



McLean Citizens Association Resolution
Recommendations to the Board on Certain Tysons-related Activities
Financing Tysons' Transportation Infrastructure
October 3, 2012

Whereas, on June 22, 2010, the Board of Supervisors (Board) adopted an amendment to the Comprehensive Plan (Plan) for Tysons; and

Whereas, when the Board adopted the Plan, it also adopted 20 Follow-on Motions to facilitate Plan implementation; and

Whereas, at its meeting on March 29, 2011, the Board requested that the Planning Commission, working with staff, develop an inclusive process to address certain Tysons-related motions such as Follow-On Motion 1 related to financing infrastructure; and

Whereas, to address these issues, the Planning Commission reactivated its Tysons Committee (PCTC); and

Whereas, PCTC met 24 times over a 17 month period and actively solicited and welcomed input from both Tysons stakeholders and the community at large; and

Whereas, on September 20, 2012, the Planning Commission voted to approve the PCTC's recommendations for Tysons and forward them to the Board; and

Whereas, the Plan links development in Tysons to the timely provision of the infrastructure needed to support it; and

Whereas, Table 7, in the Plan's section on area-wide transportation recommendations, lists numerous transportation projects and specifies the development levels at which they must be implemented in order to keep the Tysons-wide road network functioning at an optimum level; and

Whereas, the Planning Commission's financing recommendations (Recommendations) are based upon the goals of funding the Table 7 improvements in support of the 84 million square feet (MSF) and 113 MSF of development anticipated to occur by 2030 and 2050 respectively; and

Whereas, the Recommendations contemplate that the provision of these necessary transportation improvements should rely on multiple funding sources from both the public and private sectors, and that the overall funding plan should be reliable, timely, bondable as appropriate, and sufficient; and

Whereas, to ensure the construction of the Table 7 projects neither exceeds nor lags the pace of redevelopment in Tysons, the Planning Commission recommends annual reviews to gauge the effectiveness of the implementation and to adjust project priorities and revenue streams as needed; and

Whereas, the Recommendations specifically address the financing of critical Table 7 recommendations, such as the Grid of Streets, Neighborhood and TMSAMS improvements, Tysons-wide road improvements and Bus Transit improvements; and

Whereas, the Table 7 also identifies regional transportation improvements that are necessary to accommodate post-2030 growth in Tysons, such as Bus Rapid Transit (BRT) in the I-495, I-66 and I-95 corridors with a BRT transfer station in Tysons, extension of the Orange Metro line and one additional heavy rail extension; and

Whereas, the Recommendations do not address the financing of these regional Table 7 projects; and

Whereas, if additional projects are needed to support growth between 2012-2050 and such projects would be more effective in addressing traffic congestion, the Recommendations (#26) grant that consideration be given to substituting these projects with existing Table 7 projects provided such adjustments are consistent with and sustain the integrity of the Planning Commission's recommended policies and overall allocation of funding responsibilities; and

Whereas, since the adoption of the 2010 Tyson Plan Amendment, the McLean Citizens Association has repeatedly resolved in its Tysons-related resolutions that the mechanisms for funding Tysons' transportation infrastructure be established in a manner that no more than 25% of the costs would be borne by County taxpayers; and

Whereas, the total cost of implementing the Table 7 improvements over the 40-year planning period is estimated at \$3.1 billion in 2012 dollars, of which \$2.3 billion are capital costs; and

Whereas, the Recommendations propose the funding of the capital costs be split 59.5% for the private sector and 40.5% for the public sector, where the public sector includes Federal, State and Fairfax County contributions; and

Whereas, the Recommendations further propose that Fairfax County taxpayers be responsible for 17.7% of the capital costs and, as funding arrangements are reviewed and adjusted as necessary, there should be no disproportionate change in the share of the total burden that is borne by Fairfax County; and

Whereas, landowners redeveloping in the Transit-Oriented Development areas proximate to the Metro stations would bear most of the private sector costs for new transportation infrastructure; and

Whereas, in accordance with the Tysons' Plan guidance, the Recommendations call for the establishment of a tax district in Tysons, the revenues from which would be dedicated to transportation improvements inside Tysons proper;

Now, therefore, be it resolved that the McLean Citizens Association supports the Planning Commission's recommendations for the financing of Tysons transportation infrastructure,

And be it further resolved that the McLean Citizens Association opposes the substitution of projects in Table 7 as recommended by the Planning Commission in Recommendation #26,

And be it further resolved that the McLean Citizens Association urges the County to consider adding to Table 7 those projects that are demonstrably shown by transportation modeling to be needed prior to 2050,

And be it further resolved that the McLean Citizens Association supports the removal of those Table 7 transportation improvements identified by the County as no longer needed, feasible or supportive of Tysons transportation improvement policies.

Approved by the MCA Board of Directors

Date 10/3/2012

McLean Citizens Association, P.O. Box 273, McLean, Virginia 22102

cc: John Foust, Dranesville District Supervisor
Jay Donahue, Dranesville District Planning Commissioner
Linda Smyth, Providence District Supervisor
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