

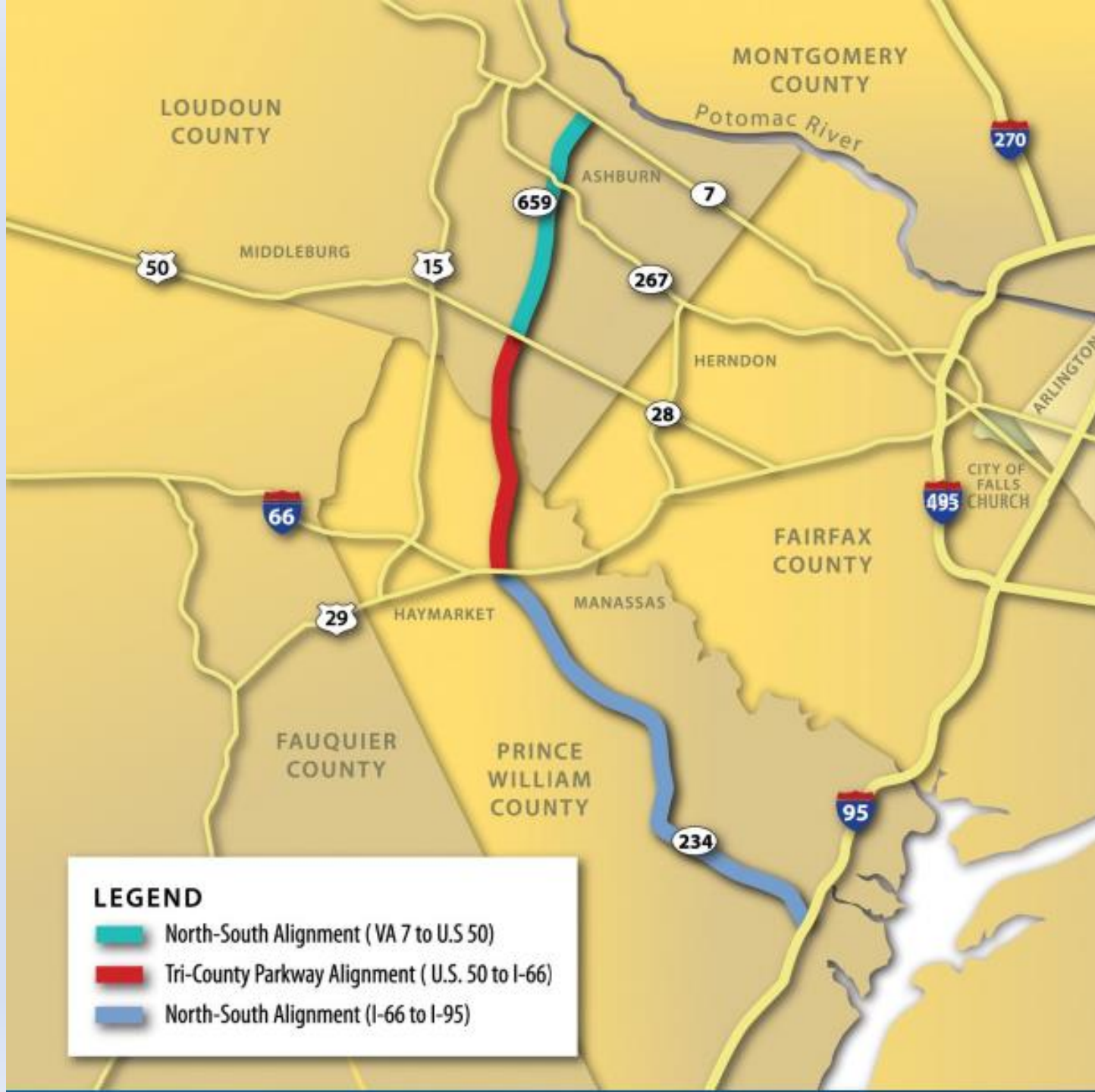
# Bi-County Parkway Myths






*Hey, it's our money...*



*Presented by Charlie Grymes, Chairman  
Prince William Conservation Alliance*






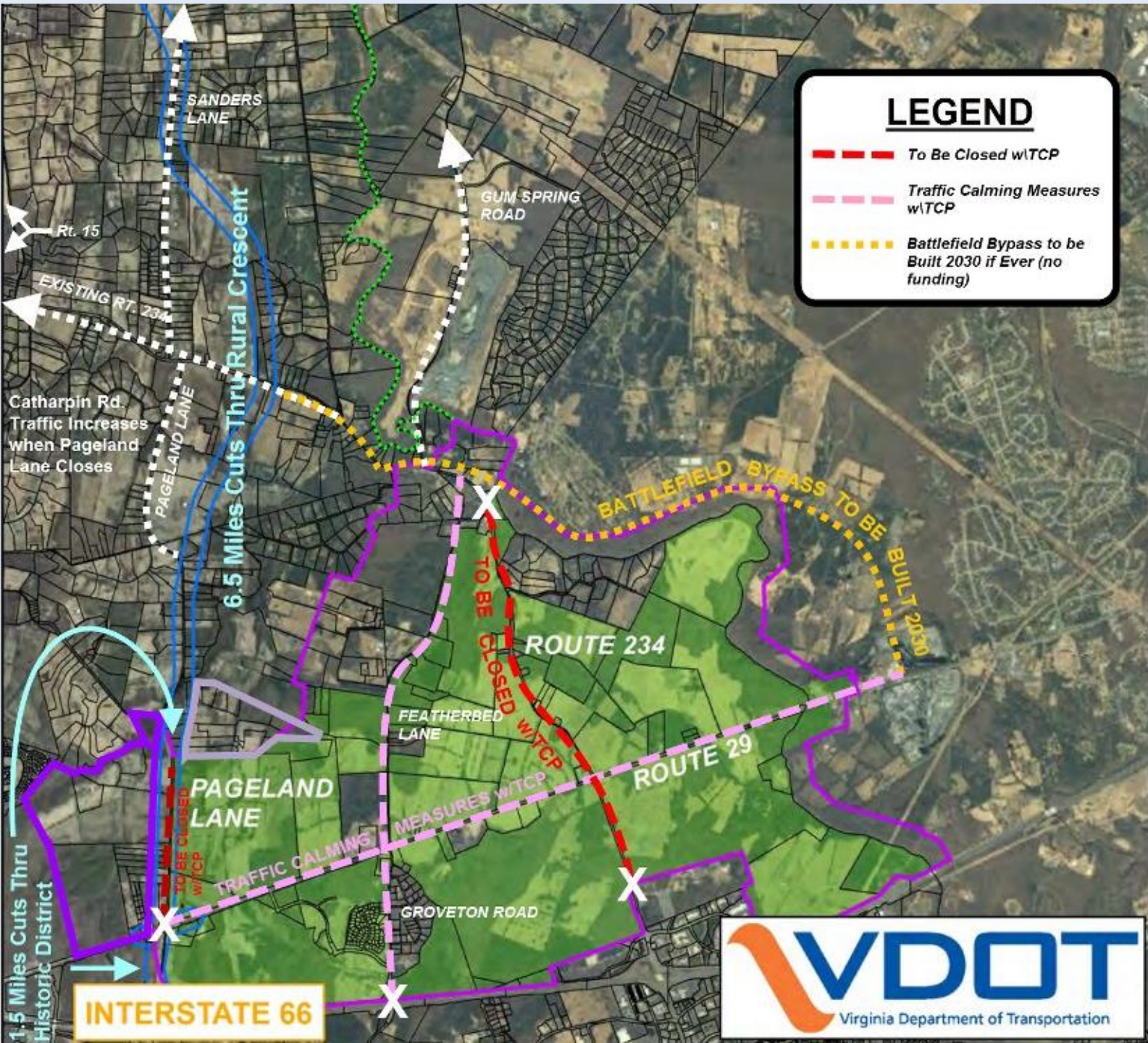
**LEGEND**

-  North-South Alignment (VA 7 to U.S. 50)
-  Tri-County Parkway Alignment (U.S. 50 to I-66)
-  North-South Alignment (I-66 to I-95)



# LEGEND

-  To Be Closed w/TCP
-  Traffic Calming Measures w/TCP
-  Battlefield Bypass to be Built 2030 if Ever (no funding)



**INTERSTATE 66**





# STRATEGIC VISION

*Prince William County is a community  
of choice with a strong, diverse economic  
base, where families and individuals  
choose to live and work and businesses  
choose to locate.*

Prince William plans to transform from a  
**Bedroom Community** (*worker-exporting  
colony*) into a **Live-Work-Play Community**  
by increasing jobs within the county

**Myth: Those opposed to the proposed  
Bi-County Parkway are opposed to  
growth**

**Reality:**

Capital Improvement Plan (CIP): “*Focus  
future public utilities and facilities,  
infrastructure improvements, and social  
service delivery systems within the  
Development Area*”





**LIVE**

**SHOP**

**PLAY**


**Ryan  
Homes**

WENTWORTH GREEN



VIRGINIA  
GATEWAY  
TOWN CENTER

FOR LEASING CALL  
**703-631-7533**

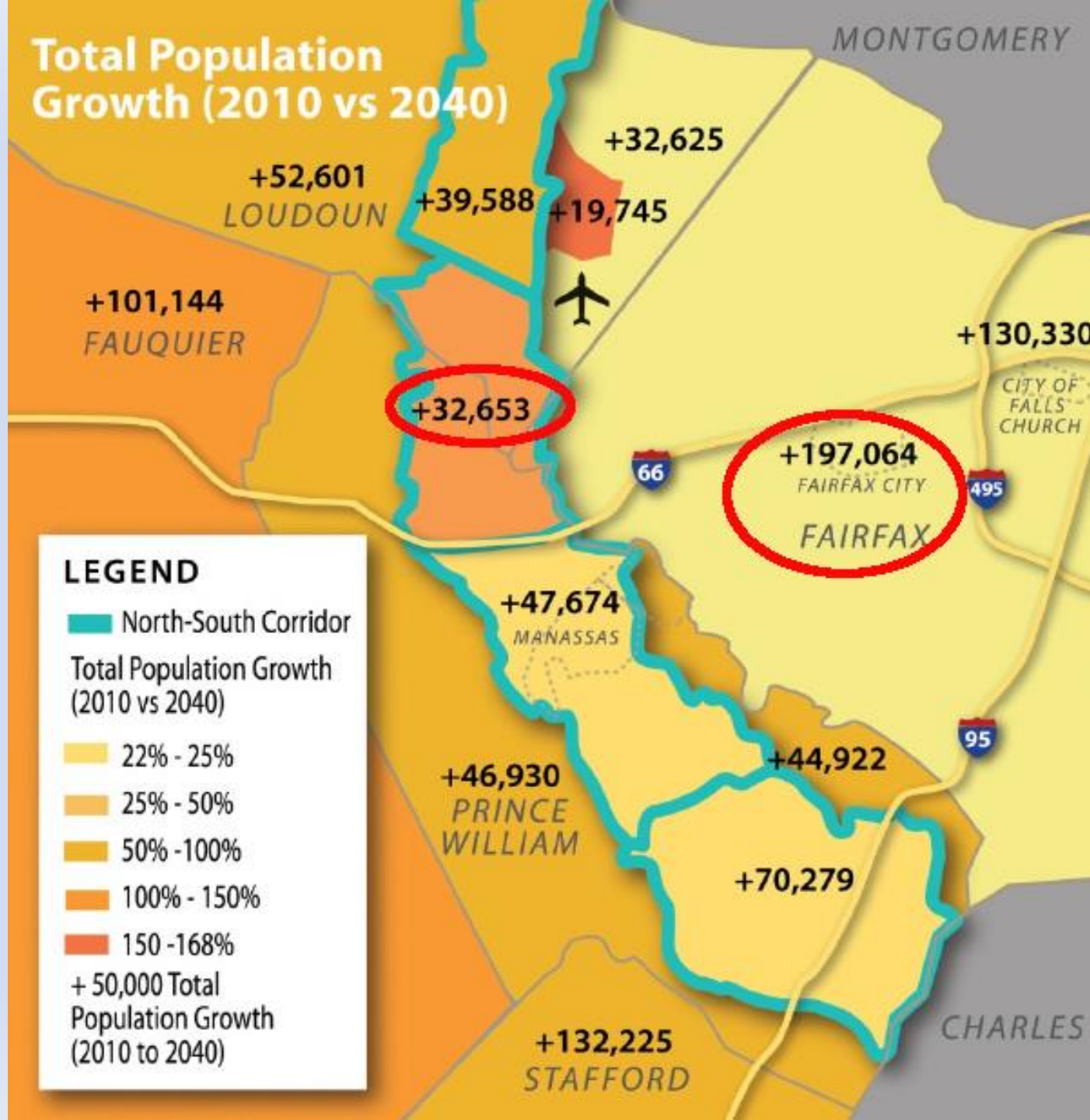
DEVELOPER & LEASER BY  
 The Peterson Companies

# Myth: The proposed road will reduce traffic congestion

- 95% of all Prince William workers who commute outside the county go to locations other than Loudoun
- less than 6,000 commuters drive to Loudoun, mostly up Route 28

“Final Report” assumes \$1.2 billion North–South corridor project will fund just one grade-separated interchange (at Brentsville Rd)


# Total Population Growth (2010 vs 2040)




## LEGEND

 North-South Corridor

Total Population Growth (2010 vs 2040)

 22% - 25%

 25% - 50%

 50% - 100%

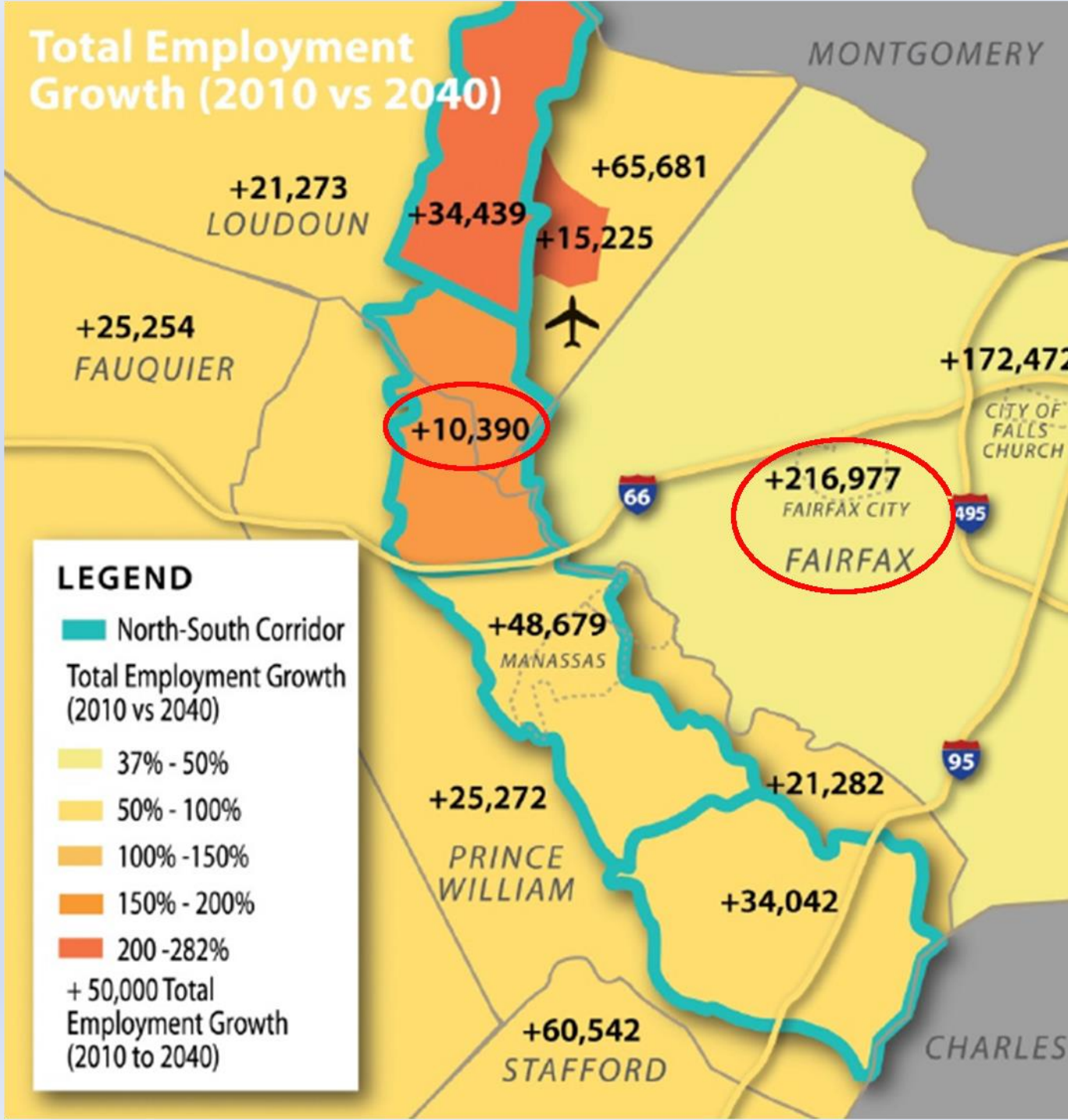
 100% - 150%

 150 - 168%

+ 50,000 Total Population Growth (2010 to 2040)



# Total Employment Growth (2010 vs 2040)



## LEGEND

North-South Corridor

Total Employment Growth (2010 vs 2040)

37% - 50%

50% - 100%

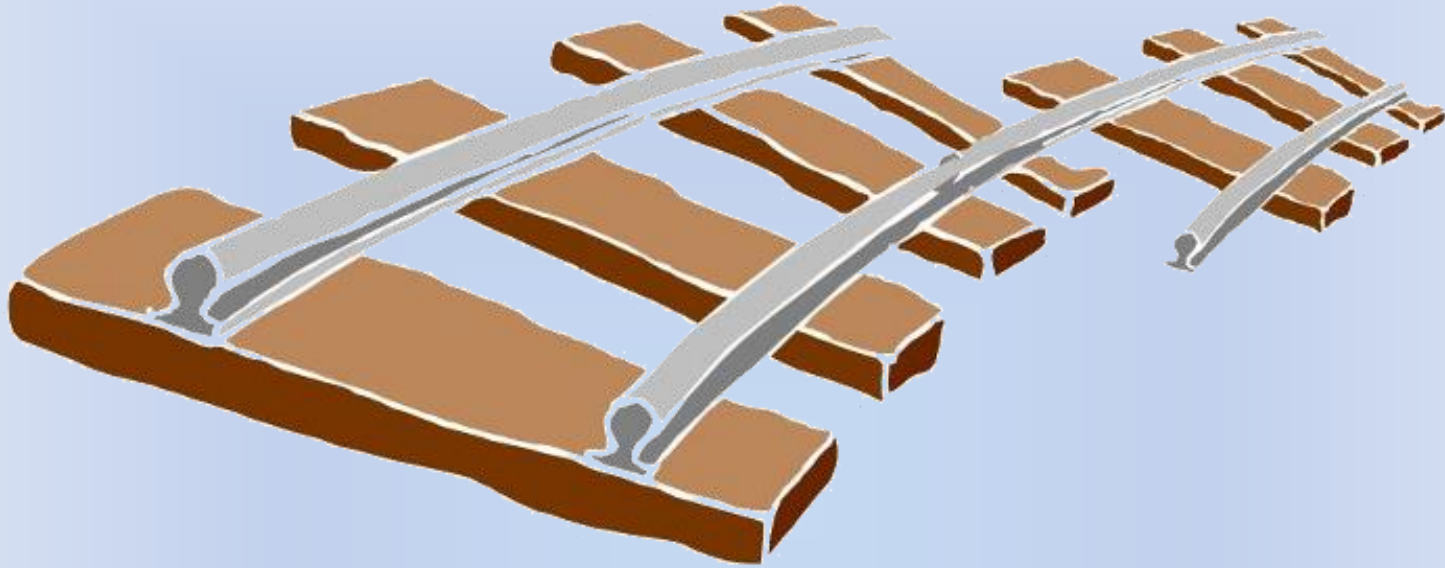
100% - 150%

150% - 200%

200 - 282%

+ 50,000 Total Employment Growth (2010 to 2040)

# Bait and Switch



Cynical politicians are counting on voters to be:

1. frustrated enough to support any road
2. uninformed about alternatives
3. willing to write a blank check for higher taxes without any priorities (“trust us...”)

# **Myth: The proposed road will stimulate economic development in Prince William**

#1 purpose is “Ensure adequate capacity and access to allow for projected growth at Dulles International Airport area”

MWAA has prioritized 400 acres on the west side of the airport along Route 606 for development, out of 3,000 undeveloped acres

Colony of Prince William uses residential property taxes to pay for the schools that educate the children of nearly 100,000 commuters who work in Fairfax, Arlington, etc.



# Myth: The proposed road will stimulate economic development in Prince William

In Prince William, commercial property (including apartments) pays only 18% of property taxes, compared to 26% in Fairfax and 49% in Arlington counties.

Strategic Vision for breaking bedroom suburb pattern: “...*where families and individuals choose to live and work and businesses choose to locate.*”

*Vision without execution is hallucination.*

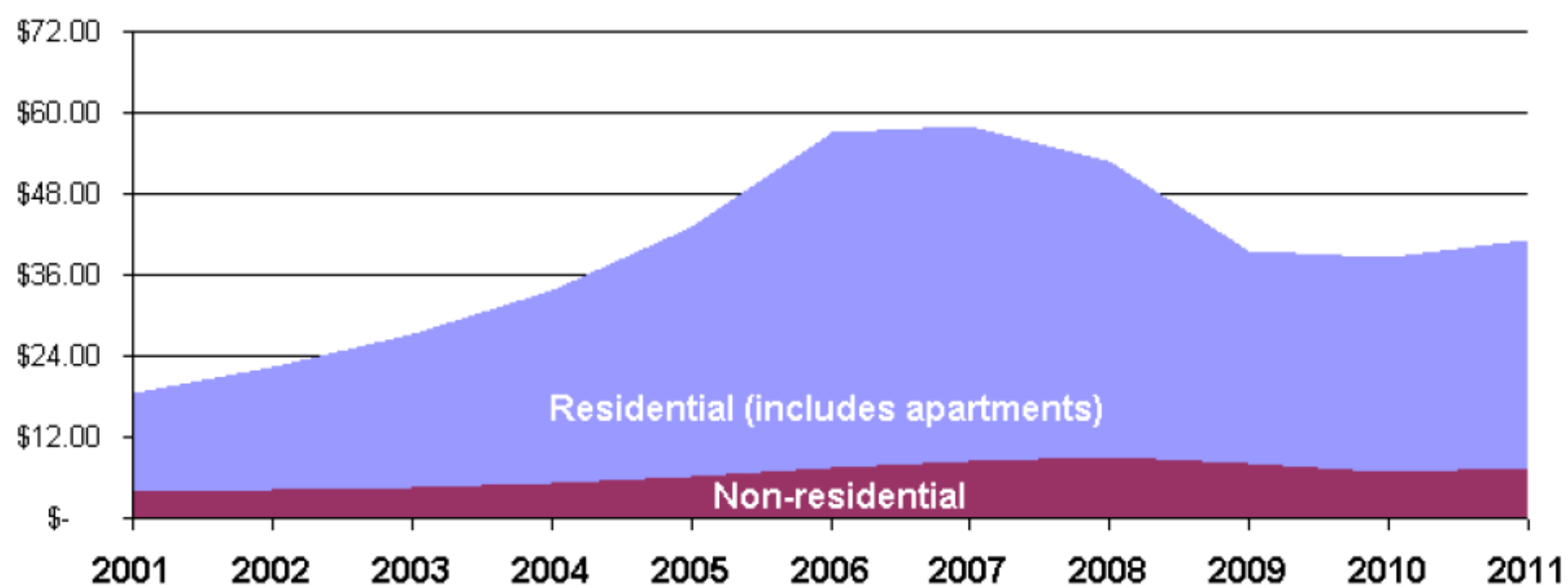
~Thomas Edison

# Best Opportunities Are Around Quantico Marine Corps Base

*Grow commercial tax base by improving I-95/Rte 1/VRE to connect Quantico with Fort Belvoir, Pentagon, DC ...why speculate on western side?*



# Homeowners Now Pay 82% of Property Taxes



	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
<b>Residential</b>	78.4%	81.0%	83.7%	84.1%	85.6%	87.0%	85.7%	82.9%	79.7%	82.1%	82.2%
<b>Non Residential</b>	21.6%	19.0%	16.3%	15.9%	14.4%	13.0%	14.3%	17.1%	20.3%	17.9%	17.8%

- commercial development is long-term solution to high property taxes
- need to locate jobs near housing, and near transit



# Land Use Math Is Simple

1. New roads bring new houses
2. New houses bring new kids
3. New kids bring new schools
4. New schools bring new taxes
5. *New commercial development reduces taxes on homeowners*

Cost-effective investments in transportation/land use can create **live-work-play** communities for long-term solution...

*or we can build a dumb road, keep raising taxes, and be “pimped out for a one-night stand”*

**Myth: Dulles is an economic engine, so building the Bi-County Parkway is best way to spur more economic activity there**

- How many freight-related jobs will be stimulated by this investment?
- What alternative investments, for the same amount of money as building the Bi-County Parkway, would generate even more economic activity at Dulles – or in Prince William County?

# Myth: The proposed road will generate more benefits than the cost, so it is a smart investment of tax dollars

- No costs for impacts on community
- Assumes PW County will allocate \$5–10 billion for transportation projects by 2040
- No interchanges on Route 234 between I-95 and Brentsville Road
- Omits costs for 18-mile Dulles Loop
- \$40 million/year in housing value increase (*really?*)
- \$3.9 million/year in traffic savings
- Dulles jobs jobs jobs...



# Support the Northern Virginia Transportation Alliance!

## Transportation Perspective

The debate should not be roads versus bridges versus buses and versus trains, but which corridors are the most congested and which strategies or investments move the most people most effectively in those corridors.

Above all, given limited resources, all regional projects (road and rail) must be subject to cost-benefit analysis and prioritization by state and regional officials.

Investment decisions must be made based on which projects generate the most benefits, not the most noise.

# Myth: The proposed road will affect only western Prince William County

- New congestion on existing Route 234 in mid-county used to justify Purcell Road extension
- Funding that might be spent across county to add left turn lanes at clogged intersections, synchronize stoplights, or make spot improvements to improve traffic flow within Prince William will be diverted to expand Route 234 into a major truck route with HOT lanes
- Impact on VRE expansion

# **Myth: The VTRANS2035 Plan and the designation of the North–South Corridor of Statewide Significance justifies construction of the Bi–County Parkway**

- 11 corridors of statewide significance in VTRANS 2035 Long–Range Multimodal Transportation Plan
- North–South Corridor of Statewide Significance added by CTB in March 2011
- CTB ignored VDOT’s analytical process and added 12<sup>th</sup> corridor without debate
- VDOT still crafting a process to justify additions



\$2.8 billion (\$5.1 billion) Coalfields Expressway failed to make the cut



# Myth: The proposed road will conserve history

- The National Park Service will sacrifice one slice of history in order to improve visitor experience at the battlefield
- Building a four-lane highway through a national park, and an official Historic District adjacent to the park, can not be described as a plus for historic preservation
- Maybe we could get a billboard advertising which regiments camped along Pageland?

# **Myth: Prince William County needs to authorize more land for development, as well as build the Bi-County Parkway**

- 2011 build-out analysis identifies where 20 years of new residential development is authorized (almost 40,000 new dwelling units)
- 157 million square feet of commercial development authorized (Tysons is 28 million now)
- Existing Comprehensive Plan provides plenty of development opportunities in multiple “Centers” within Development Area

# The “Good Ol’ Days” Are Gone Gone Gone...

Federal funding for new roads will be constrained by budget battles

Even new Virginia road \$\$\$ will be limited



*Obvious conclusion::  
We can't fund every wish-list project*



