



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

Reston Network Analysis & Funding Advisory Group MEETING #6 MINUTES

DATE: February 22, 2016
TIME: 7:00 pm - 9:20 pm
LOCATION: North County Government Center

ATTENDEES:

Advisory Group

Andy Sigle (Advisory Group Chair)
Robert Goudie (Reston Town Center Association)
John L. Kauppila* (Reston Association)
Mark Looney (Greater Reston Chamber of Commerce)
John Mossgrove
Liana King
Matt Valentini (JBG Companies)

Staff

Janet Nguyen (FCDOT, Funding Plan Project Manager)
Kristin Calkins (FCDOT, Network Analysis Project Manager)
Tom Biesiadny (FCDOT, Director)
Beth Iannetta (FCDOT)
Paul Davis (Hunter Mill District Office)

**for Cate Fulkerson*

Absent: Delores Bailey, Tim Cohn, Bill Keefe, and Maggie Parker

I. Meeting Summary

This was the sixth meeting of the Reston Network Analysis and Funding Advisory Group. The focus of this meeting was to discuss possible funding permutations for the Reston Funding Plan. A hardcopy of the presentation was provided to all attendees; a digital version is available on the project website:

<http://www.fairfaxcounty.gov/fcdot/restonnetworkanalysis/>

General Discussion

- Chairman Andy Sigle called the meeting to order at 7:08 pm.
- Matt requested a change to the meeting minutes for January 11, 2016, which were distributed to the Advisory Group for review in advance of the meeting. Matt requested that the second to last bullets', last sentence read as, "At a specific price point per square foot projects become infeasible".
 - With this modification the minutes were approved unanimously. Approved minutes are posted to the project website.
- Kristin updated the group on projects and meetings related to the Network Analysis. Since the last Advisory Group meeting, the following meetings had happened:
 - Reston Network Analysis Community Kick-off Meeting
 - Reston Network Analysis Stakeholders Meeting on Tier 1 Mitigation
 - Reston Design Guidelines Advisory Group Meeting
 - A team has been established in the Department of Transportation to evaluate the connection from Monroe Street to the planned Herndon Metrorail Station. The volumes developed from the Reston Network Analysis will be an input to the analysis of the connection.

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- An Advisory Group member mentioned that Kristin and Janet had presented at the Reston Chamber of Commerce's latest Legislative Forum on the Reston Network Analysis and Funding Plan.

Reston Network Analysis Update

- Kristin gave an overview of the milestones the Network Analysis has reached since the last Advisory Group meeting.
- Tier 1 Mitigation results were presented to the Reston Stakeholders Group on Friday, February 19.
- Tier 1 mitigation includes improvements that do not require new right-of-way, but reduce the congestion on the network. Tier 1 mitigation includes new signals, new stop signs, and changing the way existing pavement is used.
- Kristin gave a high level review of the impacts Tier 1 has had on the network.
 - In 2050 unmitigated there were approximately 22 signalized intersections with overall delays in excess of 120 seconds.
 - In 2050 Tier 1 there are approximately 12 intersections with overall delays in excess of 120 seconds.
 - Tier 1 mitigation included approximately 20 new signals in the network.
 - Greater details on the results and recommendations of the Tier 1 mitigation can be found on the project website.
- An Advisory Group member asked if there was a way to prioritize or begin implementing the recommendations from Tier 1 as they are 'low hanging fruit'.
 - Staff explained that Tier 1 will be built upon and that the recommendations from the Network Analysis will represent a complete package of improvements necessary to support the planned development in Reston.
 - The recommendations in Tier 1 are based upon the development needs at full build out of the planned development in Reston Phase I, which the project assuming happens in 2050.
 - Staff will continue to monitor development to ensure that the needed transportation improvements are implemented to support the development in the Transit Station Areas.
 - An Advisory Group member pointed out that not all Tier 1 mitigation is needed today.
 - Advisory Group members asked that staff be clearer about what Tier 1 represents and try to implement improvements sooner if there is an ability to or a specific need.

Reston Funding Plan

Janet presented updated information on the possible cost allocations for the Reston Funding Plan.

- Janet reiterated that the Reston Funding Plan is being developed to support the transportation recommendations in the Reston Phase 1 Plan Amendment.
- Janet presented six different cost allocation models:
 - Option 1: Tysons Cost Allocation Model Applied to Reston
 - Option 2: Location – Outside or Inside Reston TSAs
 - Option 3: Through/Local Ratios
 - Option 4: Location and Through/Local Ratios
 - Option 5: Project Category
 - Option 6: Regional vs. Local Significance

- A question was raised about what the difference between inside and outside the Reston TSAs meant. Staff clarified that projects in the TSAs or on the boundary were considered inside the Reston TSAs, while projects that fall outside the boundary are referred to as outside the TSAs.
- An Advisory Group member asked how the transportation model deals with the areas outside the Reston TSAs. Kristin explained that the model extends a considerable distance outside the TSAs, so those areas are accounted for in the model, and there is no extra work needed to include them properly.
- A question was asked about how the Tysons Funding Plan was done. Staff clarified that the funding plan for Tysons was developed in a way that projects inside and outside of Tysons were not funded entirely by one source. The public vs. private share was split at ratios of 90% to 10%. For projects outside of Tysons the public share of funding was assumed to be 90%, for projects inside of Tysons the private share of funding was 90%.
 - A follow up question was asked about if the 90/10 private responsibility within Tysons has been discouraging redevelopment. Staff responded that there are many ongoing projects in Tysons.
- Staff clarified that public sources of funding include Federal, state, general fund, C&I and general bond sources. Private sources include proffers, service districts, and in-kind contributions. The existing Tax District 5 in Reston is an example of a service district.
- An Advisory Group member asked how decisions about when to use the different funds are made.
 - Staff clarified that the process with the Advisory Group is helping inform the decision making process.
- An Advisory Group member noted that staff needs to provide context for the Funding Plan. Developers are asked for contributions for other amenities and community services in addition to contributions for transportation improvements.
- An Advisory Group member asked if there are templates that developers use to calculate the varying costs of development. Is there a way to calculate all the cost and contributions asked for as part of a redevelopment?
- An Advisory Group member asked if specific projects can be prioritized to be funded, if they are important to development. Staff clarified that all of the projects recommended as part of the Reston Phase I Plan Amendment are necessary to support the planned development, but projects will be prioritized as part of the Phasing Plan
 - An Advisory Group member cautioned that the proffer load needs to be balanced so that it does not become over burdensome.
- The idea was raised by an Advisory Group member that the most important or prioritized projects could be considered publicly funded projects, since public funds are easier to program and are more reliable. Secondary projects could be funded through private funds, since these funds are less predictable. Staff clarified that the Funding Plan will be developed to account for cash flows for all of the projects.
- An Advisory Group suggested that the recommended grid of streets should be looked at to see if any of them are infeasible or unlikely to be built because of grades, existing building, or lack of need.
- An Advisory Group member asked for clarification on when developers pay into the road fund in Tysons. Staff clarified that 25% of the payment is made when the building permit is issued; the rest is paid as buildings are completed.
- An Advisory Group member asked why the public share of funding is greater in Tysons. Staff clarified that the Tysons plan includes funding for the development of a public transportation system. The

county has already contributed financially to this in Reston, as there is an existing robust bus system.

- An Advisory Group member asked how Tysons developed the split between residential and commercial development.
 - Staff clarified that the Tysons Task Force wanted to start with a specific residential rate for the grid of streets (\$1,000), and develop the rest of the plan assuming a fixed residential price. For the Tysons-wide projects a \$1,000 rate was also established for residential units. The delta between the residential funds was split between the Road Fund and the Tysons wide service district.
 - The service district ensures that those who developed or rezoned prior to 2013, but still benefit from the transportation improvements, contribute to the network.
- A member asked for clarification on how the Tysons boundary was developed.
 - The Tysons boundary was the Comprehensive Plan boundary, with small extensions to include the Dulles Toll Road and the Capital Beltway.
- A question was asked about how far a service district could extend outside the Reston TSAs. Staff clarified that if a service district is developed if it would go where there is reasonable development potential and where its benefits would be needed.
 - Money raised in a service district can only be spent within the service district.
 - No decisions have been made on where or if a service district will be part of the Reston Funding Plan. The service district would need to be right sized to meet the transportation needs of Reston.
 - An Advisory Group member suggested that if a service district is applied it should be contained to the TSAs.
 - It was clarified that service districts can have only one rate.
- A question was asked about the benefit of a service district to Reston if it does not control the funds. Staff clarified that any dollars raised in the service district would be spent in the service district. These funds might be necessary to ensure that there is funding for the transportation improvements.
- There was a request to see a range of different residential and commercial rate pairs to meet the funding need.
- There was also a request from an Advisory Group member to see if there are any links in the Grid that have low benefits and thus can be removed from Grid improvements and costs.
- Janet will be working to develop a framework for the Funding Plan in advance of the next Advisory Group meeting on the Funding Plan.
- The Advisory Group requested that staff help them understand how boundaries in the TSA could relate to service districts.
- An Advisory Group member asked for an analysis of how the Tysons funding model applies, and how it might be different than what is applied in Reston.

Community Q&A

- A member of the community asked if service districts can have multiple rates for different types of uses or areas. Staff responded that a service district can have only one rate.
- A citizen asked who was making the decision on the plan. Staff responded that the Advisory Group is helping to guide and develop the plan.
- There was a question asked about how the Innovation Station Metro Transit Station Area would be funded. Staff responded that the station area would be addressed at a later date.

- LOS E was confirmed as the standard in the Reston Transit Station Areas,

II. Action Items

- *FCDOT Staff:*
 - Confirm next Advisory Meeting Date
- *Advisory Group:*

III. Next Steps

- Advisory Group Meeting: Monday, March 28 Tier 2 Mitigation
- Stakeholders Group Meeting: Friday, March 30: Tier 2 Mitigation