

On October 16, 2012 the Board of Supervisors approved the following motions to implement the funding plan recommended by the Planning Commission.

1. Move that the Board endorse the Planning Commission's transportation funding plan for Tysons as a comprehensive strategy for funding the set of infrastructure improvements identified in the Tysons Plan to support the 113 million square feet of development anticipated to occur by 2050; that allows for flexibility in funding options and sources, as well as for adjustments to be made based upon pace of development; that provides reliable funding mechanisms to implement the visionary plan; and, that recognizes that transportation infrastructure problems exist in Tysons today.
2. Move that the Board direct staff to:
 - a. incorporate with the next Tysons-wide plan amendment consideration of a change to the current Interim Development Level (IDL) of 45 million square feet of office use and the criteria for evaluating any such change to the IDL.
 - b. return to the Board with an item that transitions the current Tysons Road Fund so that it will be used to implement the Grid of Street, and that establishes the rate and guidelines for the implementation of the Tysons Road Fund in a manner that is consistent with the Planning Commission's recommendations.
 - c. return to the Board with an item that establishes Tysons-wide Road Improvements Fund and establishes the rate and guidelines for the implementation of the fund in a manner that is consistent with the Planning Commission's recommendations.
 - d. maintain a Tysons' Transportation Funding Plan to include priorities, a schedule of construction, and a cashflow analysis for the Tysons-wide Road Improvements, based upon the recommendations in Table 7 of the Tysons Plan and the recommendations of the Planning Commission.
 - e. continue to proactively seek federal, state and other funding opportunities not dependent upon countywide funding sources and to maximize revenue from our state and federal funding partners, so as to minimize the impacts of funding the transportation infrastructure on County taxpayers.
 - f. review the pace and location of residential development within Tysons, as well as the construction schedule, funding status, and the funding mechanisms for Tysons' transportation improvements, as part of the annual CIP and budget processes, to ensure a sustainable balance between development and transportation infrastructure. It is understood that this review may result in adjustments to ensure that: the estimated funding levels for such improvements are coordinated with the anticipated construction spending and the timing of construction; that the funding is being spent in an appropriate and efficient manner; and, that the pace of the transportation improvements and the pace of residential and non-residential development are proceeding substantially in tandem, as set forth in the Comprehensive Plan.
 - g. This review should be based on the most current data and information available at the time of the review, including whether the assumptions upon which the proposed funding mechanisms were based are still valid or whether they should be changed. The review should include a process that incorporates participation from all stakeholders.
 - h. return to the Board with an item to authorize a public hearing on the establishment of a Transportation Service District for Tysons, consistent with the recommendations of the Planning Commission, and with an item that identifies the anticipated priorities for the six Tysons-wide improvements scheduled for construction by 2027, as presented in the latest Cash flow analysis that was presented to the Board today.
 - i. continue to pursue interim parking opportunities at the Tysons Metrorail stations.

In addition, the Board approved the Follow On Motion on October 16, 2012:

Phase 1 Transportation Infrastructure

Move that staff return to the Board with a strategy how resources and funding tools, identified in the Tysons Transportation Plan, could be applied to funding a plan for the Wiehle Avenue and Phase II Stations.