

Lines of Business

LOB #295:

TYSONS SERVICE DISTRICT

Purpose

The Tysons Service District was established to provide funding for Tysons-wide road improvements.

Description

On June 22, 2010, the Board of Supervisors adopted an amendment to the Comprehensive Plan for Tysons. This action was the culmination of a multi-year effort that created a new vision for Tysons as the walkable, transit-oriented downtown for Fairfax County. This vision reflected the status of Tysons as the County's urban center and the powerful economic engine that Tysons brings to both the County and to the Commonwealth.

On March 29, 2011, the Board of Supervisors requested that the Planning Commission, working with staff, develop a process to address financing the infrastructure in Tysons. In response, the Planning Commission reconstituted its Tysons Committee (Committee). The Committee adopted an inclusive process, which included 24 meetings over a period of seventeen months. During its deliberations, the Committee sought information and input from all stakeholders. Based upon this input, the Committee developed recommendations, which were then approved by the Planning Commission on September 20, 2012. On October 16, 2012, the Board heard public comment on the Planning Commission's recommendations. The Board endorsed the Planning Commission's funding plan and directed staff to come forward with an item for authorization of a public hearing on the proposed Tysons Service District, and on October 30, 2012, the Board authorized the advertisement of the public hearing for December 4, 2012. The Board then voted to establish the District on January 8, 2013.

The funding plan is a multi-faceted approach to funding transportation infrastructure in Tysons. Funding sources were proposed for each of the four major components of the infrastructure: the grid of streets was proposed to be funded primarily by in-kind and per square foot/per unit road fund contributions from developers/landowners; neighborhood and access improvements and transit were proposed to be funded primarily from public sources; and, the Tysons-wide Road Improvements were proposed to be funded primarily by public sources for the projects outside of the boundaries of Tysons and by developer/landowner sources for the improvements inside of Tysons. This fourth category was projected to cost approximately \$506 million in 2012 dollars. Funding for that component was proposed to come from two sources in equal amounts: \$253 million (50 percent) from per square foot/per unit road fund contributions from developers/landowners and \$253 million (50 percent) from a Tysons Service District.

The Service District has a boundary generally consistent with the Tysons Corner Urban Center, as defined in the Comprehensive Plan. Most of the Tysons-wide Road Improvements are contained within the proposed boundary and the improvements therein benefit the entire community within Tysons. The Planning Commission also recommended that a Tysons Service District Advisory Board (Advisory Board) be created to aid the Board in developing recommendations related to the annual tax rates for the Service District. All Advisory Board members are appointed by the Board of Supervisors. The Service District will meet its \$253 million obligation for road project funding through a combination of Service District tax collections and debt financing.

The Service District funds projects that benefit all of the residential and non-residential landowners within Tysons. Initial projects were anticipated to be those that would provide the most benefit to the most properties. The Planning Commission also made a recommendation that the County conduct a review concerning the status of the initial projects, yearly tax rates, future increments of projects and their timing.

Tyson's Service District

Resources

As this line of business encompasses all activities of the fund, please refer to the table in the Fund Resources section.