Update on Planning Commission Discussions

Process

- Planning Commission Tysons Committee (PCTC) has met **22** times since **May, 2011**
- **Walter Alcorn** (At-Large) is PCTC Chairman; was also Chair during Tysons Plan Amendment
- **Five issues** related to Tysons currently under review; **Financing Transportation Infrastructure**, **Interim Commuter Parking**, **Affordable Housing Policy** (Countywide), **TOD Walking Distance Policy** (Countywide), and **Initial Development Level** (IDL)
- PCTC posted a preliminary set of recommendations (**Strawman**) for public review on **June 13th** Received public input on Strawman on June 21st, and discussed among PCTC members on June 26th
- Revised set of recommendations (**Strawman II**) is tentatively scheduled to be posted on **July 18th** and discussed at PCTC on July 24th
- It is expected, PCTC will provide recommendations to **Planning Commission for approval** in **September**. The Planning Commission will endorse and forward to BOS
- BOS will receive recommendations either at **September 18th** BOS Transportation Committee meeting or at BOS Revitalization Committee meeting on **October 2nd**

Funding Infrastructure

- **Total** of **$3,038,000,000** (all $s are 2012 $s) in **transportation funding** needs identified **between 2013 and 2050**.
- Four Categories of funding;
    1. **Grid of Streets** – proposed **privately** funded ($865,000,000)
        - **In-Kind construction** ($561,000,000)
        - **Tysons Road Fund** to fund remainder ($304,000,000); recommend $1,000 per res. unit and $6.44 per non-res sq.ft.
    2. **Neighborhood and Access Improvements** – proposed **public** funded ($77,000,000)
        - Spot intersection improvements
        - Trail/sidewalk/access improvements to Metro Stations
    3. **Transit** – proposed **public** funded ($889,000,000)
        - Circulator service and expanded local and regional bus routes
            - $155,000,000 in new capital costs
            - $734,000,000 in new operating costs (2013-2050)
    4. **Tysons-wide Road Improvements** – proposed **shared** responsibility ($1,207,000,000)
        - Larger improvement projects (also referred to as Table 7)
            - New ramps, new roads, and widening existing roads.
        - PCTC recommends keeping all Table 7 projects
        - Funding responsibility split between inside and outside of Tysons projects
        - **Public** funding estimated at **$701,000,000,** primarily for projects outside of Tysons. Sourced from state, federal, regional and County sources.
            - **Develop a public funding cost/schedule** for how federal, state, regional, and County funds could be allocated to support construction program (**DOT and DMB**, with support from PFM, are currently **preparing** to **present** to PCTC in **August**. Will take into account anticipated revenues, bonding and construction schedule.)

- **Private** funding primarily for projects inside Tysons, estimated at **$506,000,000**. To be funded in the following way:
    - **$253,000,000** (50%) to come from a Tysons-wide tax district.
        - Service District solution would need BOS approval. No petition needed, would include all properties within boundary (including residential owned).
        - Implement effective Dec. 31, 2012, allowing full collection in 2013.
        - 10% of revenue should go toward benefit of residential owners (proportion of existing tax district). BOS policy.
    - **$253,000,000** (50%) to come from properties seeking redevelopment through:
        - Proffers to additional Tysons Road Fund, $1,000 per res. unit and $5.63 per non-res sq.ft.,
        - Proffers to in-kind construction or funding of specific Table 7 improvement,
        - Potential additional smaller tax district (Transportation Improvement District),
        - Dedicated revenue from parking fees or parking district.

- Monitor on a five year basis (in addition to annual Tysons Report, budget, and CIP processes). Focus on ensuring funding spent efficiently, appropriately, and linked with development occurring.

<u>Interim Parking</u>

- Issue a Request for Interest (RFI) for private owners to provide interim parking at Tysons metro stations

<u>Non-Residential Contributions to Affordable Housing Outside of Tysons</u>

- Additional discussion to be undertaken by PC and public outreach prior to making recommendation

<u>TOD Walking Distance Policy</u>

- Separate update to Policy Plan on TOD forthcoming

<u>Interim Development Level</u>

- Increase current IDL from 45 million sq.ft. to 60 million sq.ft. reflecting change from 2030 to 2050 for funding plan.