

Fund 40180: Tysons Service District

Focus

On June 22, 2010, the Board of Supervisors (Board) 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 the Commonwealth.

On March 29, 2011, the Board 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 17 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 Tysons Service District on January 8, 2013.

The funding plan is a multi-faceted approach to funding transportation infrastructure in Tysons. Funding sources are proposed for each of the four major components of the infrastructure: the grid of streets is 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 are proposed to be funded primarily from public sources; and the Tysons-wide road improvements are 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 is 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 the Tysons Service District.

The 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 District's boundary and the improvements therein would 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 real estate tax rate for the service district. All Advisory Board members are appointed by the Board.

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

Based on staff recommendations to the Advisory Board Group during the Spring 2024 meeting, and the projected FY 2025 funding needs of the service district, staff recommended the tax rate remain unchanged at \$0.05 per \$100 of assessed value. The Advisory Board seconded this approach, and the Board of Supervisors subsequently adopted a tax rate of \$0.05 per \$100 of assessed value as part of the FY 2025 Adopted Budget Plan.

**FY 2025
Funding
Adjustments**

The following funding adjustments from the FY 2024 Adopted Budget Plan are necessary to support the FY 2025 program. Included are all adjustments recommended by the County Executive that were approved by the Board of Supervisors, as well as any additional Board of Supervisors' actions, as approved in the adoption of the Budget on May 7, 2024.

FY 2025 funding remains at the same level as the FY 2024 Adopted Budget Plan.

**Changes to
FY 2024
Adopted
Budget Plan**

The following funding adjustments reflect all approved changes in the FY 2024 Revised Budget Plan since passage of the FY 2024 Adopted Budget Plan. Included are all adjustments made as part of the FY 2023 Carryover Review, FY 2024 Third Quarter Review, and all other approved changes through April 30, 2024.

Carryover Adjustments

\$18,115,961

As part of the FY 2023 Carryover Review, the Board of Supervisors approved an increase of \$18,115,961 based on the carryover of unexpended project balances.

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FUND STATEMENT

Category	FY 2023 Actual	FY 2024 Adopted Budget Plan	FY 2024 Revised Budget Plan	FY 2025 Advertised Budget Plan	FY 2025 Adopted Budget Plan
Beginning Balance	\$48,937,092	\$39,466,562	\$58,332,835	\$49,160,306	\$49,160,306
Revenue:					
Real Estate Taxes-Current ¹	\$8,695,047	\$8,943,432	\$8,943,432	\$8,913,369	\$8,913,369
Interest on Investments	864,499	0	0	0	0
Total Revenue	\$9,559,546	\$8,943,432	\$8,943,432	\$8,913,369	\$8,913,369
Total Available	\$58,496,638	\$48,409,994	\$67,276,267	\$58,073,675	\$58,073,675
Expenditures:					
Capital Projects	\$163,803	\$0	\$18,115,961	\$0	\$0
Total Expenditures	\$163,803	\$0	\$18,115,961	\$0	\$0
Total Disbursements	\$163,803	\$0	\$18,115,961	\$0	\$0
Ending Balance²	\$58,332,835	\$48,409,994	\$49,160,306	\$58,073,675	\$58,073,675
Pay-As-You-Go (PAYGO) Funding ³	\$58,332,835	\$48,409,994	\$49,160,306	\$58,073,675	\$58,073,675
Unreserved Balance	\$0	\$0	\$0	\$0	\$0
Tax rate per \$100 Assessed Value	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05

¹ FY 2025 estimate is based on January 1, 2024, assessed values at the tax rate of \$0.05 per \$100 of assessed value.

² The ending balance will be accumulating in anticipation of the sale of bonds and equity contributions to fund \$253 million toward the District's share of transportation infrastructure improvements in Tysons. The available Pay-As-You-Go (PAYGO) funding will continue to accrue as projects move from design to construction and can span several years until substantial completion. PAYGO funding will also reduce the need for long term district bond financing.

³ Current funds available for ongoing project needs in the service district.

SUMMARY OF CAPITAL PROJECTS

Project	Total Project Estimate	FY 2023 Actual Expenditures	FY 2024 Revised Budget	FY 2025 Advertised Budget Plan	FY 2025 Adopted Budget Plan
Greensboro Ramp - DTR (2G40-173-000)	\$1,000,000	\$163,802.74	\$419,003.67	\$0	\$0
Rt 123 Widening (Old Courthouse to Rt 7) (2G40-117-000)	2,250,000	0.00	2,250,000.00	0	0
Rt 123 Widening (Rt 7 to I-495) (2G40-116-000)	2,000,000	0.00	2,000,000.00	0	0
Rt 7 Widening (I-495 to I-66) (2G40-150-000)	3,500,000	0.00	3,446,957.23	0	0
Rt 7 Widening (Rt 123 to I-495) (2G40-118-000)	10,000,000	0.00	10,000,000.00	0	0
Total	\$18,750,000	\$163,802.74	\$18,115,960.90	\$0	\$0