



# Fall 2022 Updates on Reston Development and Transportation Projects

Reston Transportation Service District Advisory Board

November 16, 2022

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## Presentation Overview

- Background on the Funding Plan
- Reston Transportation Project Updates
- Development Updates (Reston Data Visualization)
- FY 2023 Reston Service District Tax Rate, Road Fund Rate Adjustments, and Collections
- Next Meeting/Questions/Requests for Additional Information



## Background

### Topics

- Reston Phase I Comp Plan Amendment
- Reston Network Analysis
- Reston Funding Plan
- Service District Specifics



## Background - Reston Phase I Plan Amendment

- The Reston Phase I Comp Plan Amendment was adopted by the Board of Supervisors in Feb 2014.
- ...follow on motion directed staff to: *“conduct a detailed evaluation and operational analysis of the enhanced street network shown on the Reston Master Plan, prioritize these improvements, and develop an implementation strategy.”*



## Background - Reston Phase I Plan Amendment (Contd.)

### Recommendations

- Maintain a balance between land use and transportation.
- Ensure pedestrian mobility throughout the Reston Transit Station Areas (TSAs).
- Bike Master Plan for County, including the Reston TSAs has been adopted.
- An enhanced RIBS and Fairfax Connector service to support rail.
- Strong Transportation Demand Management (TDM) program in the TSAs.



## Background – Transportation Analysis

- Study was undertaken to determine improvements needed to support the planned development in the TSAs.
- Specific recommendations were made to enhance the transportation network.
- Phase I recommended the conceptual grid of streets (GoS), and several other more with significant improvements.



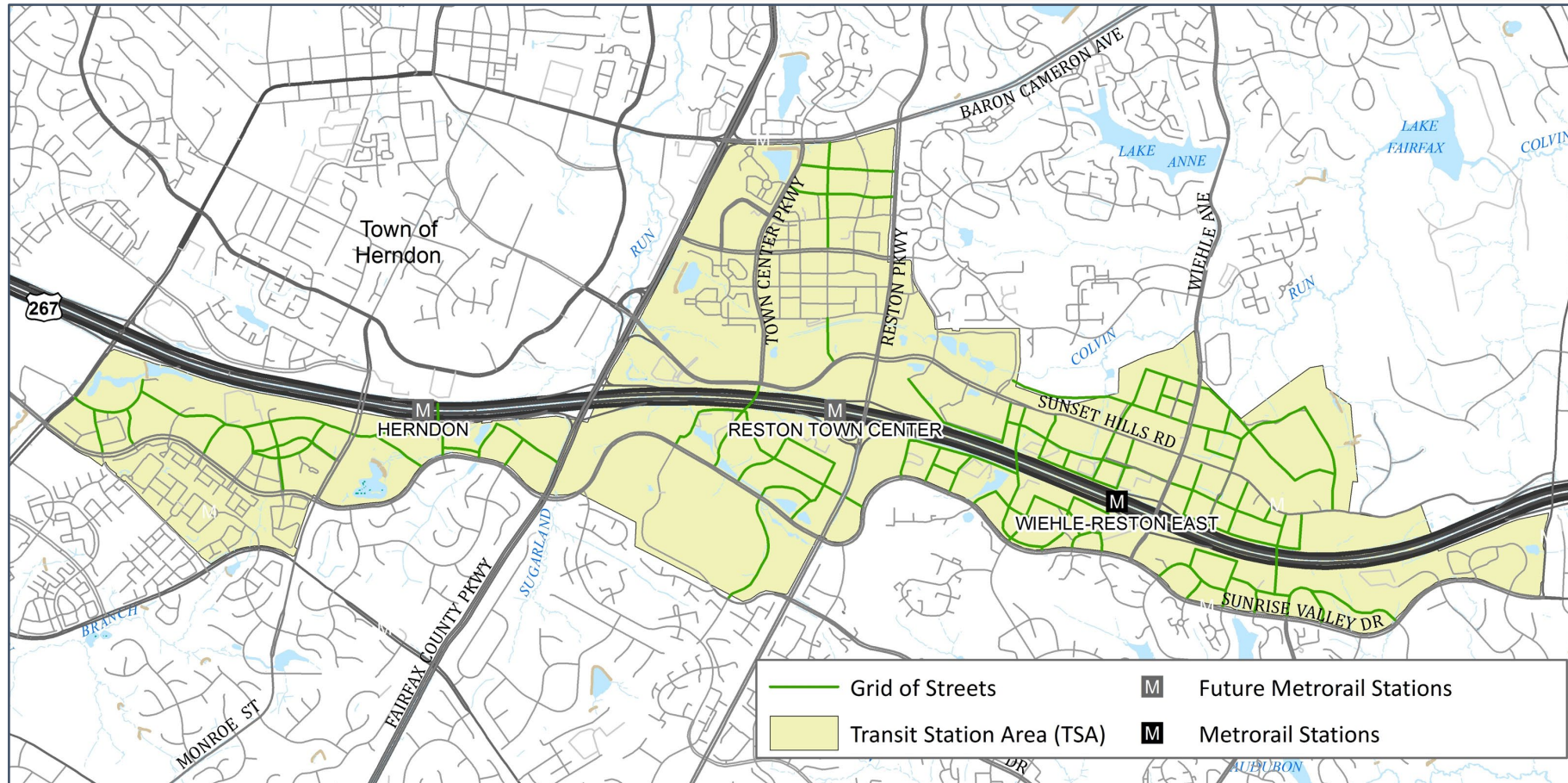
## Background – Transportation Analysis (Contd.)

### Reston Network Analysis (RNA)

- Analyzed GoS to determine:
  - A finalized concept
  - Number of lanes around intersections
  - Accommodating transit, bikes, pedestrians, and right-of-way needs
- Establish right-of-way widths
- Assign urban street types and modal emphasis based on DRPT design guidelines.
- Prioritize the Reston Transportation Plan improvements.  
November 2015 through December 2016



## Background – Service District Area



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## Background – Reston Network Advisory Group (RNAG)

- Served as forum for the staff to receive input and feedback from residents and property owners/developers on the RNA.
- Helped staff shape the future multi-modal grid of streets within the TSAs.
- Provided input on the Reston Funding Plan.
- Provided feedback to the community about the plans.
- The Board approved the Reston Funding Plan and Reston Road Fund Guidelines on February 28, 2017 (Included in handout)



## Background – Reston Funding Plan

- April 4, 2017: The Board approved the creation of
  - Reston Transportation Service District, and
  - Reston Transportation Service District Advisory Board (AB).
- November 30, 2017: First meeting of the AB.



## Background – Reston Funding Plan

The RNAG was tasked with decided how to allocate costs of the Reston Funding Plan between public and private sources

- Given the regional nature (benefit extends to many outside Reston) - Costs related to **major roadway projects** are allocated to **public sources** of revenue (**53%**).
- as grid and intersection projects are more localized (benefiting more Reston), - Costs related to **intersection and grid** related improvements are allocated to **private revenue sources** (**47%**).
- Public revenues are funds for use on **countywide transportation projects**.
- Private revenues are **funds generated within the Reston Transit Station Areas** (Reston TSAs): Wiehle-Reston East, Reston Town Center, and Herndon TSAs **and used exclusively for projects in the Reston TSAs**.



## Background – Funding Plan Focus

### Funding Plan Focus

- The plan focuses on how to best fund projects in the Reston TSAs.
- Projects included in the plan are those recommended in the Reston Phase I Plan Amendment.
- The plan spans 40 years.
- The plan builds on priorities identified as part of the Network Analysis.
- The plan determines funding allocation for projects.



## Background – Transportation Improvements

- Grid of Streets
- Major Roadway Projects
  - Widenings
  - Extensions
  - Interchanges
- Intersection Projects
- Transit
  - Reallocation of existing resources to accommodate Dulles Rail Phase II.
- RMAG - Discussed later in presentation

All elements are necessary to create a well balanced, interlinked, multi-modal transportation network in Reston.



## Background – Overall Funding Approach

- Diverse plan to fund transportation improvements, variety of revenue sources
  - 53.0% (\$1.2B) from public sources
    - Sources on next slide.
  - 31.6% (\$716M) from in-kind contributions by developers
  - 9.3% (\$211M) from Reston Road Fund paid by developers
  - 6.1% (\$139M) from service district (all property owners)
- The Reston Network Advisory Group (RNAG) reviewed several options to funding transportation needs in the Reston Funding Plan.
- Implementation of all projects to occur over a 40-year period.

*All revenue and costs are displayed as 2016 dollars*



## Background – Sources of Public Funding

### Federal

Congestion Mitigation Air Quality  
(CMAQ)  
Regional Surface Transportation  
Program (RSTP)  
Discretionary Grant Programs

### Local/Regional

General Obligation Bonds  
NVTA 30% and 70%  
Commercial and Industrial Taxes

### State

High Priority Projects Program  
Construction District Grant Program  
Revenue Sharing



Smart Scale



## Background – Grid of Streets

- Improvements to transform current superblock street network to a more urban model.
  - Allows for more options when going from point A to point B, reducing the demand on streets.
- Funded by private sources.
- Estimated cost of \$1.021 billion.
  - In-kind construction - \$716 million.
  - Reston Road Fund/Service District - \$305 million.
  - 2017 rates: \$2,090/residential unit, and \$9.56/non-residential sq. ft.





## Background – Service District Philosophy

- Lower than Tyson's Rate
- Anticipated to be stable throughout life of district
- Advertised annually



## Background – Major Roadway Projects

- Road projects to improve traffic flow into and within Reston as recommended by the Comp Plan Amendment.
- Improvements include:
  - Interchanges, widening, extensions (Ex. Fairfax County Parkway @ Sunrise Valley Drive, Route 7 Widening, Soapstone Drive Extension).
- Funded by public sources.
- Estimated cost of \$1.2 billion.
  - Funded through federal, state, regional, and local sources over a 40-year period.

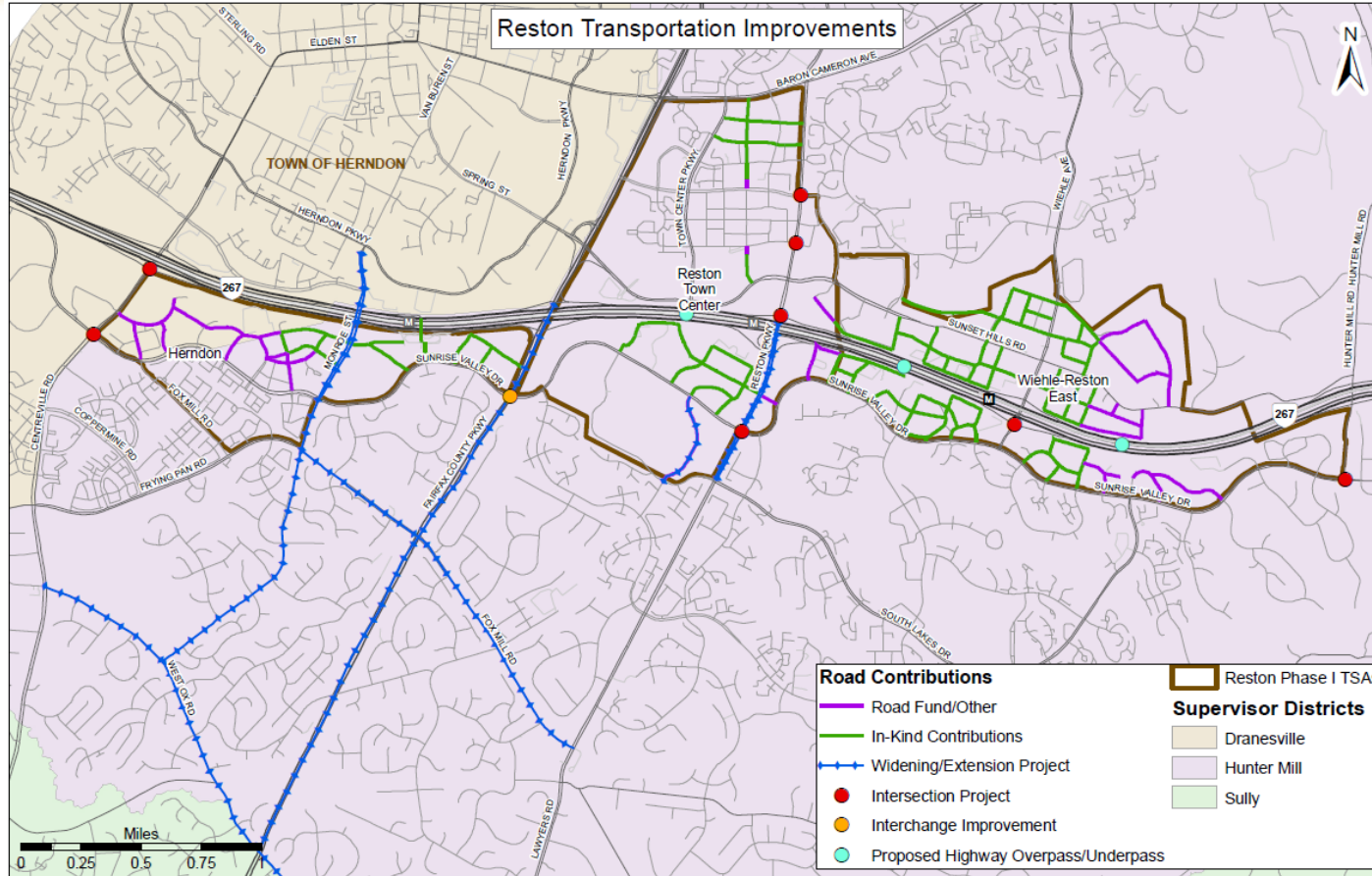


## Background – Intersection Improvements

- Spot projects designed to improve pedestrian and traffic movements.
- Required for adequate traffic operations.
- Funded by private sources.
- Estimated cost of \$45 million over 40 years.
  - Funded through Service District.



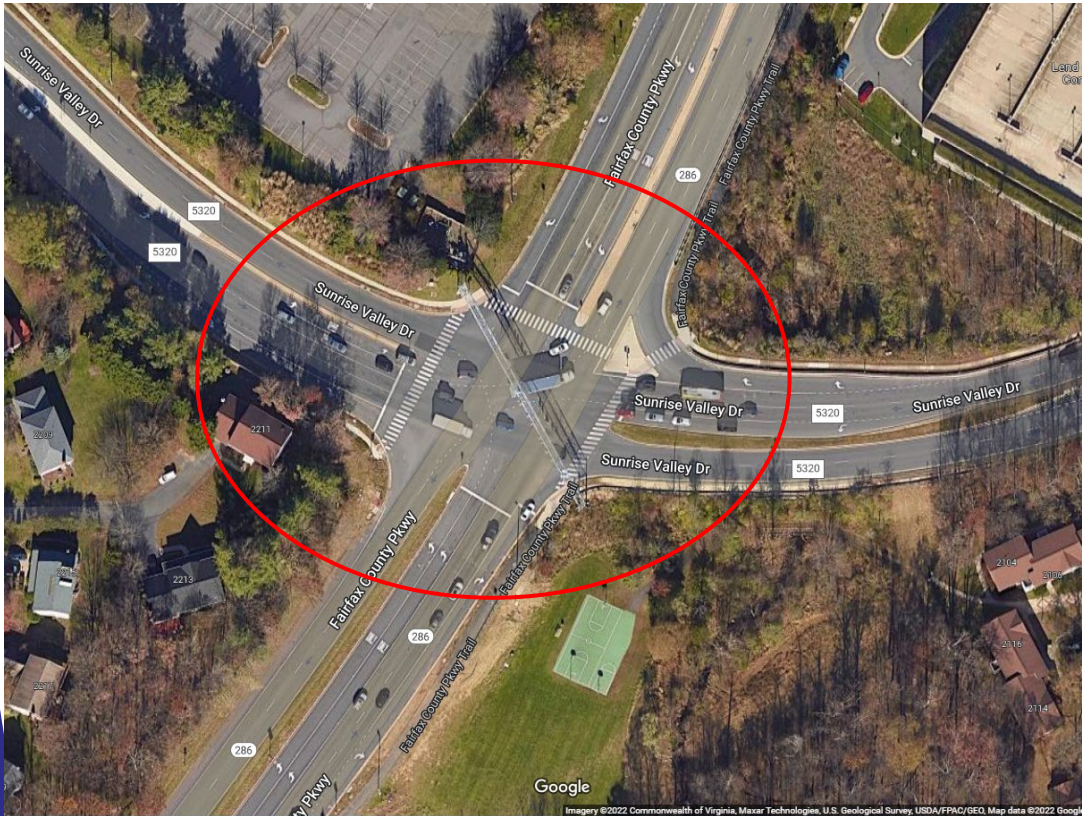
# Background – Reston Transportation Improvements



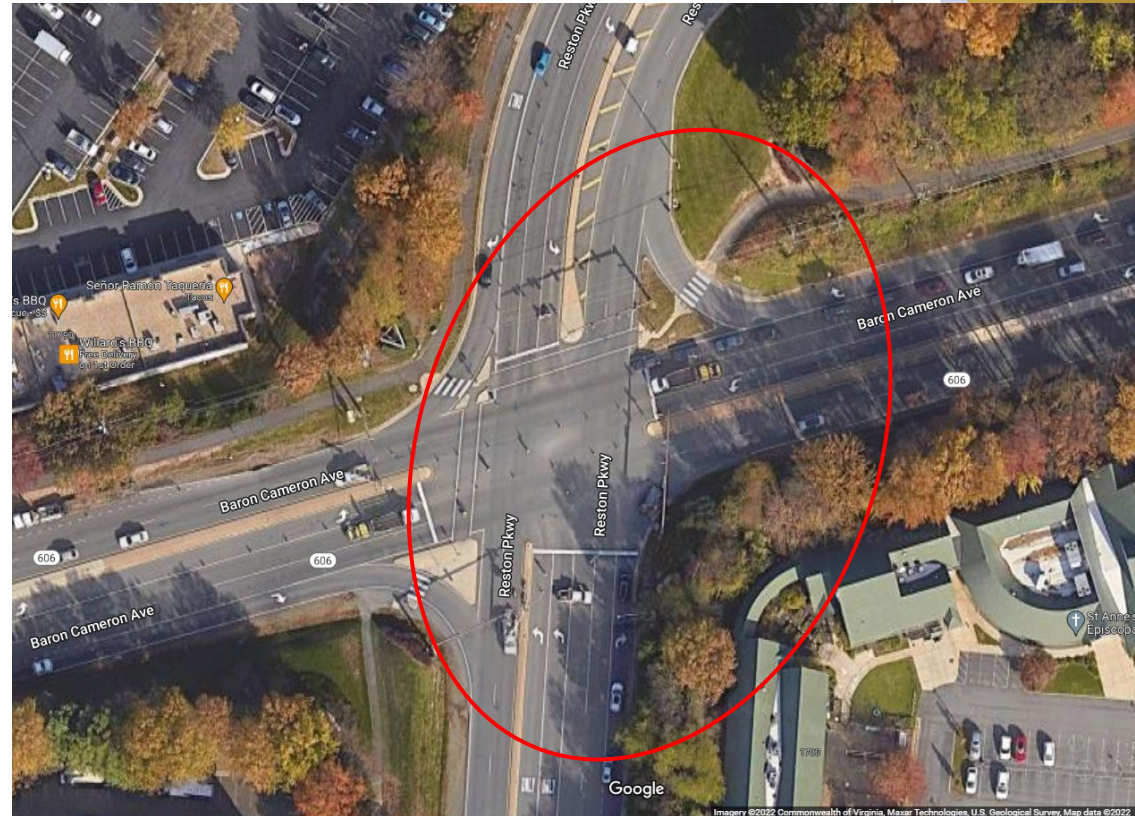


# Background – Reston Transportation Improvements

Fairfax County Parkway & Sunrise Valley Drive



Reston Parkway & Baron Cameron Avenue



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## Background – Project Lists and Estimates

Projects are either recommended by the Reston Phase I Comp Amendment or necessary to support the plan.

All estimates are 2016 planning level estimates.

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

<b>RESTON FUNDING PLAN PROJECTS</b>	
<b>Projects</b>	<b>Estimate as of 2016</b>
<b>Roadway Improvements</b>	
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
<b>Total Roadway Improvements</b>	<b>\$1,200,000,000</b>
<b>Intersection Improvements</b>	
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
<b>Total Intersection Projects</b>	<b>\$44,600,000</b>
<b>Grid Network</b>	<b>\$1,021,000,000</b>
<b>Total</b>	<b>\$2,265,600,000</b>



## Background – Purpose of Service District

- Generate \$139 million (2016 dollars) over a 40-year period for transportation improvements in the Reston Funding Plan.
- The financial analysis used a consistent service district rate of \$0.021 over the life of the funding plan.
- Approved by the Board of Supervisors April 4, 2017.
- Currently set at a consistent \$0.021/\$100 of assessed value (AV) in FY 2018.
- The boundary of the service district is the Reston Transit Station Area.



## Critical Elements of Service District Funding Source

- Reliable - Steady and consistent; only bondable source available among the private revenue sources.
- Timely - Funds available when construction is needed.
- Sufficient - Capable of generating identified funding level.

### Funded by the Service District

- Intersection Improvements - \$45 million.
- Grid of Streets - \$1.021 billion
  - \$94 million funded by the service district
  - \$927 million funded by road fund and in-kind contributions.





## Background – Duties of the Advisory Board

- Provide input on an annual tax rate.
- Assist in project prioritization of service district funded projects.
- Review and provide input on the update of the Reston Funding Plan (as needed).
- Adherence to FOIA requirements.
- See handout (February 28, 2017, Board approval of Reston Transportation Service District Advisory Board for additional information).

# Transportation Project Updates



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## Dulles Rail Silver Line Phase II

### Completed Items

- Safety Certification Received

### Project Schedule

- Service is operational November 15, 2022
- Fairfax Connector service changed November 16, 2022

### General Activities

- Project closeout, punch list items, bus service adjustments
- Marketing efforts



## Dulles Rail Silver Line Phase II

Herndon Station



Reston Town Center Station



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## Dulles Rail Silver Line Phase II

Innovation Center Station



Dulles Airport Station



Dulles Airport Rail Yard



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## Soapstone Connector

### Description:

- Extension of Soapstone Drive from Sunrise Valley Drive over the Dulles Toll Road (DTR) to Sunset Hills Road. Provides additional multimodal capacity on a new north-south alternative.

### Total Project Estimate:

- ~\$235 million - **Project is currently fully funded**

### Current Status:

- Environmental stage.
- Public Information Meeting (PIM) held in summer 2022.
- The Section 106 Memorandum of Agreement (MOA) is currently being executed by FHWA, VDOT, VDHR, and Fairfax County.

### Tentative Schedule:

- 2017 - 2025: environmental, engineering, design
- 2024 - 2026: land acquisition
- 2027 - Construction begins

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## Route 7 Widening (DTR to Reston Avenue)

### Description:

Widen Route 7 from 4 to 6 lanes from Jarrett Valley Drive to Reston Avenue. Includes intersection improvements, shared use trails, and upgraded bus stops

### Estimate:

Total Project Estimate \$314 million and is **fully funded**

### Status/Schedule:

- Colvin Run Stream relocated in 2021, including retaining wall
- Significant noise barrier construction in the last year
- By end of 2021, all but 0.5 miles will be in the 3<sup>rd</sup> of 4 construction phases
- Bridge work started in 2022 and will last for two years
- Land ROW acquisition ongoing, mostly complete
- Construction began Spring 2019
- Estimated completion is Summer 2024
- Project is 55% complete



For more information visit  
[www.connectroute7.org](http://www.connectroute7.org)



## Route 7 Widening (DTR to Reston Avenue)



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## Wiehle Avenue and W&OD Trail

### Project Status:

- Relocation of Dominion Energy Virginia (DEV) transmission line was completed in August 2021.
- Land Acquisition was completed in November 2021.
- Construction Bid Advertisement:
  - VDOT Construction Bid opened September 2022
- Relocation of other utilities is ongoing.

### Project Cost:

- \$14.61 million and it is **fully funded**

### Schedule:

- VDOT Construction Contract Award approved in November 2022
- Other Utility Relocation:
  - Relocations completion by December 2022
- Construction:
  - Begin in November 2022
  - Completion by April 2024

### Project Website:

<https://www.fairfaxcounty.gov/transportation/projects/wiehle-wod-trail>



## Wiehle Avenue and W&OD Trail



Proposed Pedestrian Bridge Over Wiehle Avenue North View



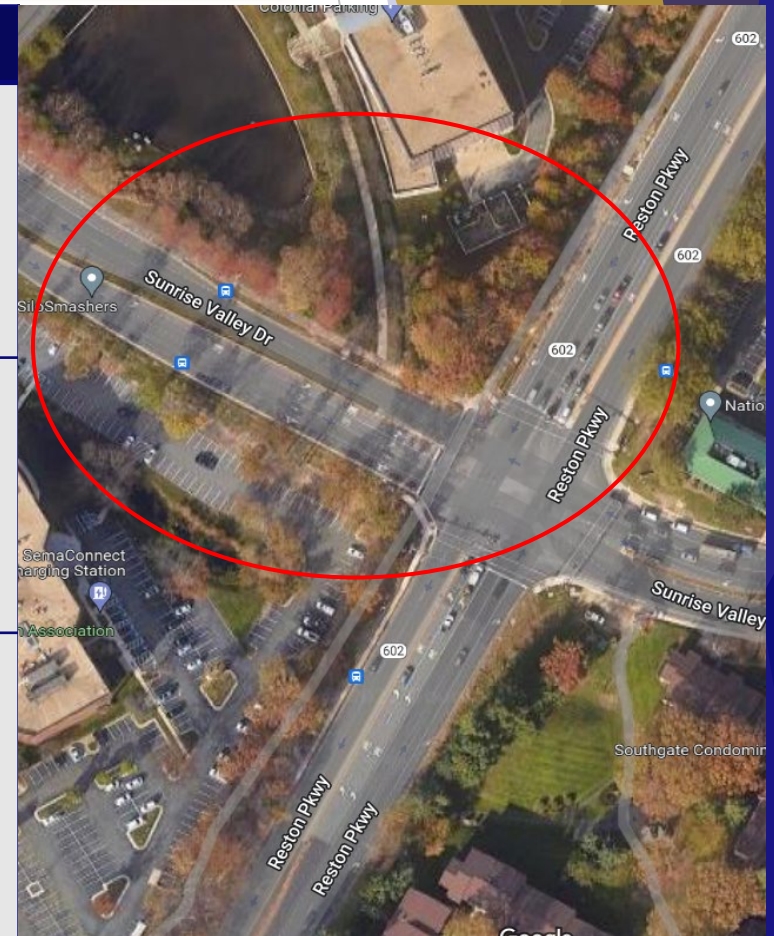
## Intersection Improvements

Projects	Proposed Funding	Status
<b>Fairfax County Parkway at Sunrise Valley Drive</b> Includes modifying lane configurations on NB and WB approaches and extending turn lanes on the SB approach. The design incorporates the Cycle Track improvements on Sunrise Valley Drive, updating to 30% design. Total estimated cost: \$0.24 million (study)	Service District	Traffic Analysis Report approved. Project schedule adjusted to revise design in coordination with the cycle track project. Preparing allowance request to develop plans to 30% design to match the cycle track.
<b>Reston Parkway at Baron Cameron Avenue</b> Modify intersection to include a second left turn lane from WB Baron Cameron Avenue to SB Reston Parkway. Total estimated cost: \$2.5 million	Service District	The conceptual design has been completed. Evaluating other scenarios including additional through lanes on the eastbound and westbound approaches of Baron Cameron Avenue. Additional evaluation expected to be completed in early 2023.



# Intersection Improvements

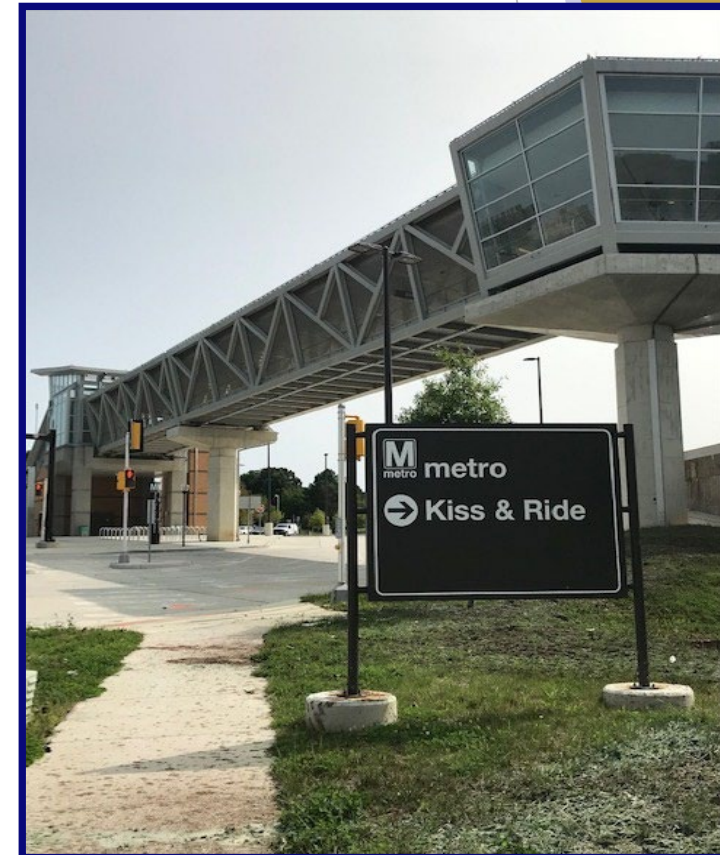
Projects	Status
<p><b>Reston Parkway at Sunrise Valley Drive:</b> Widen EB approach to create dual lefts, a thru lane, and a thru-right. Extend the NB left turn lane on to Reston Parkway.</p>	Complete
<p><b>Sunrise Valley Drive at Herndon Station Site/Roark Drive:</b> Widen EB approach to create dual lefts. Add a right-in/right-out entrance for existing Herndon-Monroe garage, with a new right turn lane from Sunrise Valley Drive.</p>	Complete
<p><b>Sunrise Valley Drive at Edmund Halley Drive:</b> Extend the WB right turn lane and EB left turn lane on Sunrise Valley Drive. Upgrade Edmund Halley Drive, so that it may be accepted into the state system.</p>	Complete. Awaiting secondary street acceptance for Edmund Halley.





## Intersection Improvements

Projects	Status
<b>Sunset Hills Road at Reston Town Center Station:</b> Add a signal for the new entrance to the Reston Station Kiss-and-Ride lot. Add new EB right turn lane into the new entrance.	Complete.
<b>Fairfax County Parkway at Sunrise Valley Drive</b> Dulles Rail Phase 2 is planning to extend one of the EB left turn lanes from 240 feet to 400 feet to help improve capacity.	Complete





## Reston Metrorail Access Group (RMAG)

- 32 Complete
- 11 Underway, 4 projects scheduled for completion in the next year:
  - Explorer Street/New Dominion Parkway Signal Installation;
  - Sunrise Valley Drive/Reston Association Entrance crosswalk;
  - Sunrise Valley Drive/Edmund Halley Drive crosswalk; and
  - Bluemont Way Sidewalk from Discovery Street Pedestrian Bridge Walkway to Reston Parkway)

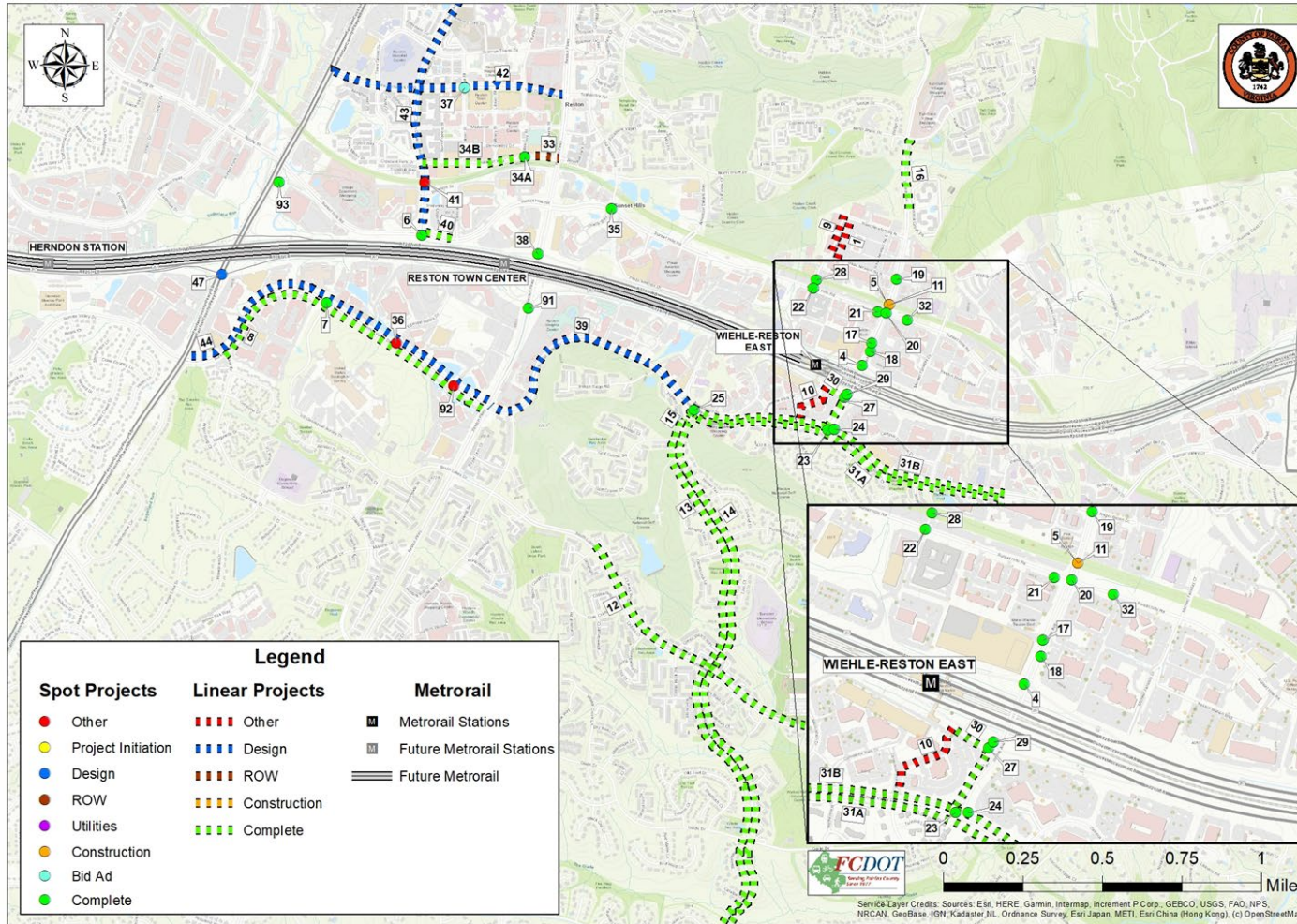
RMAG Improvement Projects:

<https://www.fairfaxcounty.gov/transportation/projects/silver-line/restonimp>

- **Bike Share Updates:** FCDOT installed 18 new stations as part of a federal grant in Summer 2021. FCDOT also planning to install a station on each side of the Reston Town Center Metrorail Station. The number of bike-share stations in Reston is 35.



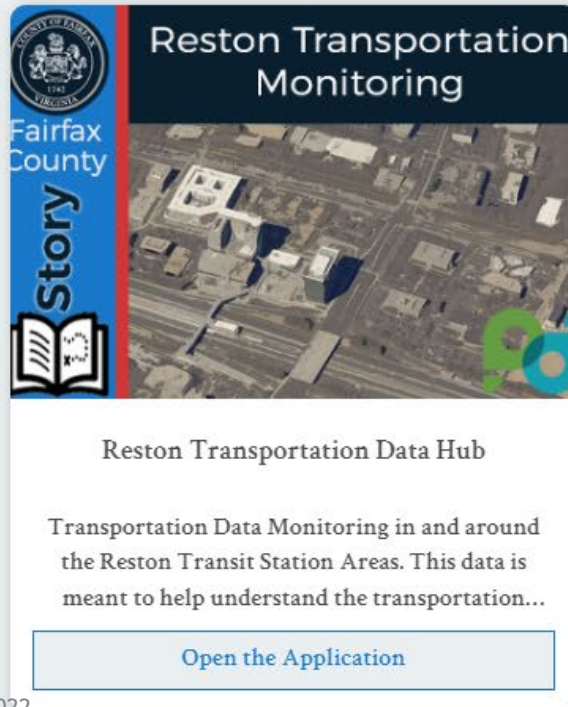
## Reston Area Metrorail Access Improvement Projects



## About the Site

Reston is an evolving community of great variety and opportunities. The Reston Data Dashboard tracks changes to land development in a creative and transparent manner. This site uses an interactive interface and map applications to demystify the data associated with development and infrastructure improvements, and information about transportation data, park implementation, and zoning activity in the Reston area.

The site currently conveys data collected in late 2019. Regular updates will reflect the most current information available to the community. The story map provided is in beta format, provide feedback using the contact information is located at the bottom of the page.



**Reston Transportation Monitoring**

Fairfax County Story

Reston Transportation Data Hub

Transportation Data Monitoring in and around the Reston Transit Station Areas. This data is meant to help understand the transportation...

[Open the Application](#)



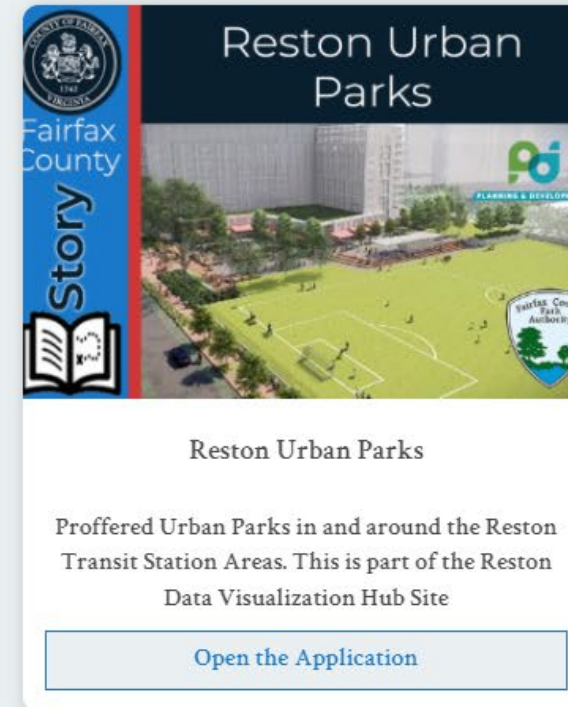
**Reston Zoning Activity**

Fairfax County App

Reston Zoning Activity Data Hub

Reston Zoning Activity - Interactive map featuring approved and proposed zoning applications within the Reston Transit Station...

[Open the Application](#)



**Reston Urban Parks**

Fairfax County Story

Reston Urban Parks

Proffered Urban Parks in and around the Reston Transit Station Areas. This is part of the Reston Data Visualization Hub Site

[Open the Application](#)

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## Reston Transportation Data Hub

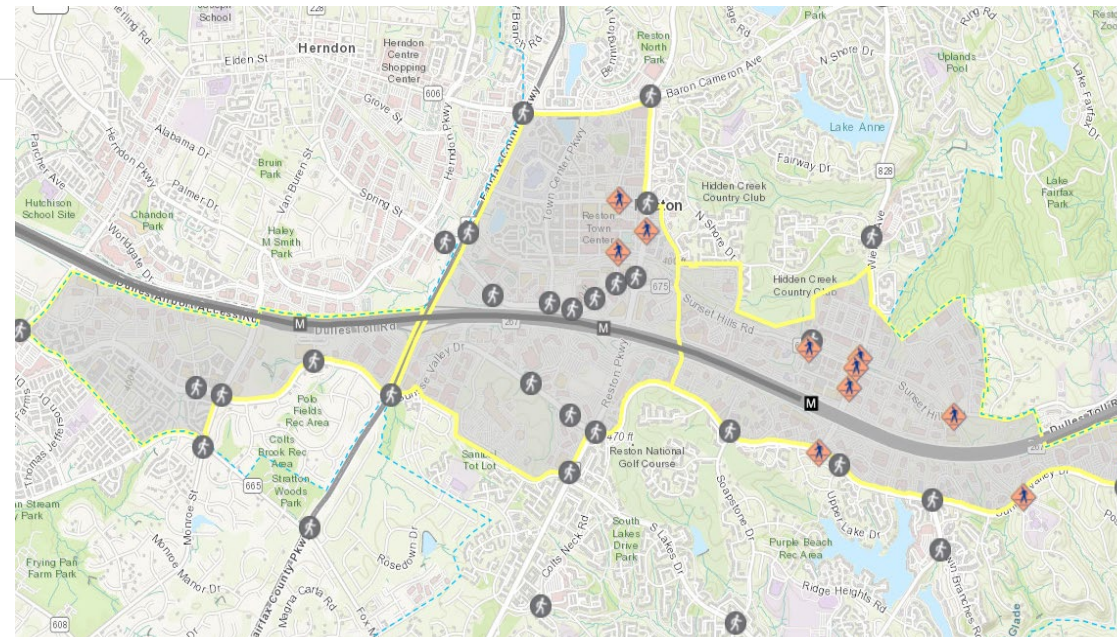
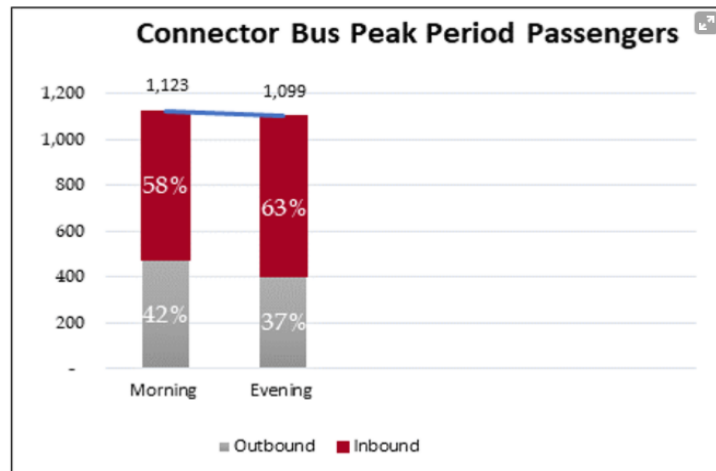
**Reston Data Visualization**

**Reston Transportation Data Hub**

- Introduction
- Travel Monitoring
- Transit Monitoring
- Pedestrian and Bike Monitoring
- Infrastructure Improvements
- Transportation Projects Costs

Transit Monitoring  
(Fairfax Connector)

Figure 3: Bus Peak Period Passengers (Fall 2019)





# Reston Service District and Road Fund Rate Adjustments and Collections

FY 2024 Rate Recommendation



## Role of Advisory Board

- **The Responsibilities of the advisory board include providing input on the following:**
  - The annual tax rate for the service district.
  - Project priorities of projects funded all or in part by the service district, and implementation schedule.
  - Occasional update of the Reston Transportation Funding Plan (RTFP).
  - The annual adjustment of road fund rates related to generating revenue for the local street network and intersection improvements.



# County of Fairfax, Virginia

## Road Fund and Service District Collections

Source	Fiscal Year	Estimate	Actuals	Estimated Plan Total (40 Years, in 2017 \$)	% of Plan Amount Received
Road Fund	2017	N/A	\$91,960		
Road Fund	2018	N/A	\$104,812		
Road Fund	2019	N/A	\$131,724		
Road Fund	2020	N/A	\$1,498,138		
Road Fund	2021	N/A	\$3,223,025		
Road Fund	2022	N/A	\$13,126,378		
<b>Total Road Fund Collections</b>			<b>\$18,176,037</b>	<b>\$211,000,000</b>	<b>8.6%</b>
Service District	2018	\$910,727	\$910,414		
Service District	2019	\$1,984,998	\$2,027,159		
Service District	2020	\$2,042,485	\$2,242,683		
Service District	2021	\$2,308,810	\$2,306,308		
Service District	2022	\$2,308,810	\$2,378,237		
<b>Total Service District Collections (includes interest)</b>			<b>\$9,861,523</b>	<b>\$139,895,725</b>	<b>7.05%</b>
<b>Total Received FY 2022</b>			<b>\$28,037,560</b>	<b>\$350,895,725</b>	<b>8.0%</b>
Approved Projects		Total Project Estimate	Approved Amount	Funding Source	
Fairfax County Parkway and Sunrise Valley Drive Interim Improvement		\$2,000,000	\$2,000,000	Service District	
Reston Parkway at Baron Cameron Avenue - Intersection Improvement		\$2,500,000	\$2,500,000	Service District	
<b>Total Approved Projects</b>			<b>\$4,500,000</b>		
<b>Balance of Road Fund and Service District Collections</b>			<b>\$23,537,560</b>		

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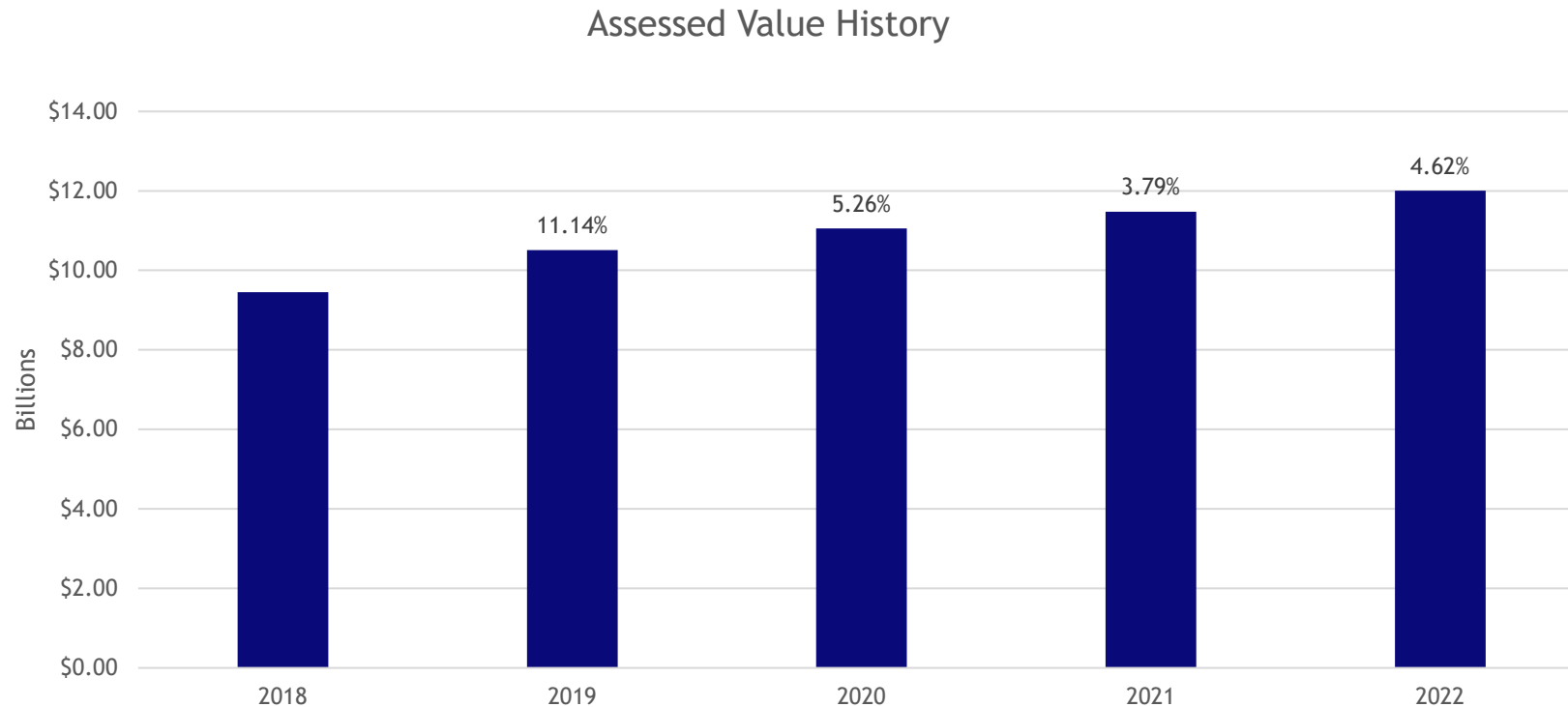
## Road Fund Rate Adjustment

- County Road Fund rates are adjusted annually by the annual rate of inflation, as calculated by referring to the Consumer Price Index for all urban consumers (CPI-U), 1982-1984=100 (not seasonally adjusted) as reported by the United States Department of Labor, or Bureau of Labor Statistics.
- Proposed Rate Adjustment is 7.5% based on the CPI-U increase over the last 12 months for the month ended January 2022.
- The Board approved proposed rates on March 22, 2022. They were effective on April 1, 2022.

Road Fund Area	Type	2021 Rate	Approved 2022 Rate
Tysons	non-residential	\$4.84	\$5.20
	residential	\$1,073.93	\$1,154.47
Tysons-Wide	non-residential	\$6.53	\$7.02
	residential	\$1,157.59	\$1,244.41
Tysons-Grid of Streets	non-residential	\$7.45	\$8.01
	residential	\$1,157.59	\$1,244.41
Fairfax Center	non-residential	\$6.58	\$7.07
	residential	\$1,457.32	\$1,566.62
Centreville	non-residential	\$7.07	\$7.60
	residential	\$2,792.84	\$3,002.30
Reston	non-residential	\$10.38	\$11.16
	residential	\$2,268.59	\$2,438.73



## Assessed Value History



- Although actual AV growth has been greater than projected, continued growth at that magnitude is not guaranteed.

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## Meeting Wrap Up/Looking Ahead

- The Reston Transportation Service District tax rate was set at \$0.021/\$100 AV for the FY 2023 Adopted Budget.
- Next Meeting will be in Spring 2023
  - If additional funding is needed, staff will request approval at this meeting
  - Confirm tax rate to be set at \$0.021/\$100



# Meeting Wrap Up/Looking Ahead (Contd.)

- Requesting feedback in prioritizing improvements and any other projects the AB would like to suggest (High, Medium, Low).
- Submit by February 3, 2023.
- Discussion at Spring 2023 meeting

RESTON FUNDING PLAN PROJECTS	
Projects	Estimate as of 2016
<b>Roadway Improvements</b>	
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
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<b>Grid Network</b>	<b>\$1,021,000,000</b>
<b>Total</b>	<b>\$2,265,600,000</b>







# Questions/Discussion