

Tysons Committee Policy Recommendations on Transportation Responsibility

The Tysons Committee of the Planning Commission has been working since May, 2011 to develop recommendations for funding transportation improvements in Tysons. To that end, the Committee has developed four categories of transportation projects and working assumptions about the construction or funding responsibility for each of those categories.

They are:

1. Grid of Streets

Purpose: The urban street network described in the Comprehensive Plan is needed to provide convenient connections within Tysons, distribute traffic efficiently, and enhance the quality through the use of complete streets.

Location: Within the Tysons Corner Urban Center.

Working Allocation: Primarily funded by Tysons landowners/developers. The Grid of Streets is expected to primarily be built through in-kind construction. The Tysons Corner Road Club is proposed to continue and raise revenue to fund the portion of the Grid of Streets not constructed through in-kind development.

Primary Tysons Committee Discussion Dates: Sep. 22, 2011; Nov. 2, 2011; May 16, 2012; May 24, 2012

2. Tysons-wide Transportation Improvements

Purpose: The Tysons-wide Transportation Improvements are detailed on Table 7 of the Comprehensive Plan. These improvements are needed to achieve critical access and egress for Tysons.

Location: Inside and outside of the Tysons Corner Urban Center.

Working Allocation: The improvements were broken down into projects “inside Tysons” and projects “outside Tysons.” Primary responsibility for those projects “inside Tysons” was assigned to the Tysons landowners/developers. Primary responsibility for those projects “outside of Tysons” was assigned to others. The Others category includes funding sources to include state, federal, regional, countywide (including countywide sources derived from commercial and industrial landowners), parking districts, tolls and users fees. For those projects “inside Tysons”, half of the funding should be generated by a Tysons-wide tax district, whose boundary would be generally consistent with the Tysons Corner Urban Center. Most of the Tysons-wide Road Improvements will be contained within this boundary and will serve to benefit the entire community within Tysons. The remaining half of the funding should be funded by those properties seeking redevelopment within Tysons through an expanded Tysons Road Fund. Alternative

funding mechanisms, or a combination thereof, could be enacted, as long as they could be applied equitably and reasonably be expected to provide the recommended funding level in a timely manner.

Primary Tysons Committee Discussion Dates: Sep. 22, 2011; Nov. 16, 2011; Jan. 19, 2012; Jan. 25, 2012; May 24, 2012; June 12, 2012;

3. Transit Services

Purpose: To leverage the investment in the Silver Line Metrorail and support expected growth within Tysons, public transportation must serve an increasingly higher percentage of trips to and within Tysons.

Location: Inside and outside of the Tysons Corner Urban Center.

Working Allocation: Primarily funded by Others, as defined above. Supporting and operating a transit system has traditionally been paid for by public funding. Increased participation from the private sector and new funding sources should be explored for the transit service, particularly for those services expected to occur after 2030, if such services prove to be economically feasible for the private sector without a direct subsidy by the public sector.

Primary Tysons Committee Discussion Dates: Sep. 22, 2011; Nov. 16, 2011; Jan. 19, 2012; May 24, 2012; Jan. 25, 2012

4. Neighborhood and Access Improvements

Purpose: To improve traffic intersections adjacent to Tysons and improve and enhance the safety of pedestrian and bicycle access within Tysons.

Location: Inside and outside of the Tysons Corner Urban Center.

Working Allocation: Primarily funded by Others, as defined above. Sidewalk, trail, and spot intersection improvements not associated with a particular development have traditionally been paid for by public funding.

Primary Tysons Committee Discussion Dates: Sep. 22, 2011; Nov. 2, 2011; May 24, 2012