crashes on the Parkway and improve overall safety. Of several proposals put

forth, one that was actually funded was the addition of a barrier in the median of certain portions of the parkway. The contract for this work is expected to be put out for bids in November. If you would like to view the entire study, it is available in pdf format at: http://www.fairfaxcounty.gov/springfield/pdf_files/2-23_vdot_presentation.pdf

Fairfax County Parkway at Rolling Road "North Loop" Fully Funded

VDOT recently announced that the project to improve the loop for traffic from the newly-constructed section of the Parkway continuing to head northbound towards Reston is now fully funded through construction. This project would widen the one-lane loop ramp to two lanes from north and southbound Rolling Road to Fairfax County Parkway north. It is currently under design and an environmental assessment is underway that should be completed by June 2012. If VDOT ultimately decides to do this as a design-build project, the design public hearing would be held in Fall 2012. I have been pushing hard for the funding of this much needed project due the recent relocation of employees to the new NGA site in Springfield and other BRAC-related traffic.

*Parkway Paving Update*As you have seen, some patching work on the Parkway has been completed, but the condition of the road remains terrible and continues to deteriorate. I received good news that VDOT plans to pave the section of Parkway between Burke Lake Road and Lee Chapel Road later this year and additional sections of the Parkway (exact locations not finalized yet) are scheduled to be repaved beginning next Spring, the latter being advertised for bids in December.

Hillside Road Updates

I have been sending regular updates to residents in the Hillside Road area concerning the Hillside Road washout. If you are interested in receiving the latest information on the Hillside Road washout, to include the reconstruction schedule and associated updates, send an email to my office at springfield@fairfaxcounty.gov