

## Options for Generating Private Share of Tysons-wide Transportation Improvements

	Option	Funding Reliability	Timing	Debt Support	Enabling Legislation	Sufficiency <sup>1</sup>	Method of Establishment	Existing Examples	Comments
1	<b>Tysons Wide Tax District</b> (max. amount linked to Phase 1 - Dulles Rail District)	Yes	Generates Revenue Quickly	Yes	In Place	Yes at a rate rising to \$0.22 per \$100	Petition by 51% of landowners; Established by BOS	Rt. 28 Transportation; Dulles Rail I & II	Tysons Partnership skeptical of achieving 51% threshold; Statute could be changed to lower petition threshold; Separate tax classes possible (i.e. can exclude condos)
2	<b>Tysons Wide Sanitary District</b> (max. amount linked to Phase 1 - Dulles Rail District)	Yes	Generates Revenue Quickly	Yes	In Place	Yes at a rate rising to \$0.22 per \$100	Petition by 50 residents within District; Established by BOS	Leaf Collection; Community Centers	Includes residential properties; Separate tax classes not possible w/o legislative change
3	<b>Tysons Wide Service District</b> (max. amount linked to Phase 1 - Dulles Rail District)	Yes	Generates Revenue Quickly	Yes	In Place	Yes at a rate rising to \$0.22 per \$100	Ordinance or petition; Established by BOS	Insect Control; Stormwater Service District	Typically used for operating costs; Separate tax classes not possible w/o legislative change
4	<b>Limited, Non-contiguous Tax District</b> (consisting of the 15 current and future zoning application properties)	?	Uncertain	Limited	Requires new legislation	No	TBD by legislation	None	Tysons Partnership's preferred option; Uncertainty of participation by future applicants - equity concerns; Improvements must be spent within defined area of tax district; Not all Table 7 improvements within district
5	<b>Proffered Ad Valorem Fee</b> (proffer to a self imposed fee on assessed value)	No	Paced with rezoning approval	No	Voluntary proffer	No	Proffers	None	Uncertainty of participation by future applicants - equity concerns; Untested - fee vs. tax; Successors may raise legal and equity concerns
6	<b>Proffered On and Off Site Table 7 Tysons Wide Transportation Improvements</b>	No	Paced with development	No	Voluntary proffer	Probably not	Proffers	Throughout county	Difficult to manage construction of road projects; Difficult to ensure complete road system vs. segments
7	<b>Comprehensive Road Fund</b> (for both grid of street and Table 7 improvements)	No	Paced with building permits	No	Voluntary proffer	Dependent upon amount	Proffers	None at similar scope	Road Club had been proposed to address gaps in grid of streets; Adding Table 7 improvements will result in high per sq. ft. and dwelling unit rate
8	<b>Phase Development to Transportation Construction</b>	No	Ability to develop is reliant upon timing of road construction	No	Voluntary proffer	No	Proffers	Few	Full development can only occur after roads are constructed or funded; May constrain development (perhaps to an interim level); Limited private sector contribution to road system

<sup>1</sup> Sufficiency of option to provide \$506 million (in 2012 \$'s) from the private sector towards construction of Tysons-wide improvements by 2050