



Update on Tysons Development and Transportation Projects

Tysons Transportation Service District Advisory Board

March 22, 2022

Christina Cain, and Tom Biesiadny, Department of Transportation

Beth Elliott, Department of Planning and Development

Presentation Overview

- FY 2022 Service District Rate Update
- Development
 - Tysons Tracker
- Transportation Projects
 - Major Roadway Projects (Tysons-wide)
 - Table 7B
 - Grid of Streets
 - Tysons Transit Service
 - Tysons Metrorail System Access Management Projects
 - Neighborhood Intersection Improvements Study
- FY 2022 Assessed Values
- FY 2023 Rate Recommendation
- FY 2023 Project Allocations



Update on Service District Revenues

- ~\$8.6 million (includes interest) in service district revenues collected in FY 2022 as of March 1, 2022
- To date, \$31.4 million in service district funds have been allocated to projects and \$13.9 million has been spent.

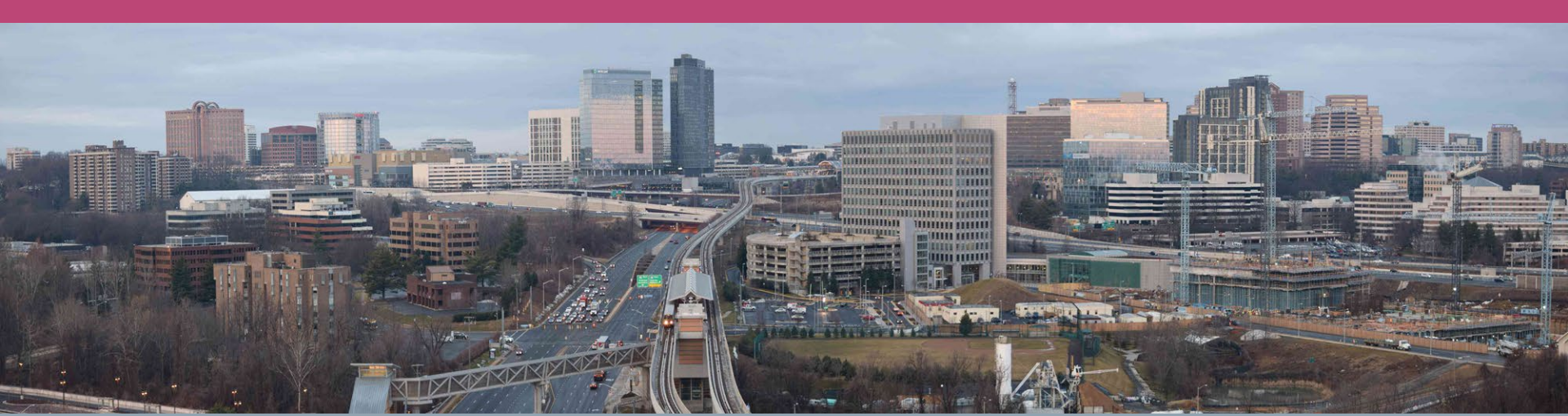


Service District Allocations to Date

Approved Service District Funds		Expended through October 31, 2021
Route 7 Widening (I-495 to I-66) ²	\$10,500,000	\$53,043
Tysons/Old Meadow Ped Bridge (over I-495) ¹	\$4,612,586	\$4,612,586
Route 7 Widening (Route 123 to I-495) ²	\$2,200,000	
Route 123 Widening (Old Courthouse Road to Route 7) ²	\$2,250,000	
Route 123 Widening (Route 7 to I-495) ²	\$2,000,000	
Route 7 Widening (DTR to Reston Ave) ¹	\$8,834,530	\$8,834,530
Greensboro Ramp to Dulles Toll Road ²	\$1,000,000	\$381,504
Total	\$31,397,116	\$13,881,663

¹ Allocated Service District revenues fully expended.

² These projects are funded using multiple sources, and other sources may be used first.



Development

Tysons Tracker



Available online at: <https://tysons-tracker-fairfaxcountygis.hub.arcgis.com/>

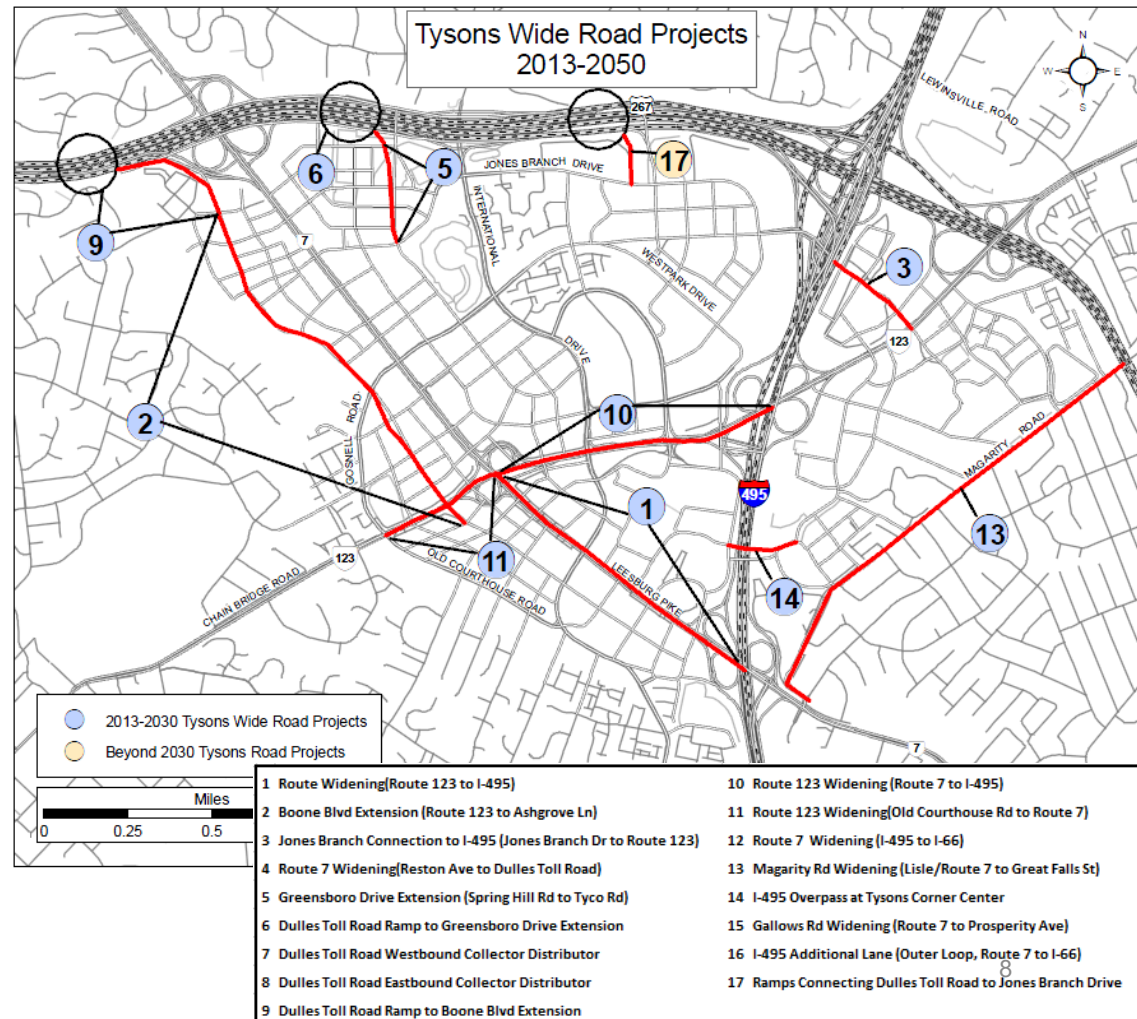


Transportation Projects

Major Roadway Projects (Tysons-wide)

Tysons-wide Improvements:

- The Comp Plan Amendment identified 17 Tysons-wide roadway improvements necessary to support the anticipated growth.
- 1 of the 17 is complete
- 2 of the 17 is under construction
- 8 others in study, preliminary engineering, or design



Major Roadway Projects (Cont.)

Route 7 Bridge over Dulles Toll Road



Major Roadway Projects (Cont.)

Jones Branch Connector – Completed Spring 2020



Major Roadway Projects (Cont.)

Route 7 Widening - (Reston Avenue to Dulles Toll Road)

- Widen Route 7 from 4 to 6 lanes from Jarrett Valley Drive to Reston Avenue
 - Intersection improvements
 - Shared use trail on both sides
 - Upgraded bus stops
- Total Project Estimate: \$314 million
 - VDOT is the project manager with County input
- Project Schedule:
 - Contract awarded: August 2018
 - Construction started: Spring 2019
 - Estimated project completion: Summer 2024
 - **Project is 59% completed**
- Current Status:
 - Colvin Run Stream relocated in 2021, including retaining wall
 - Significant noise barrier construction since October 2020
 - All but 0.5 miles is in the third of four construction phases.
 - Bridge work will commence in 2022 and last for two years



Major Roadway Projects (Cont.)

Route 7 Widening (Route 123 to I-495)

- Two new lanes in the median for future BRT while widening roadway to the outside to preserve 6-lane section.
- Route 7 widening study is being coordinated with the BRT study
- BRT final recommendations approved by Board of Supervisors in July 2021
- Staff recommends allocating \$7.8 million in service district revenues to fully fund design.



Major Roadway Projects (Cont.)

I-495 Overpass at Tysons Corner Center

- Tysons-Old Meadow Road Bike/Ped Improvements
 - Shared use trail from the intersection of Route 123 and Old Meadow Road east of I-495
- Total Project Estimate: \$12.3 million
 - \$4.6 million Service District Funds
- Project Schedule:
 - Design approval: November 2018
 - Right of way acquisition: Completed Fall 2020
 - Construction started: August 2021
 - Estimated project completion: Summer 2022

I-495 Overpass at Tysons Corner Center



Major Roadway Projects (Cont.)

Other Projects

Route 7 Widening (I-495 to I-66) Project #12

- Route 7 BRT alignment was approved by BOS in July 2021
- Planning work is underway including BRT lanes
- \$10.5 million in service district funds approved for design and land acquisition

Ramp from Greensboro Drive to Dulles Toll Road Project #6

- Study began January 2021, to be completed in Summer 2022.
- Will include aerial imaging and ground surveys
- \$1 million in service district funds approved for study/engineering

Tysons Fire Station/Transit Wet Center

- Redevelopment of the fire station on Jones Branch Drive to include a five bay fire station and 7 bay bus transit facility
- Includes new Access to Dulles Roll Road
- Total project estimate is \$20,000,000
- Design is underway

Tysons Table 7B Projects

Route 123 Modified Intersection Treatment (I-495 to the Dulles Connector Road)

- Multiple options being considered and evaluated including Super Street Option selected in the previous study, Cleveland Ramp and various roadway improvements

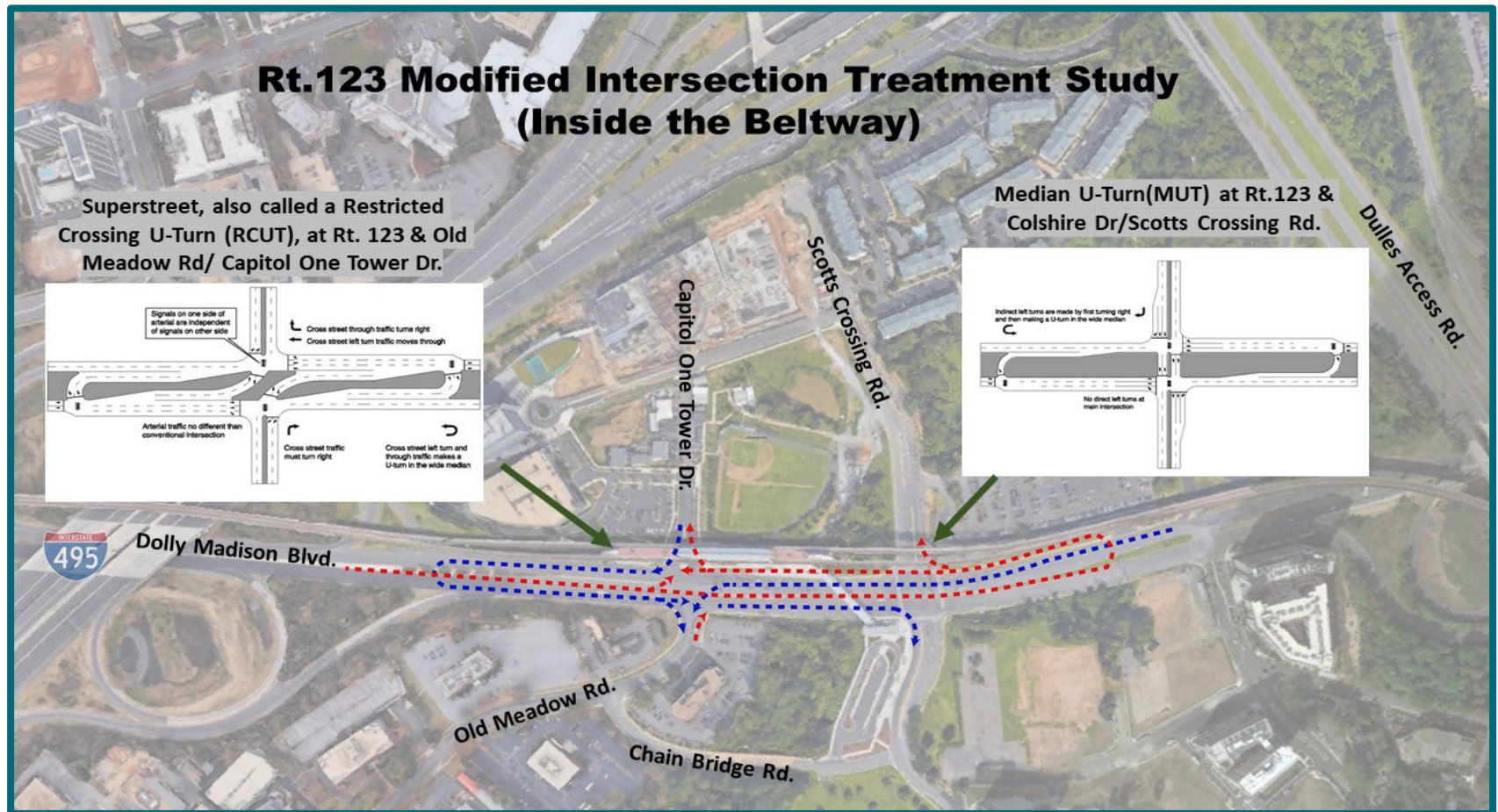
Route 123 Modified Intersection Treatment (I-495 to International Drive)

- Multiple options being considered and evaluated including the Comprehensive Plan recommendation and various roadway improvements

Both Projects

- Analysis of Future Conditions: Completed
- Development and Analysis of Preferred Alternative: Completed Summer 2021
- Additional Mitigation Measures Evaluation: Winter 2022
- Final recommendation and phasing analyses: Spring 2022

Tysons Table 7B Projects (Cont.)



Tysons Table 7B Projects (Cont.)

Cleveland Ramp

- Modification to the eastbound off-ramp from the Dulles Access Road to Route 123
- Two preferred alternatives: Braided Ramp and an Auxiliary Lane concepts from the previous study
- Included in the Route 123 Modified Intersection Treatment Study
- Discussing strategies for advancing this project with VDOT

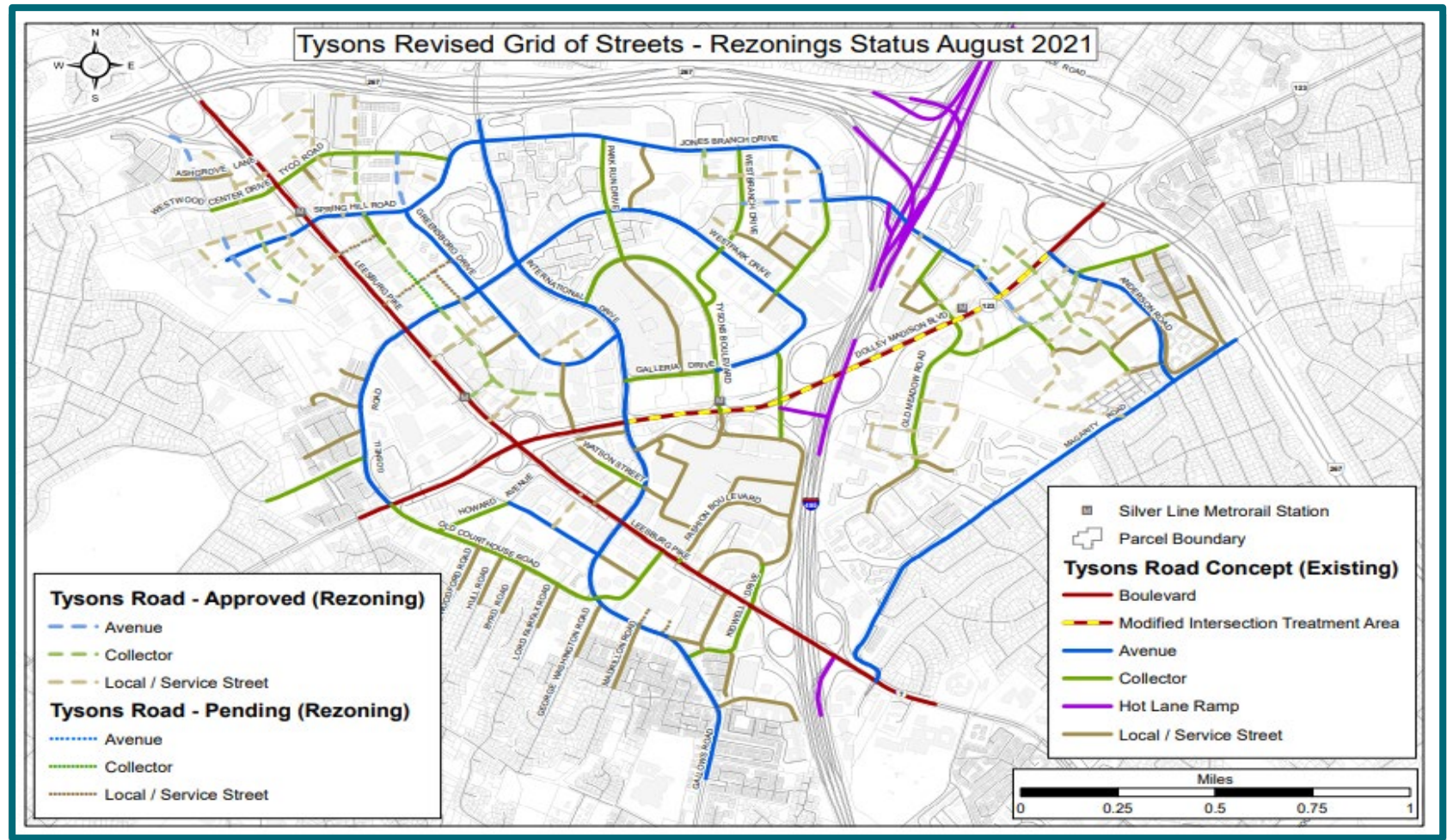
Route 7/Route 123 Interchange

- Two concepts are being considered
- Evaluation of concepts temporarily on-hold
- Additional options for cost-effective alternative being explored
- Stakeholder meetings planned once evaluation complete

Gallows Road at Gallows Branch

- To I-495 southbound ramp
- Study to be initiated in the future

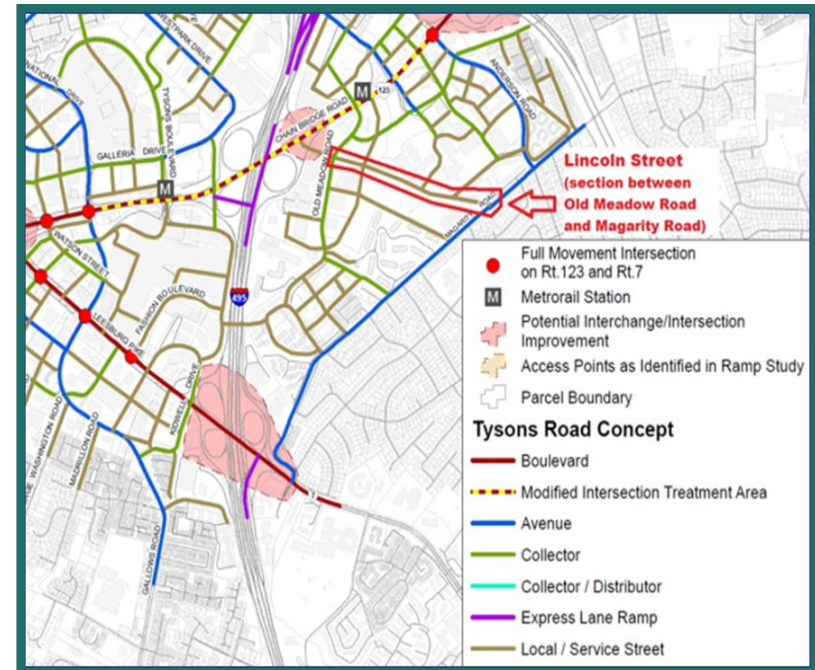
Tysons Grid of Streets On-going Development



Tysons Grid of Streets (Cont.)

Lincoln Street

- Street to connect Route 123 to Magarity Road.
- Will allow access to existing/approved developments along Old Meadow Road from Magarity Road.
- Additional access to residential units on Old Meadow Road.
- Total Project Estimate: \$47.3 million
- Design work underway
 - Feasibility study almost completed
 - 15% design almost completed
 - Est. completion: April 2022
- Community meeting to be held in spring 2022
- Construction start: Fall 2025
- Estimated project completion: Early 2027



Tysons Grid of Streets (Cont.)

Old Meadow Road Realignment (Completed)

- Part of Dulles Rail Phase I funding
- Design: Completed
- Utility Relocation: Completed
- Construction: Completed in November 2020.



Transit Service McLean & Tysons

Transit service in McLean & Tysons

Fairfax Connector

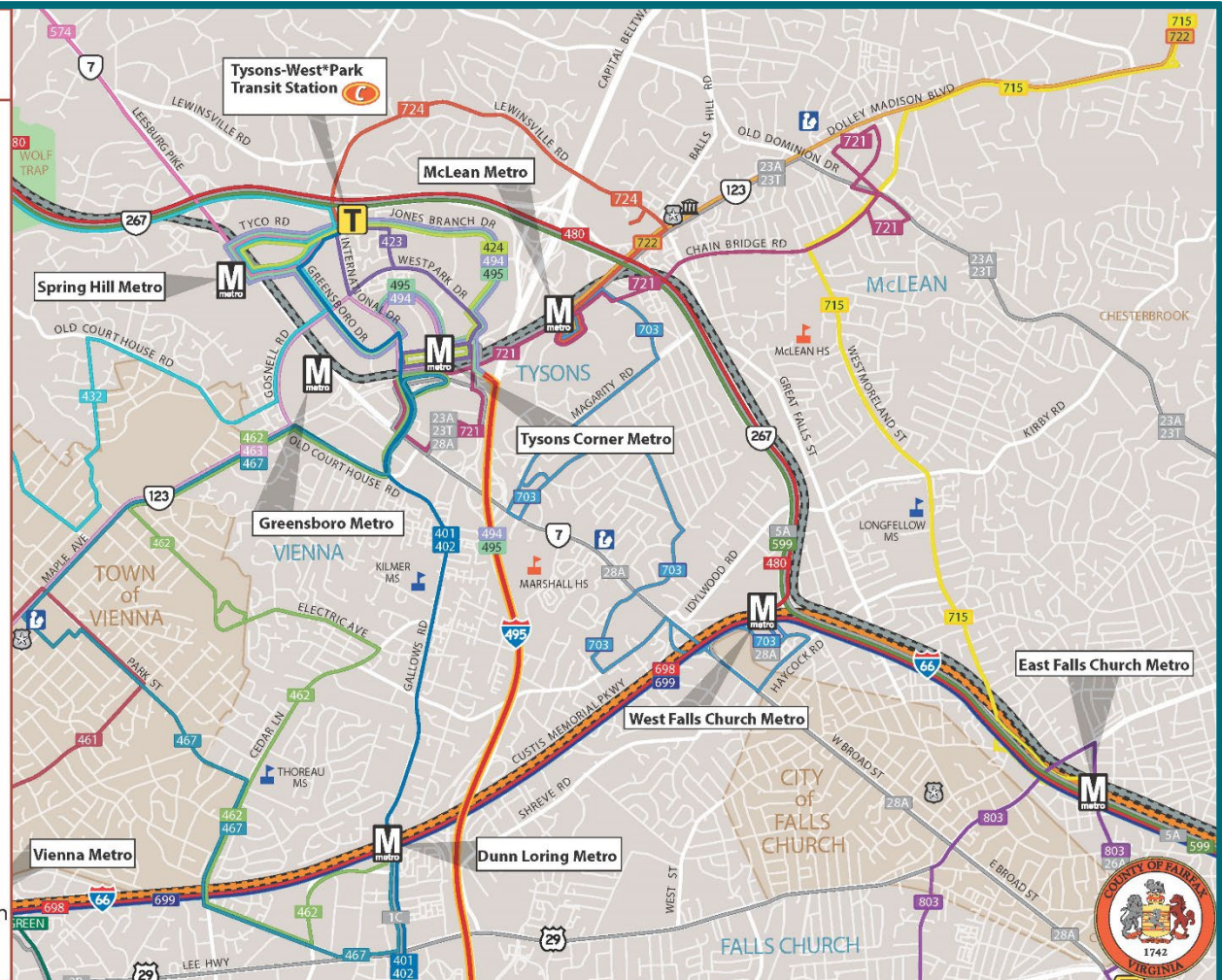
- 401** Weekday, Saturday & Sunday Service
- 402** Weekday, Saturday & Sunday Service
- 423** Weekday, Saturday & Sunday Service
- 424** Weekday & Saturday Service
- 462** Weekday Rush Hour Service Only
- 463** Weekday, Saturday & Sunday Service
- 467** Weekday, Saturday & Sunday Service
- 494** Weekday Service Only
- 495** Weekday Service Only
- 574** Weekday, Saturday & Sunday Service
- 703** Weekday & Saturday Service
- 715** Weekday Rush Hour Service Only
- 721** Weekday, Saturday & Sunday Service
- 722** Weekday Rush Hour Service Only
- 724** Weekday Rush Hour Service Only
- 803** Weekday, Saturday & Sunday Service

Metrobus

- 23A** Weekday, Saturday & Sunday Service
- 23T** Weekday, Saturday & Sunday Service
- 28A** Weekday, Saturday & Sunday Service

Metrorail

- SV** Silver Line: Spring Hill, Greensboro Tysons Corner, McLean, East Falls Church
- OR** Orange Line: West Falls Church East Falls Church



Transit Service (Cont.)



Purpose

- Enhance transit service in the Tysons area
- Support transit-oriented development
- Provide transit connections from the Metrorail stations to areas of Tysons not within walking distance

Implemented Service

- 2009 - Neighborhood routes from McLean and Vienna
- 2013 - I-495 Express Lanes service from Burke Centre, Lorton, and Springfield
- 2014 - Circulator routes serving Tysons' Metrorail Stations
- 2019 - New mid-day and late-night service on route 467 from Vienna neighborhoods to Tysons - enhanced during Cedar Lane Bridge closure
- 2020 - New transit service from McLean to George Bush Center for Intelligence (Routes 721/722)
- 2021 - Metrobus routes 3T and 15k reinstated and converted to Fairfax Connector bus routes 703 and 715

Transit Service (Cont.)



Ridership Trends

- Fairfax Connector service was suspended on April 11, 2020, as part of County's COVID-19 pandemic response. Service resumed on August 29, 2020.
- Overall ridership is lower due to the impact of COVID-19 in FY 2021 compared to FY 2019.
- As of September 2021, Fairfax Connector ridership has recovered to more than 65% of pre-COVID levels on weekdays and 97% on weekends (100% on Sundays)

Future Improvements

- Tysons Westpark Transit Station Reconstruction as part of Fire Station Project
- Piloting of Alternative Transit Service on Lewinsville Road and Old Courthouse Road (subject to funding)
- Tysons area transit service changes as described in the Centreville-Chantilly-Vienna-Tysons Route Optimization Study
- Express bus service between Tysons and Bethesda, Maryland on I-495

Transit Service (Cont.)

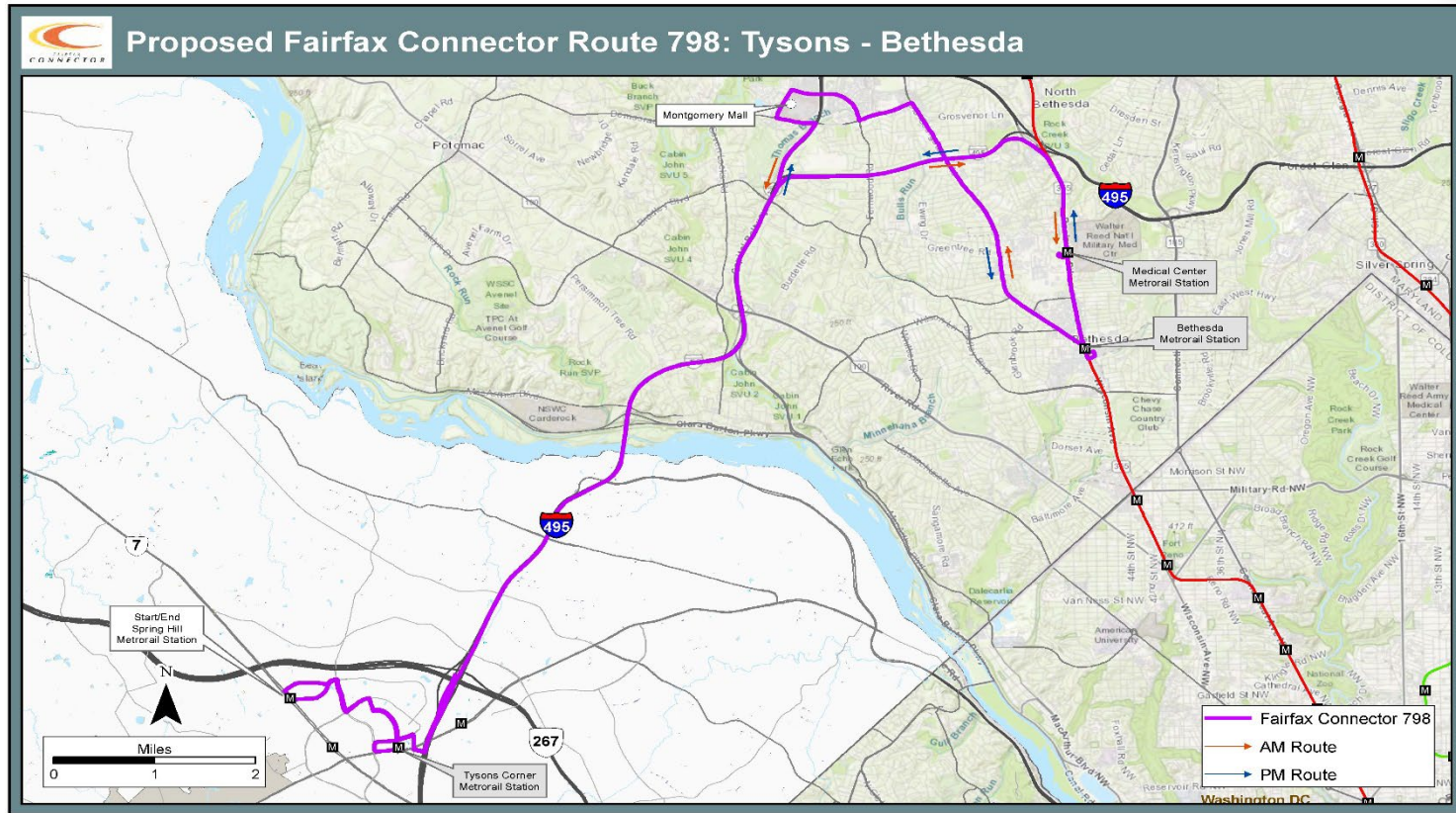


Route 798 Tysons - Bethesda

- Part of regional response to I-495 American Legion Bridge capacity issues
- Linking Metrorail's Silver and Red lines providing a faster transit connection between Maryland and Fairfax County than is currently possible via Metrorail
- Route will link three major activity Centers: Bethesda, National Institutes of Health (NIH), and Tysons
- Will provide bi-directional peak service during express lanes construction
- Prior to the completion of the Express Lanes Project on I-495, the service will operate during peak periods only with a 20-minute headway. When the planned Express Lanes project is complete, Route 798 will be expanded to 15-minute headways and include off peak service
- Service is funded. A formal agreement is being prepared

Transit Service (Cont.)

Route 798: Tysons - Bethesda



Service Period	Frequency	Span of Service
Peak	20 min.	5:10 a.m. to 9:10 a.m. 3:10 p.m. to 7:10 p.m.

Tysons Metrorail Station Access Management Study (TMSAMS)

Purpose of (TMSAMS)

- To prioritize access improvements to the Metrorail stations in Tysons.
- Study completed in 2011.

Timeline

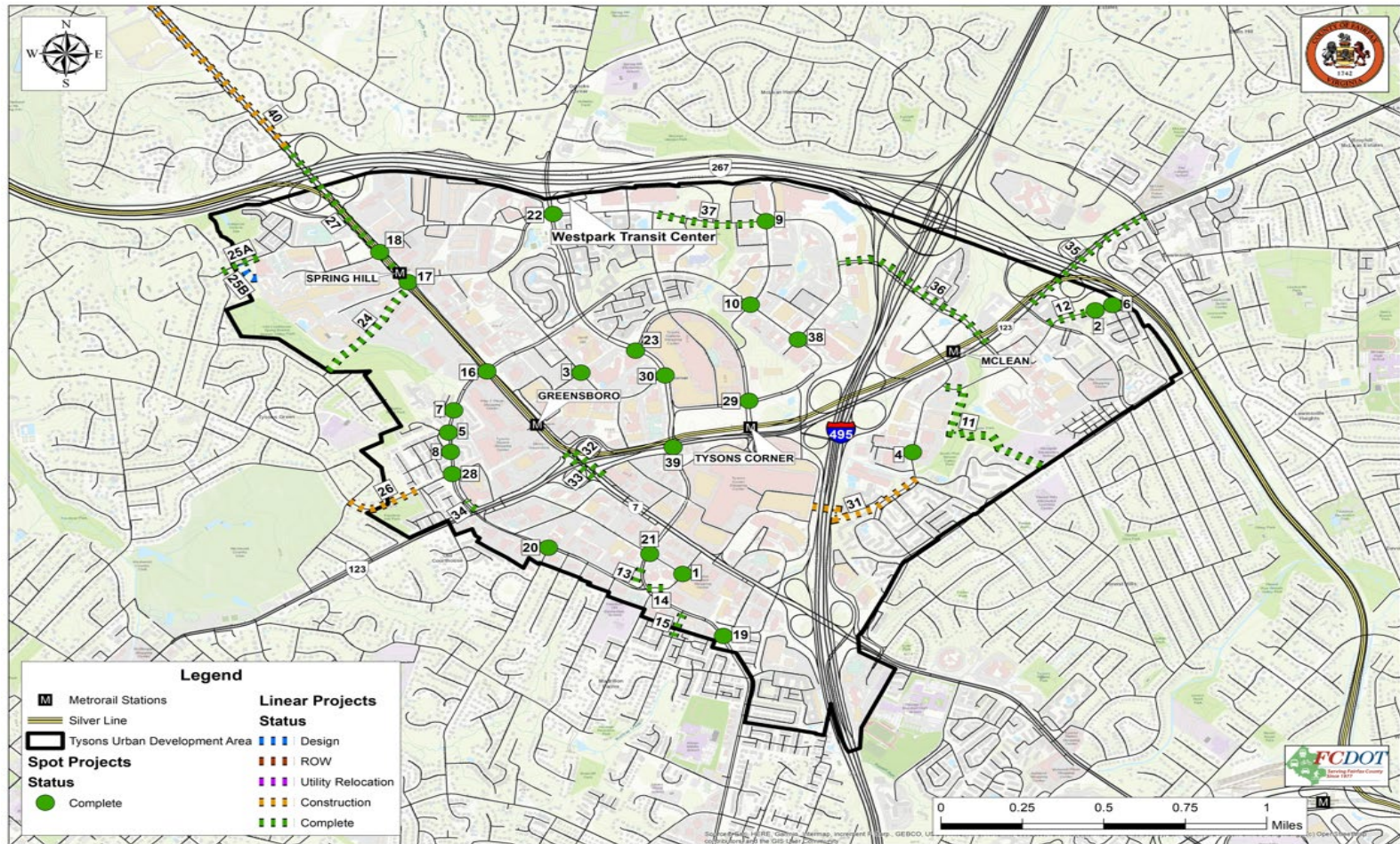
- Staff recommendations approved by the Board in May 2012.
- Staff is currently working to complete design and construction of these projects.

Progress Update

- 37 of 41 projects completed.
- 3 in Construction
- 1 in Design.

TMSAMS Project Map

Tysons Metrorail Station Access Improvement Projects

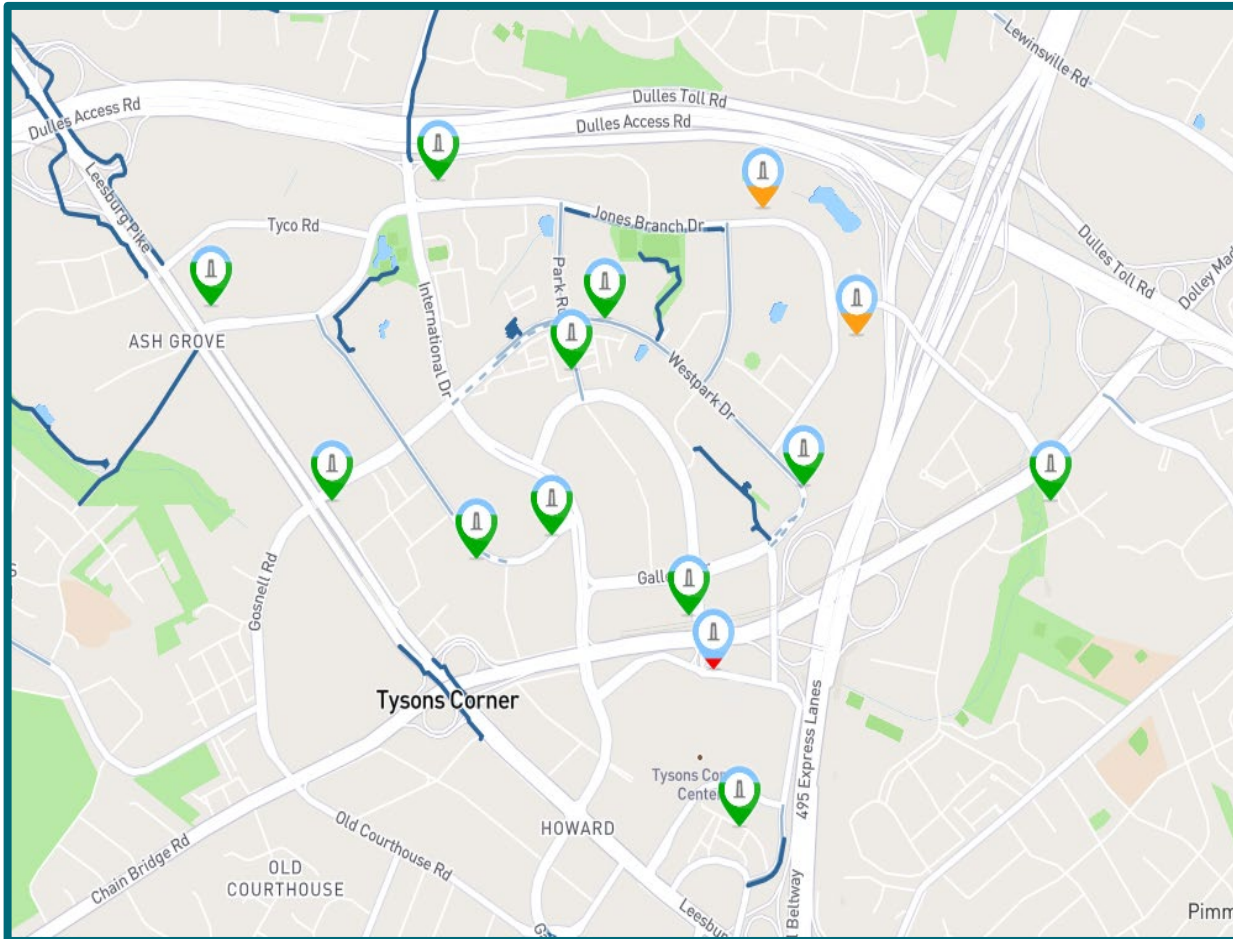


TMSAMS (Cont.)

Route 7 Walkway from Dulles Toll Road to Beulah Road

- Portion of work from south of Dulles Toll Road to Jarrett Valley Drive completed in May 2018
- The remaining construction will be included in the Route 7 Widening project from Jarrett Valley to Reston Parkway
- Estimated project completion: July 2024

Tysons BikeShare



14 of 15 bikeshare stations installed

18 Additional stations underway in the Providence District, 10 in/around Tysons

Nearby Merrifield and City of Falls Church launched in May 2019

2019 total trips: 10,079
2020 total trips: 4,093
2021 total trips: 4,084

Tysons Neighborhood Traffic Study

Purpose

- Evaluate existing (at the time 2008) and future (2030) traffic impacts and potential mitigation measures for 30 intersections in the areas surrounding Tysons
- 13 intersections were shown to have either AM, PM, or both peak hours failing (LOS F is considered failing) under 2008 conditions

Selection Method

- Intersections were chosen based on input from Dranesville, Providence, and Hunter Mill Supervisors
- Staff evaluated 2030 conditions and potential mitigation measures and decided upon a series of proposed next steps

Proposed Next Steps

- Annually monitor locations that currently do not fail that are projected to potentially fail by 2030
- Locations in the “Monitor” category will be evaluated regularly, with potential solutions generated for locations with LOS deteriorating towards failure
- Feasibility studies, design, construction activities are underway for specific projects.

Tysons Neighborhood Traffic Study (Cont.)

Projects Advancing:

Lewinsville Road and Spring Hill Road

- Finalizing detailed traffic comparison analysis of Offset T-Intersection and conventional intersection
- Lewinsville Coalition Virtual Meeting to present comparison analysis for both options: Spring 2021
- Estimated completion of study: mid 2022

Lewinsville Road and Leesburg Pike

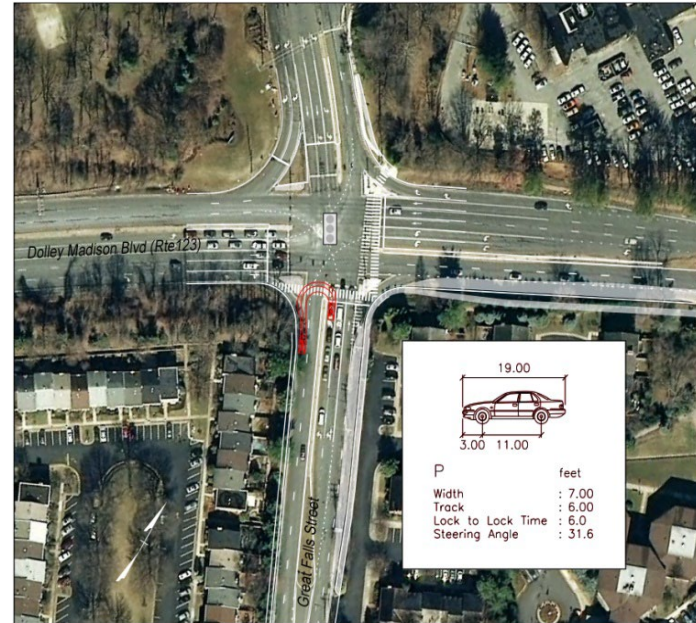
- Part of the VDOT Route 7 Widening Project (Jarrett Valley Drive to Reston Avenue)
- Concept for this intersection is a displaced left turn
- Estimated completion: July 2024

Balls Hill Road and Old Dominion Drive

- Preferred T-Intersection Improvements Option A.1 Intermediate design submitted in July 2021.
- Final walkway connections throughout the project are being analyzed.
- Design is being refined to reduce right of way needs.
- Preparing information for a Community Information Meeting in spring 2022

Tysons Neighborhood Traffic Study (Cont.)

- Dolley Madison Boulevard Corridor Study
 - Includes the following Neighborhood Study intersections:
 - Dolley Madison Boulevard at Lewinsville Road/ Great Falls Street
 - Dolley Madison Boulevard at Old Dominion Drive
 - Lewinsville Road at Balls Hill Road
 - Great Falls Street and Chain Bridge Road
 - Lewinsville Road and Old Maple Drive
 - Dolley Madison Boulevard and Ingleside Avenue
 - Old Dominion Drive and Ingleside Avenue/Park Avenue



- Analysis of short-term and long-term mitigation measures has been completed
- A community meeting was conducted in June 2019
- A survey concerning mitigation measures was conducted during Summer 2019
- Meetings were held with the District Supervisor in February and December 2020, October 2021, and February 2022.
- The next community meeting is anticipated in Spring 2022

Silver Line Phase II

Project Status

- Overall Phase 2 – Achieved Substantial Completion
- Currently in the Operational Readiness Testing stage

General Activities

- WMATA and MWAA conducting operational service tests
- WMATA hiring and training underway
- Continued work on the punchlist items between MWAA, WMATA, and the contractor.

Outstanding Items

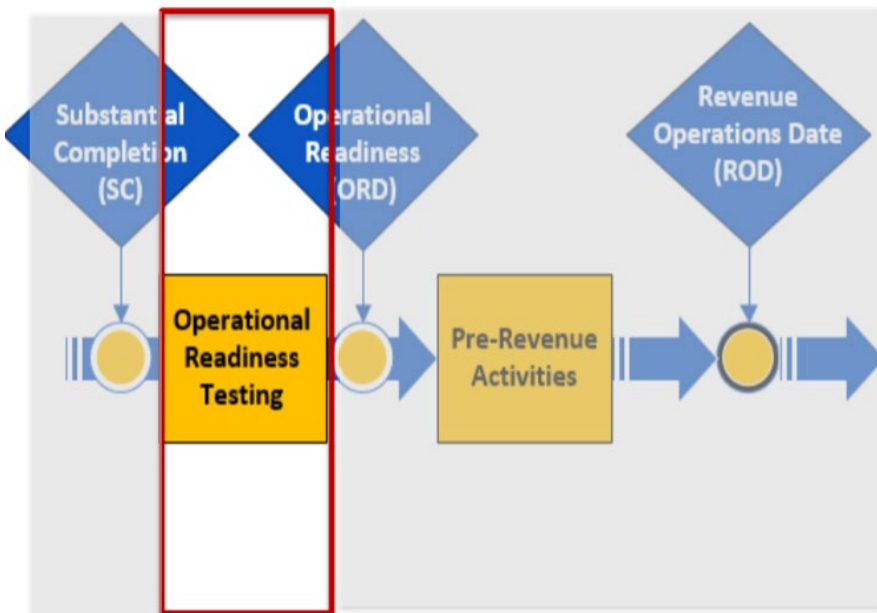
- Resolution of escrow amounts for future maintenance
- Heat tape issue at a few locations was identified during testing
- Resolution of other smaller issues

Project Schedule

- After WMATA declares Operational Readiness there will be approximately 90 days of pre-revenue activities
- WMATA Board to establish Revenue Operations Date – TBD (4 to 6 months after substantial completion)

Silver Line Phase II

Current Activities – *Operational Readiness*



	Activities	Completion/Duration
Operational Readiness Testing	<ul style="list-style-type: none"> WMATA conducts operational tests, simulated service, etc. MWAA and contractor continue completion of punchlist. 	<ul style="list-style-type: none"> No fixed duration Contingent upon WMATA testing and completed when WMATA declares Operational Readiness.
Pre-Revenue Activities	<ul style="list-style-type: none"> WMATA asset inventory, warranty management, document transfer, staff and first responder familiarization, final documents, policy and procedure updates, final station mobilization, etc. 	<ul style="list-style-type: none"> Approximately 90 days Ends with the start of revenue service Revenue date set by WMATA Board

Silver Line Phase II (Cont.)

Herndon Station



Reston Town Center Station



Silver Line Phase II (Cont.)

Innovation Center Station



Dulles Airport Station



Dulles Airport Rail Yard





FY 2023 Tax Rate

Service District Revenues to Date

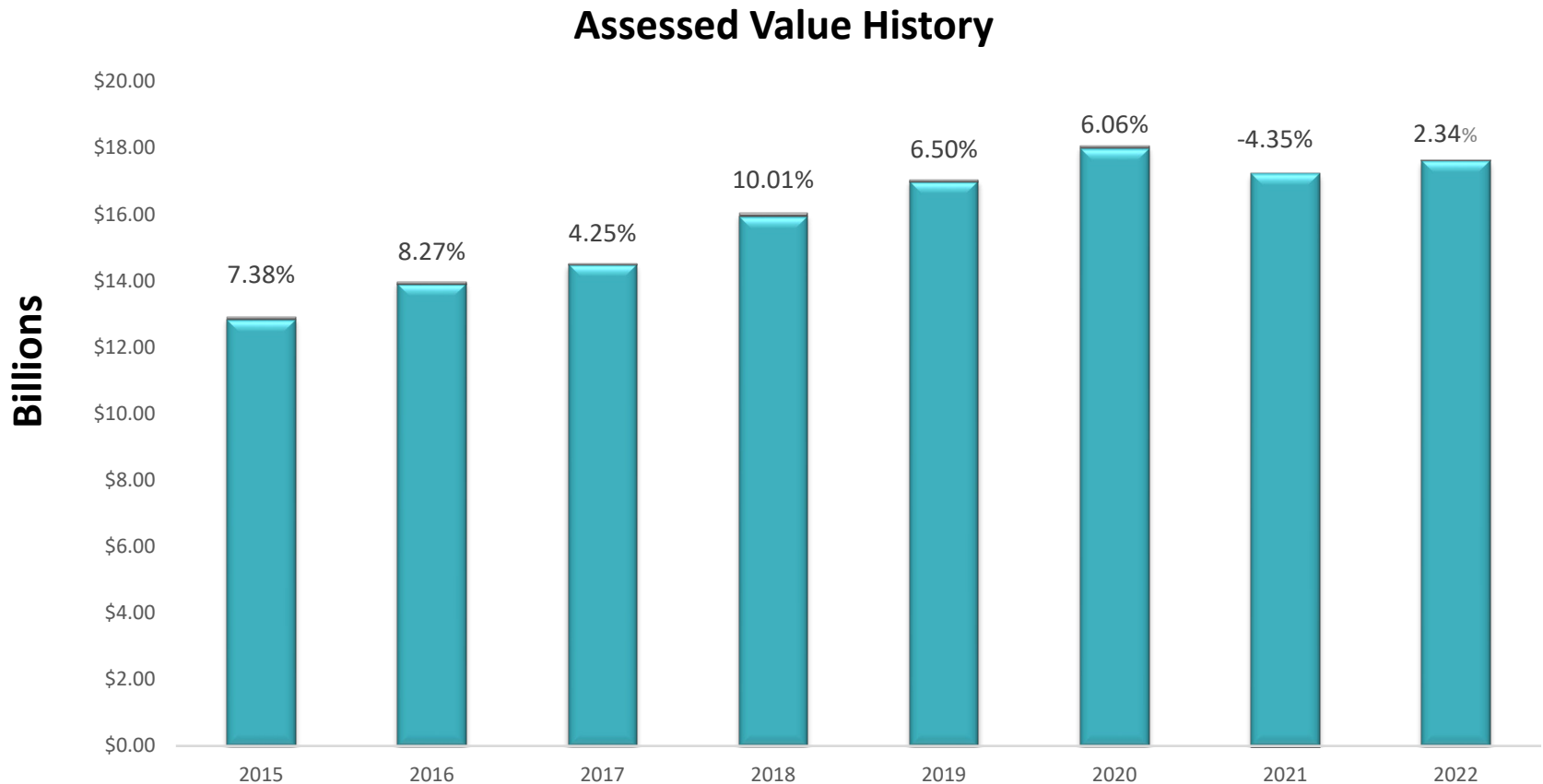
	Total	Taxes Collected	Interest
FY2014-2021	\$54,251,993	\$52,878,800	\$1,373,193
FY2022 ¹	\$8,556,944	\$8,544,326	\$12,617
Total ²	\$62,08,936	\$61,423,126	\$1,385.810
Currently Allocated to Projects	(\$31,397,116)		
Available Project Funds ³	\$30,411,820		

[1] As March 1, 2022.

[2] The total Service District revenue obligation is \$315.9 million (2021 dollars). Approximately 19.9% has been collected as of March 1, 2022.

[3] Funding available to construct projects currently in preliminary engineering or design.

Assessed Value History



Year to Year Comparisons

	2021	2022
Assessed Value (AV)	\$17,215,262,673 ⁺	\$17,618,468,133 ⁺⁺
AV Growth over prior year	-4.35%	2.34% ¹
Tyson's District Tax Rate Per \$100 AV	\$0.05	\$0.05 ²
Dulles Rail Phase I Tax Rate Per \$100 AV	\$0.9	\$0.09
Combined Tax Rate Per \$100 AV	\$0.14	\$0.14

+ - AV as of January 1, 2021.

++ - AV as of January 1, 2022.

[1] Equalization and growth.

[2] Service district rate held flat at \$0.05 and approved by the BOS on May 4, 2021.

[3] No change recommended for FY 2023.

Staff Recommendations

➤ Voting Items:

- Staff recommends holding the rate flat at \$0.05 in FY 2023
- Route 7 Widening (Route 123 to I-495): up to \$7.8 million of Service District Funds to be allocated for design

➤ Informational Items:

- Cleveland Ramp: up to \$3.5 million of Grid of Street funds to be allocated for land acquisition
- Lincoln Street: up to \$2.8 million of Grid of Streets Funds to be allocated for design
- Route 7 Widening (Route 123 to I-495): up to \$2 million of Tysons wide Road Funds to be allocated for design

Next Steps

- Action: Vote on rate recommendation to the Board
- Action: Vote to allocate \$7.8 million to Route 7 Widening (123 - 495)
- Public Hearings to be held April 12-14, 2022
- Letter of recommendation to the Board of Supervisors by April 12, 2022
- Board adoption of the FY 2023 budget on May 10, 2022
- Staff follow up on requested information



Questions?