



Update on Tysons Development and Transportation Projects, and FY 2021 Tax Rate Discussion

Tysons Transportation Service District Advisory Board

April 6, 2020

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Presentation Overview

- Recap of FY 2020 Service District Rate
- Development
 - Construction
 - Growth
- Transportation Projects
 - Major Roadway Projects (Tysons-wide)
 - Table 7B
 - Grid of Streets
 - Tysons Circulator Service
 - Tysons Metrorail System Access Management Projects
 - Neighborhood Intersection Improvements Study
 - Bike Lanes and Bikeshare
- FY 2021 Service District Rate Discussion

Recap of FY 2020 Service District Tax Rate Recommendation

- On April 3, 2019, the advisory board recommended holding service district rate at \$0.05/\$100 of assessed value for FY 2020.
- The Board approved a service district rate of \$0.05 for FY 2020 on May 7, 2019.
- ~\$8.6 million (includes interest) in service district revenues collected in FY 2020 as of March 13, 2020.
- To date, a total of \$4,862,569 in service district funds have been spent
 - \$4,612,856 on the I-495 Pedestrian Overpass
 - \$249,983 on Route 7 Widening (I-495 to I-66)

Service District Allocations to Date

| Approved Service District Funds | | Expended through February 29, 2020 |
|--|---------------------|---------------------------------------|
| Route 7 Widening (I-495 to I-66) | \$10,500,000 | 249,983 |
| Tysons/Old Meadow Ped Bridge (over I-495) | \$4,612,586 | \$4,612,586 |
| Route 7 Widening (Route 123 to I-495) | \$2,200,000 | |
| Route 123 Widening (Old Courthouse Road to Route 7) | \$2,250,000 | |
| Route 123 Widening (Route 7 to I-495) | \$2,000,000 | |
| Route 7 Widening (DTR to Reston Ave) | \$8,834,530 | |
| Greensboro Ramp to Dulles Toll Road | \$1,000,000 | |
| Total | \$31,397,116 | \$4,862,569 |



Development

Development Dashboard

August 2018 through March 2020



1.9M square feet
delivered



0.973M square feet
approved by site plan,
unbuilt



4M square feet
under
construction



2 new
proffered
public facilities

Existing Development Level as of January 1, 2011, was 47.17M

Proffered Public Facilities



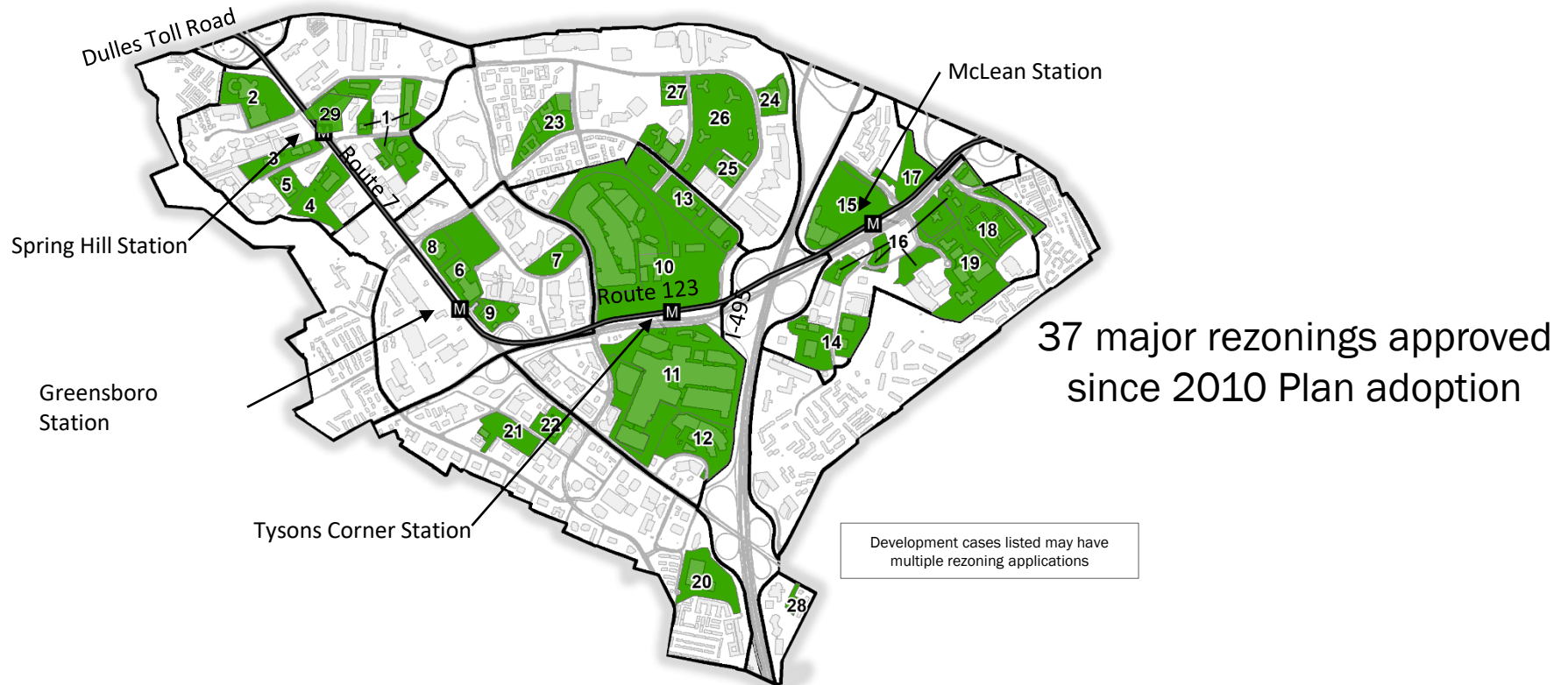
The Mile



The View

- North Central District - Signature Park at The Mile: A five-acre, publicly accessible park.
- Tysons West District - Arts Facility at The View: Construction of a 20,000 square foot facility that includes a 35-year lease to an arts user.

Approved Development



Delivered Infrastructure & Public Facilities

August 2018 through February 2020



Vesper Trail



Quantum Field



Jones Branch Connector

Completed Construction

Seven Buildings Delivered:

- Lumen – 33 story, 398-unit residential building
- The Boro Phase 1
 - Boro Theater – 3 story, 135,570 sq.ft. cinema building
 - Boro Tower – 20 story, 446,510 sq. ft. office building with retail uses
 - 3 residential buildings totaling 861,516 sq. ft. (710 units)
 - Block A retail totaling 98,000 sq. ft.
 - a 144,266 sq. ft. retail and office building

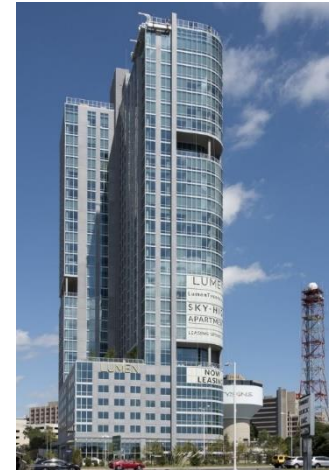
August 2018 through February 2020



Residential and Retail
at The Boro
Map #6



Boro Tower
Map #6



Lumen
Map #9

Existing Development Levels

| Land Use | 2011 | 2019 | 2020 | Change from 2011 to 2020 |
|------------------------------------|------------|------------|------------|--------------------------|
| Office (sq. ft.) | 26,862,000 | 27,877,000 | 27,959,000 | +4% |
| Retail (sq. ft.) | 5,096,000 | 5,554,000 | 5,714,000 | +12% |
| Car Dealership (sq. ft.) | 730,000 | 383,000 | 383,000 | -47% |
| Hotel (sq. ft.) | 2,578,000 | 2,740,000 | 2,740,000 | +6% |
| Industrial (sq. ft.) | 986,000 | 971,000 | 971,000 | -2% |
| Government/Institutional (sq. ft.) | 80,000 | 387,000 | 387,000 | +384% |
| Residential (sq. ft.) | 10,844,000 | 15,084,000 | 15,945,000 | +47% |
| Residential (units) | 8,943 | 12,991 | 13,701 | +53% |
| Total All Uses | 47,176,000 | 53,143,000 | 54,099,000 | +14% |

Source: 2011 Annual Report, Table 1, page 8; 2019 Annual Report Table L2 Page 9; 2019 Annual Report Table L2, page 9 (with edits to reflect March 2020 numbers)

Current Major Construction Activity

3.9 million square feet currently under construction

Highland District Building B

- Residential: 196,250 sq.ft. (140 units)
Map #14

Arbor Row Building D

- Residential: 197,572 sq.ft. (102 units),
Retail: 5,222 sq.ft. Map #13

Capital One Block C

- Retail: 100,000 sq.ft., Hotel: 295,500
sq.ft., Corporate Center: 105,800 sq.ft.
Map #15

Scotts Run South

- Residential: 861,516 sq.ft. (710 units),
Office: 81,996 sq.ft., Retail: 160,074 sq. ft.
Map #16



Capital One Block C Under Construction

Upcoming Construction Activity

Residential: 2.3M sq. ft. in ~1,888 units

- **Tysons West Promenade Building C (approved) #2**
- Arbor Row Building A2 (under review) #16
- Arbor Row Block B/C1 (under review) #16
- Westpark Plaza Building D1 (under review) #8
- Park Crest Building 3 (under review) #23

Office: 1.5M sq. ft.

- **Arbor Row Building F (approved) #13**
- **Capital One Block A (approved) #15**
- **MITRE 5 (approved) #19**
- Tysons Central Building A (under review) #9

Associated Retail/Service: 234,000 sq. ft.



Arbor Row Block F

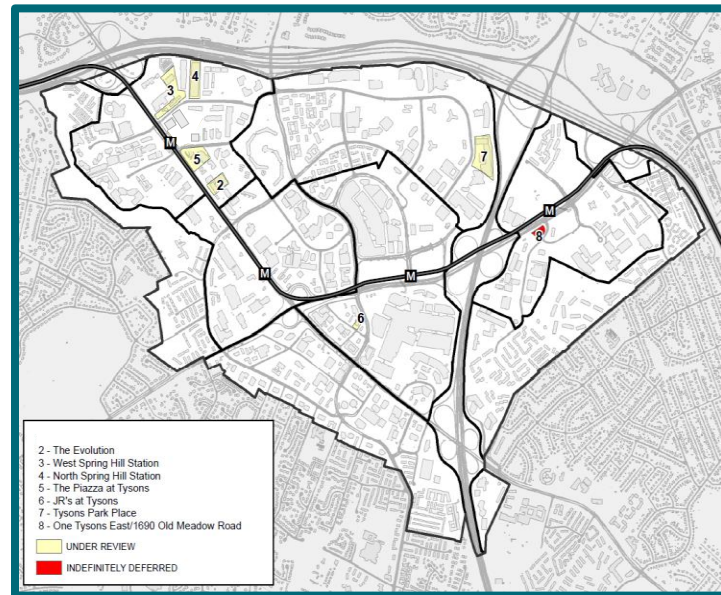


Capital One Block A

Pending Development

Seven rezoning applications* currently under review:

- 32 acres, up to 2.8 million sq. ft. of non-residential and 4.65 million sq. ft. of residential development
- If approved, estimated to add a maximum of 4,227 new residential units and accommodate a maximum of 10,294 new employees



* Note: Applications, once approved, may require years or decades before development build-out.

Summary of Development

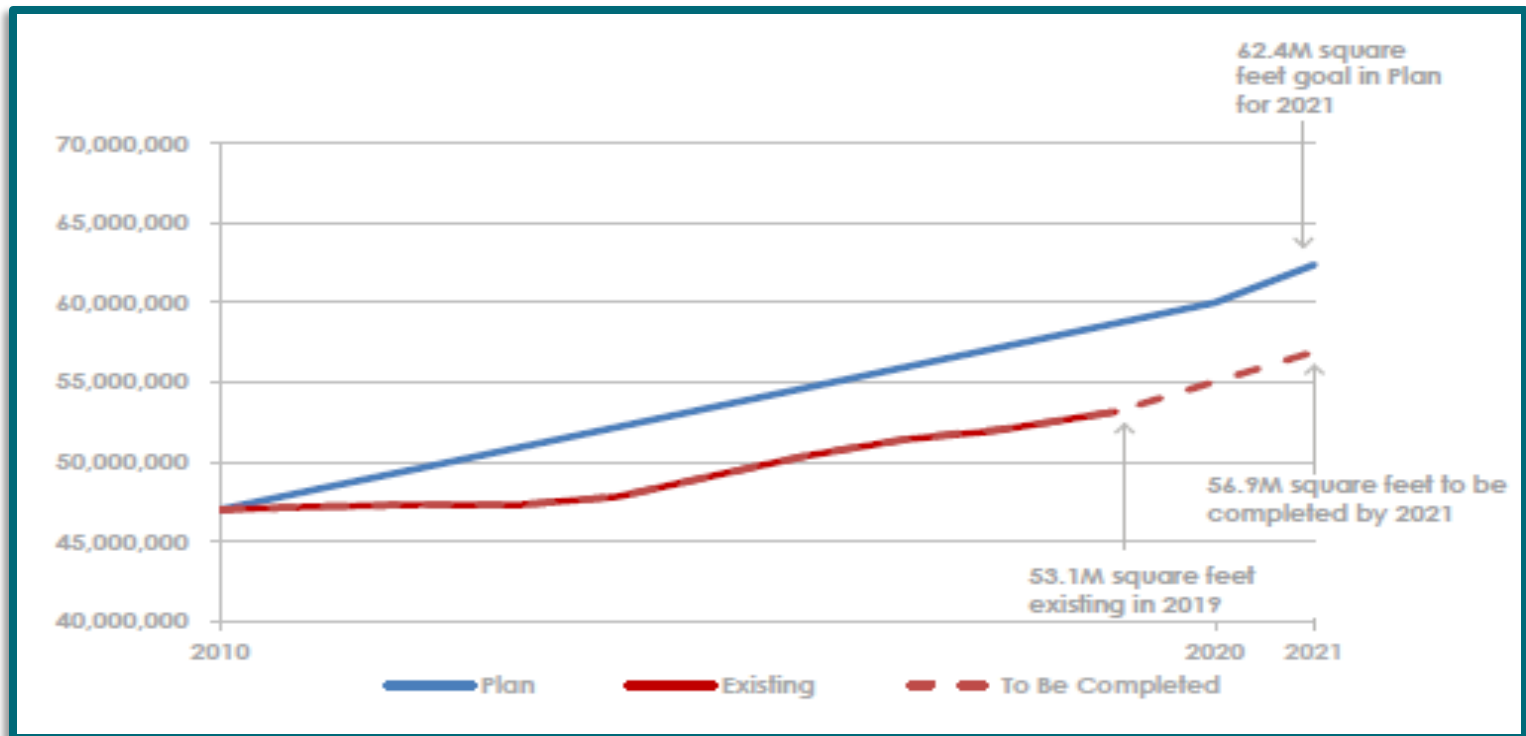
| | 2010 | 2019 | Under Construction | Total |
|-----------------------------------|----------------------|---------------------|--------------------|--------|
| Residential Population | 17,000 | 27,137 | 1,666 | 28,803 |
| Residential Units | 8,943 | 13,701 | 952 | 14,653 |
| Employment Population (# of Jobs) | 105,000 ¹ | 88,304 ² | 4,220 | 92,524 |

Conclusion – Meeting the goals set forth in the Tysons Comprehensive Plan
Source: Land Use Chapter of 2019 Annual Report, Modified to reflect changes since.

¹ This Comprehensive Plan employment statistic was an estimate based on the existing development levels in 2008. It utilized an estimated number of employees for a certain amount of square footage (i.e. office = 1 employee per 300 square feet) and is considered a rough estimate.

² This number was provided by MWCOC in 2015, which has been determined to be the most accurate. MWCOC major estimates are updated every 3-5 years.

Development Growth; Planned and Approved



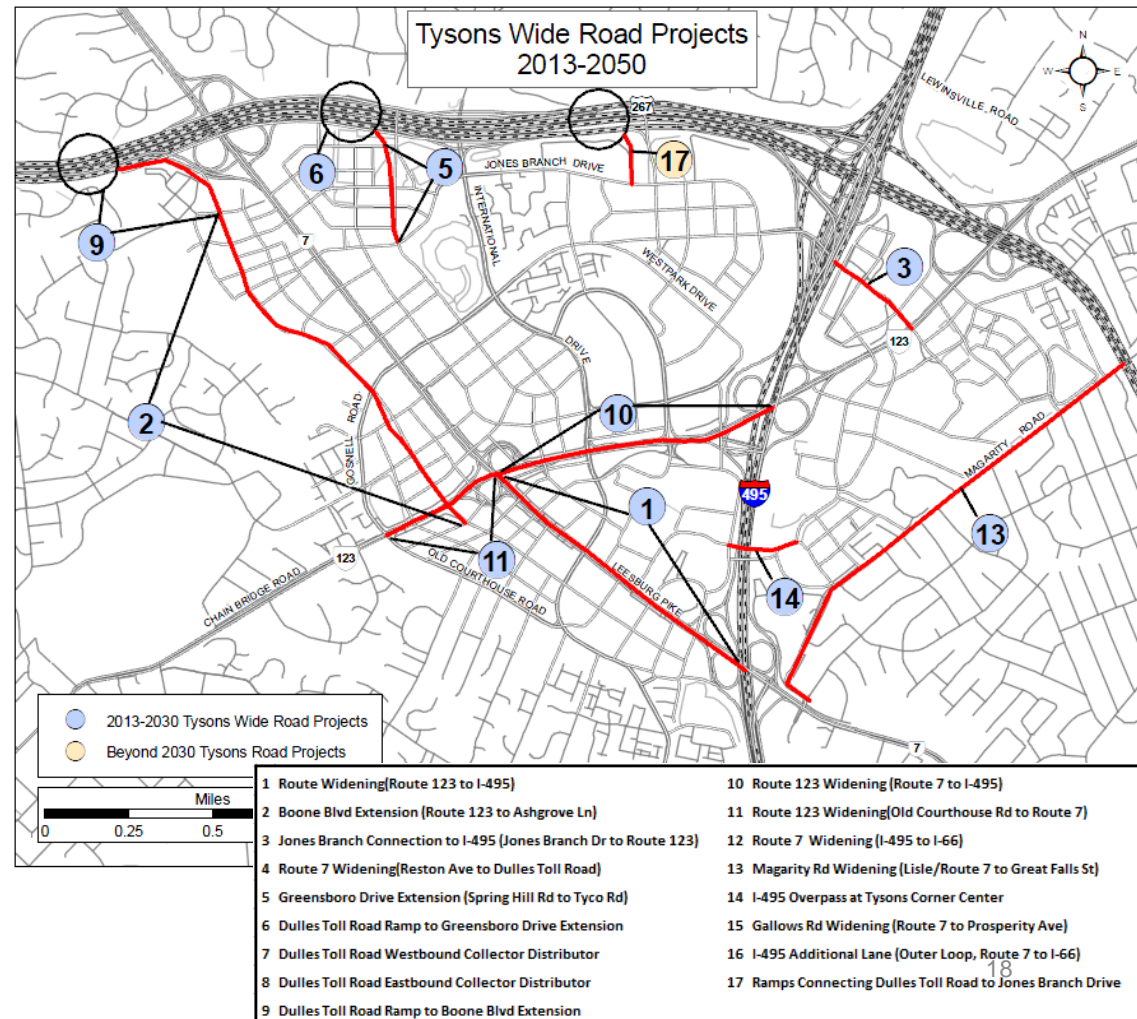


Transportation Projects

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
- 1 of the 17 is under construction
- 1 is in land acquisition
- 4 others in study, preliminary engineering, or design



Major Roadway Projects (Cont.)

Route 7 Bridge over Dulles Toll Road – Completed May 2018



Major Roadway Projects (Cont.)

Jones Branch Connector – Completion Spring 2020



- Two Lanes in Each Direction Open to Traffic in November 2019
- Pedestrian walkway completed: February 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 administrator with County input
- Project Schedule:
 - Contract awarded: August 2018
 - Construction start: Spring 2019
 - Estimated completion: Fall 2024
- Current Status:
 - Completed early improvements at Baron Cameron Avenue and opened third left-turn lane from Route 7 to Baron Cameron Avenue in August 2019.
 - Design plans approved for construction on 10/2/19.
 - Noise analysis finalized in November 2019; reviewed and approved by FHWA and VDOT. All environmental permits (DEQ, USACE, VMRC) have been issued.



Major Roadway Projects (Cont.)

Route 7 Widening (Route 123 to I-495)

- Widen existing 6 lanes to 8 lanes with pedestrian improvements
- Bus Rapid Transit proposed through the corridor (Envision Route 7 – NVTC)
- Route 7 widening study is being coordinated with the BRT study
- BRT final recommendations: Spring 2020
- Design will continue following BRT lane configuration recommendations



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: \$12.2 million
 - \$4.6 million Service District Funds
- Project Schedule:
 - Design approval: November 2018
 - Right of way acquisition: Fall 2019 – Summer 2020
 - Construction phase: Spring 2021 – Spring 2022

I-495 Overpass at Tysons Corner Center



Major Roadway Projects (Cont.)

Other Major Roadway Projects

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

- Alternative analysis underway, three alternatives are being evaluated
- Draft recommendations to be shared with stakeholders and public in Fall 2020
- \$10.5 million in service district funds approved for design and land acquisition

Ramp from Greensboro Drive to Dulles Toll Road Project #6

- Pre-scoping to start in early 2020
- Will include aerial imaging and ground surveys
- \$1 million in service district funds approved for study/engineering

Tysons Table 7B Projects

Route 123 Widening (I-495 to the Dulles Connector Road)

- Super Street Option selected in the previous study (30% design completed)
- Included in the Route 123 corridor study
- Multiple options being considered

Route 123 Widening (I-495 to International Drive)

- Staff continues analysis of the Comprehensive Plan recommendation to widen Route 123 from 6 to 8 lanes
- Multiple options being considered

Both Projects

- Consultant selection completed
- Analysis of Future Conditions: Jan 2020
- Final recommendation and phasing analyses: Summer 2020

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
- Included in the Route 123 corridor study

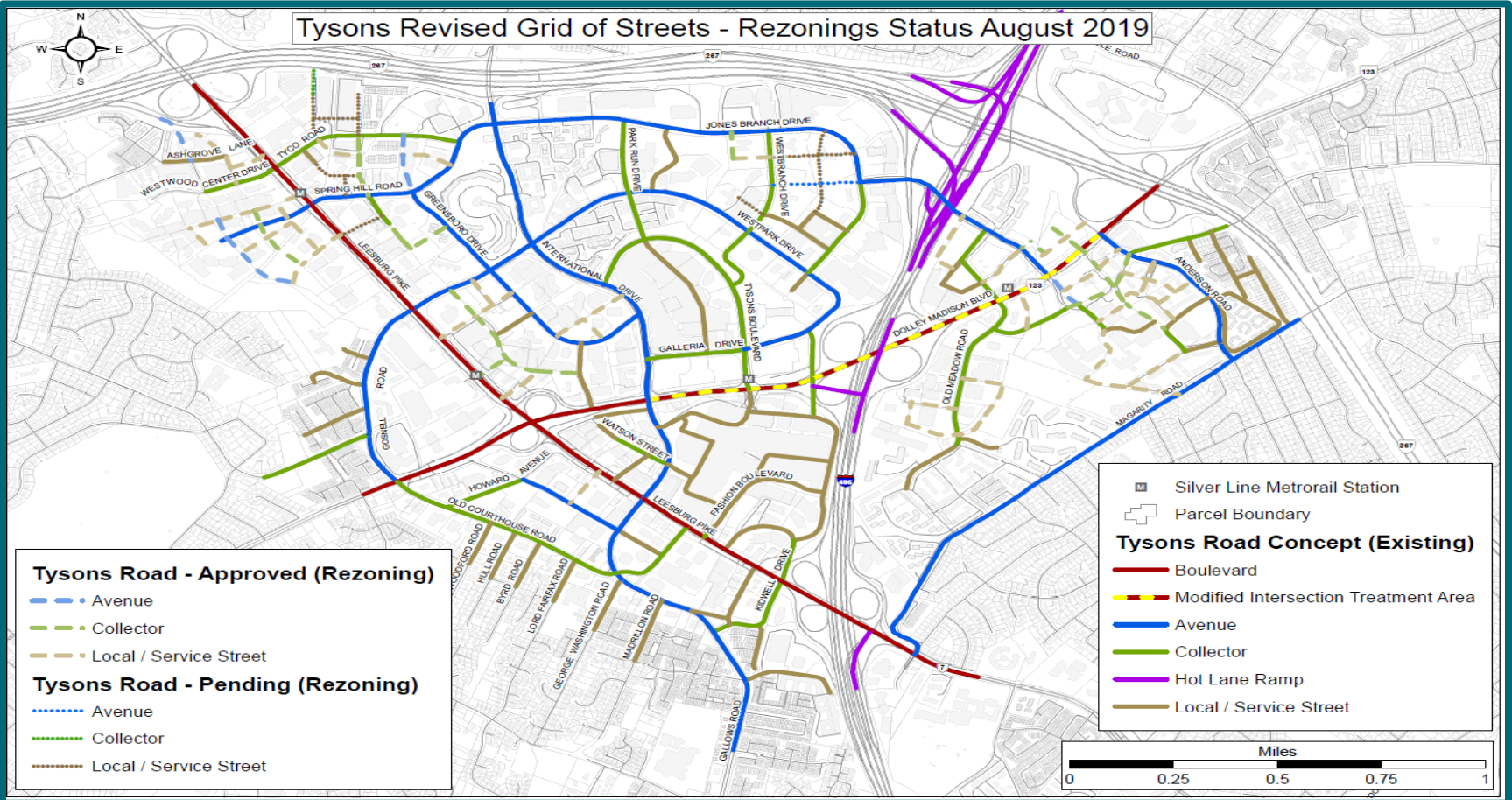
Route 7/Route 123 Interchange

- To allow additional capacity
- Advancing to 15% design based on charrette recommendations
- Two concepts are being considered
- Stakeholder meetings are anticipated in Spring 2020

Gallows Road at Gallows Branch

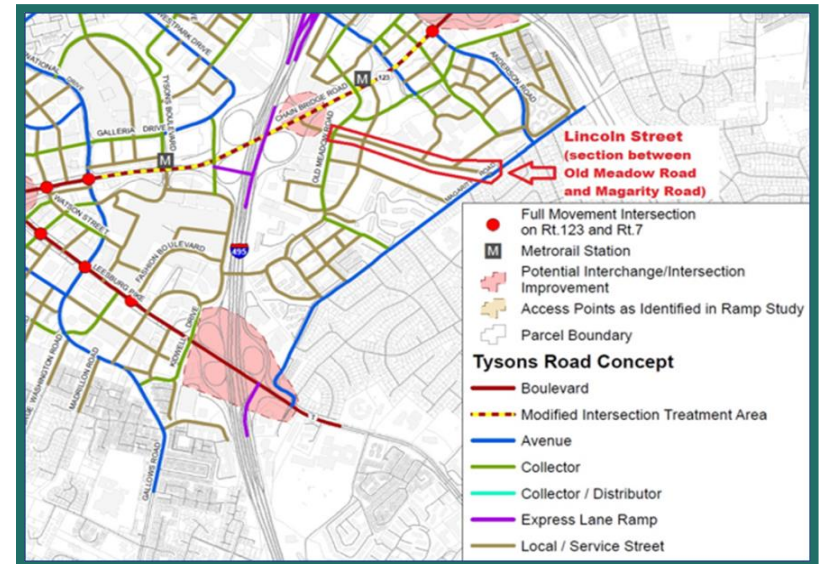
- To I-495 SB Ramp
- Study to be initiated in the future

Tysons Grid of Streets On-going Development



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.
- The Board has approved a total of \$8.2 million for study and design
- Design work underway
 - Feasibility study completed
 - 15% design completed
 - Est. completion: June 2020
- Construction begins in 2024
- Estimated project completion: 2025



Old Meadow Road Realignment

- This project is a part of Dulles Rail Phase I funding
- Design is 100% complete
- Utility Relocation: Complete in Spring 2020
 - One utility is remaining and ongoing
- Construction start: Spring 2020
 - After utility relocation, construction to be completed in 4 phases with no total road closures
 - Phase 1 and 2 – Major road construction
 - Phase 3 and 4 – ADA ramps and final pavement
- Estimated completion: Summer 2020



Cable Relocation

Transit Service in McLean & Tysons

Transit service in Tysons & McLean

Fairfax Connector

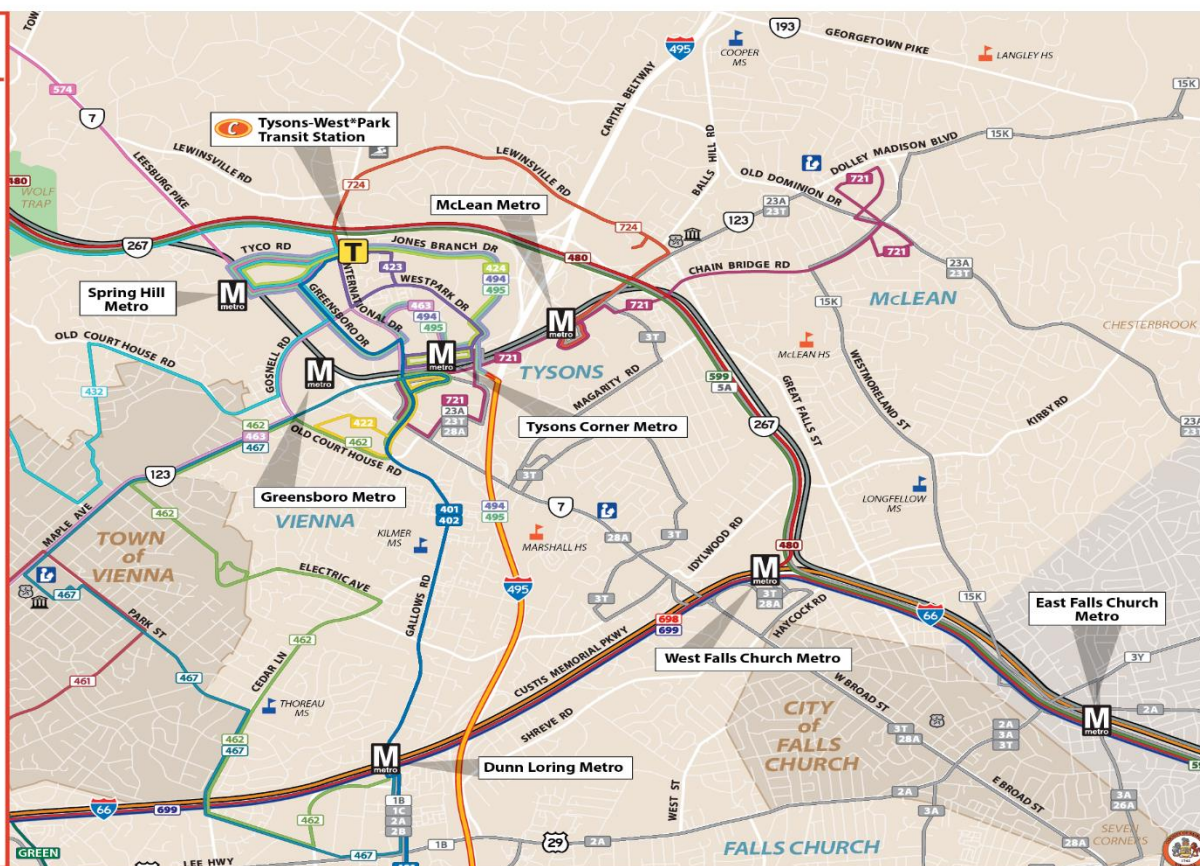
- 401** Weekday, Saturday & Sunday Service
- 402** Weekday, Saturday & Sunday Service
- 422** Weekday Service Only
- 423** Weekday, Saturday & Sunday Service
- 424** Weekday & Saturday Service
- 432** Weekday Rush Hour Service Only
- 462** Weekday Rush Hour Service Only
- 463** Weekday, Saturday & Sunday Service
- 467** Weekday & Saturday Service
- 494** Weekday Service Only
- 495** Weekday Service Only
- 574** Weekday, Saturday & Sunday Service
- 721** Weekday, Saturday & Sunday Service
- 724** Weekday Rush Hour Service Only

Metrobus

- 3T** Weekday & Saturday Service
- 15K** Weekday Rush Hour Service Only
- 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:** Dunn Loring, West Falls Church, East Falls Church





Transit Service

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

Future Improvements

- Bus Rapid Transit from Tysons to Alexandria
- Work groups are evaluating alignment, station locations, and roadway design
- Final BRT report to be completed by Fall 2020
- 2021 - Route optimization study will re-evaluate the Tysons routes and better align bus service with evolving demands
- DRPT Study considering additional express service to Tysons using I-66 Outside of the Beltway toll revenues



Transit Service (Cont.)

Tysons Circulator Service

- Service began July 24, 2014
- Service changes in May 2015 and June 2016 in response to passenger feedback
- Weekend service implemented on Route 424 in June 2016

Ridership Trends

- Overall ridership is increasing in FY 2019 compared to FY 2018 for the following routes:
 - 422 , 423, 424, 721, and 724

Future Improvements

- After completion of Jones Branch extension across I-495, planning staff will evaluate realigning Route 424 to serve the north side of McLean Metrorail Station
- Tysons – Vienna Route Optimization Study

Tysons Metrorail Station Access Management Study

Purpose of (TMSAMS)

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

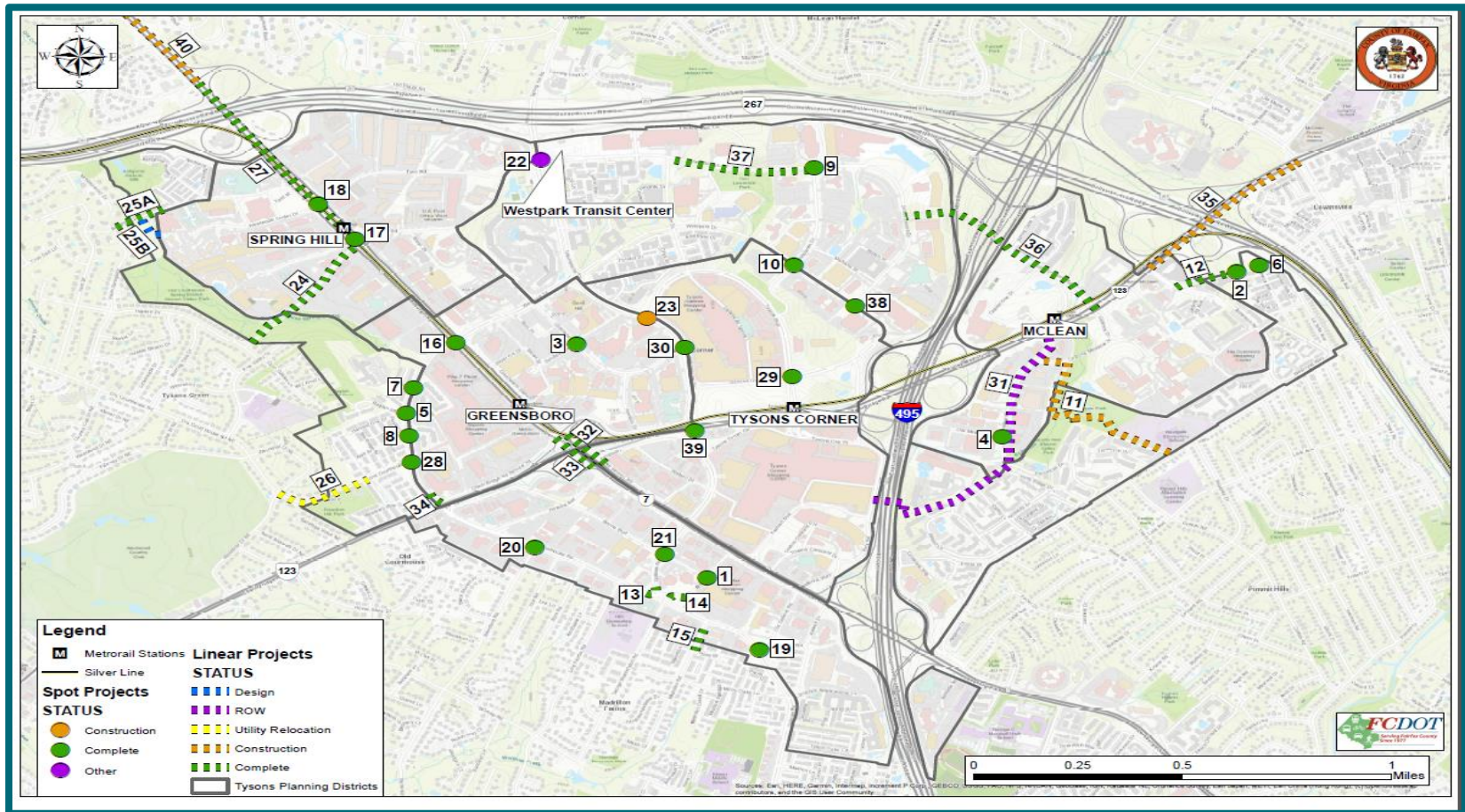
Timeline

- Staff recommendations approved by the Board in May 2012
- Staff is currently working to design/construct these projects

Progress Update

- 34 of 41 projects completed
- 5 in Construction/Utility Relocation
- 1 in Land Acquisition
- 1 in Design

TMSAMS Projects



TMSAMS (Cont.)

Vesper Trail from Vesper Court to Route 7

- Construction completed: January 2019
- Ribbon cutting ceremony completed



TMSAMS (Cont.)

Route 7 Walkways on Both Sides under Route 123

- North side construction completed: October 2018
- South side construction completed: August 2018



North Side



South Side

TMSAMS (Cont.)

Route 7 Walkway from Dulles Toll Road to Beulah Road

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

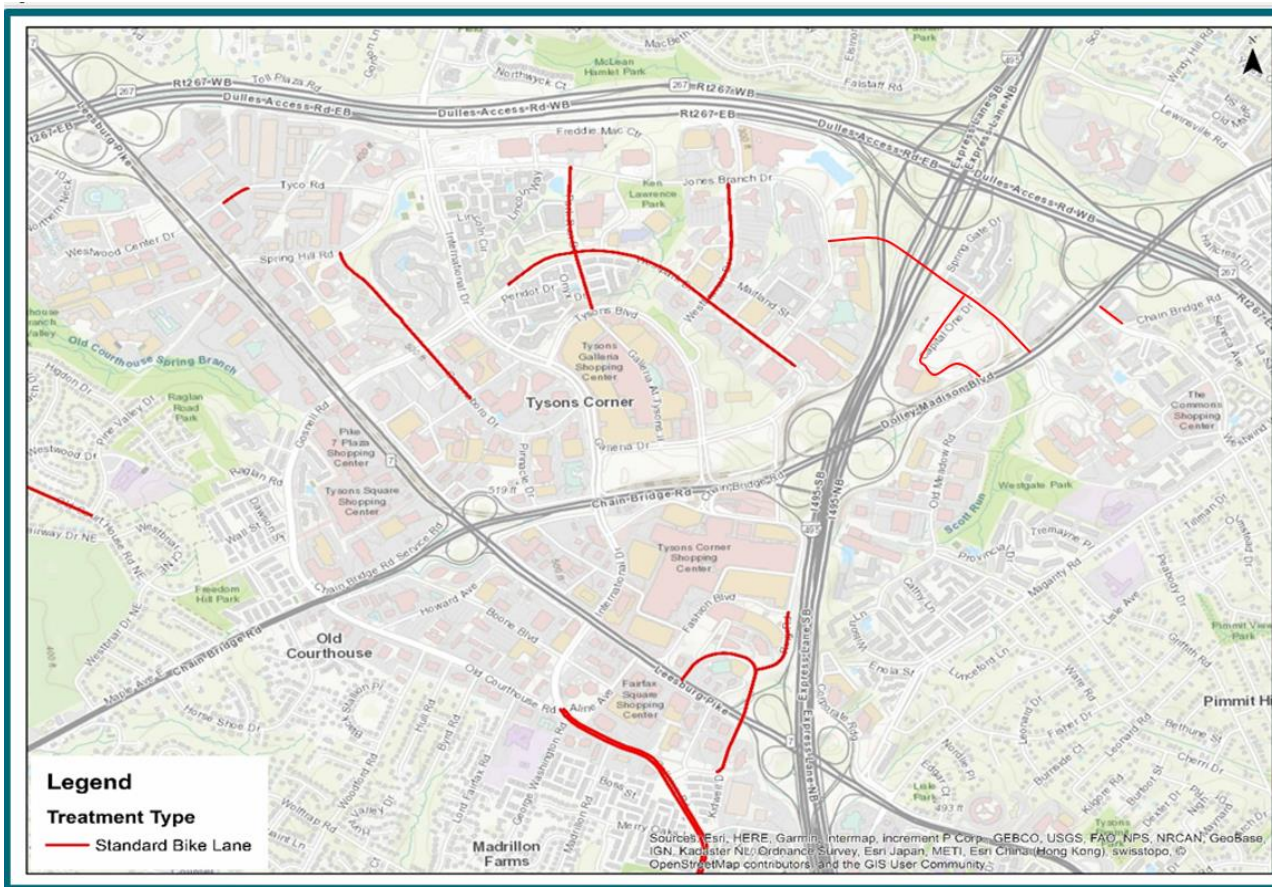
Scotts Run Walkway through Scotts Run Stream Valley Park

- Design and land acquisition completed
- Construction is 50% complete
- Estimated completion: Fall 2020

Route 123 from Great Falls Street to McLean Station

- Design and land acquisition completed
- Utility relocation complete
- Construction 50% complete
- Estimated completion: Spring 2020

Tysons Bike Lanes



More bike lanes will be added through future repaving and development

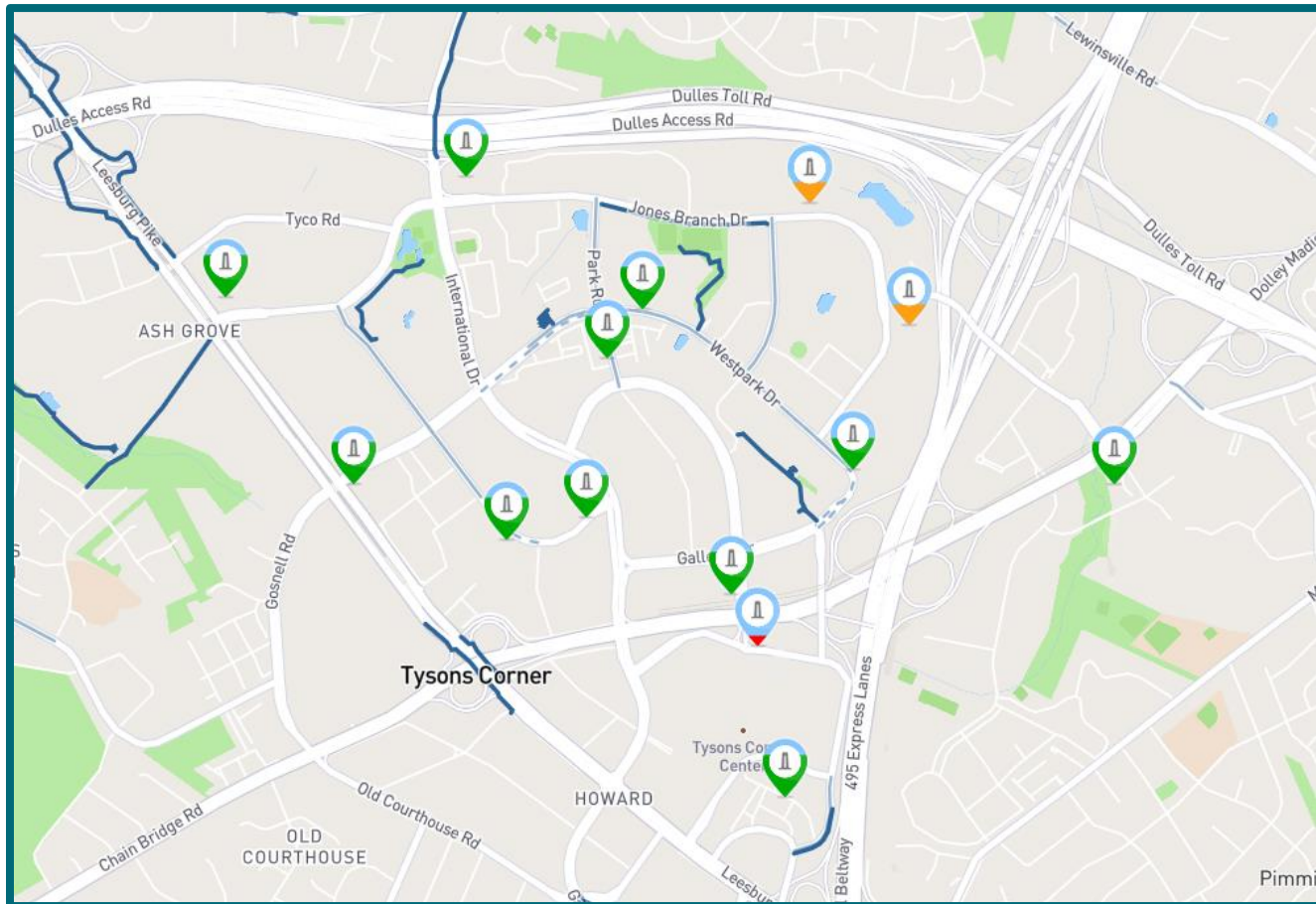
Vesper Trail was completed in January 2019

Jones Branch Connector provides bike/ped connection to McLean Metrorail Station in February 2020.

Scotts Run Trail is under construction.

Dolley Madison Blvd Trail is under construction.

Tysons BikeShare



14 of 15 bikeshare stations planned for launch currently installed

18 Additional stations underway in the Providence District

Approximately 8,600 trips taken in Tysons in CY2019, an increase of 60% from CY2018.

Nearby Merrifield and City of Falls Church launched in May 2019

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

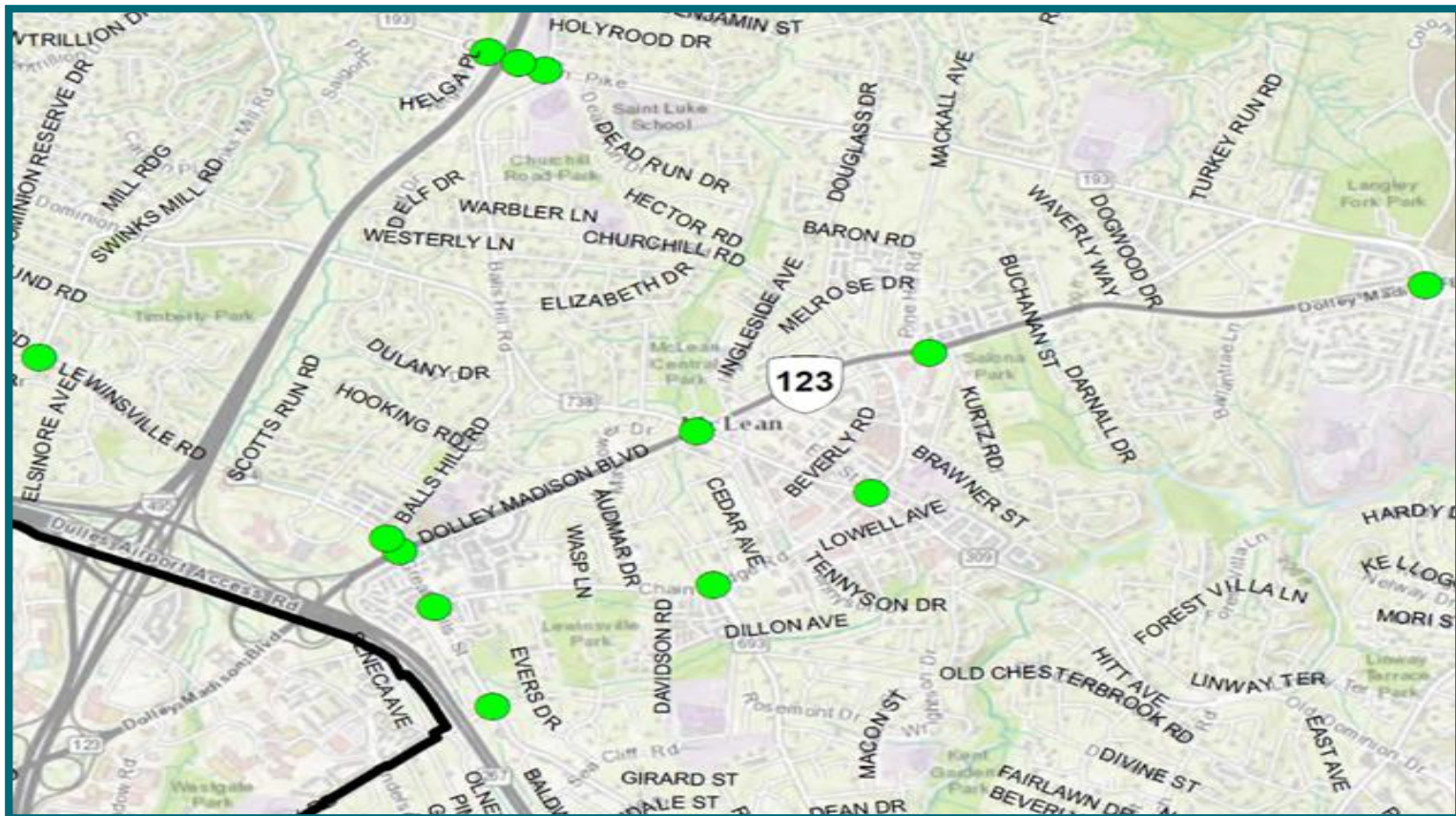
Selection Method

- 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.

Tyson's Neighborhood Study (Cont.)



Tysons Neighborhood Study (Cont.)

Projects Advancing:

Lewinsville Road and Spring Hill Road

- Finalizing detailed traffic analysis of Offset T-Intersection alternative
- Public information meeting: Spring 2020 (upon end of current restrictions)
- Estimated completion of study: June/July 2020

Lewinsville Road and Leesburg Pike

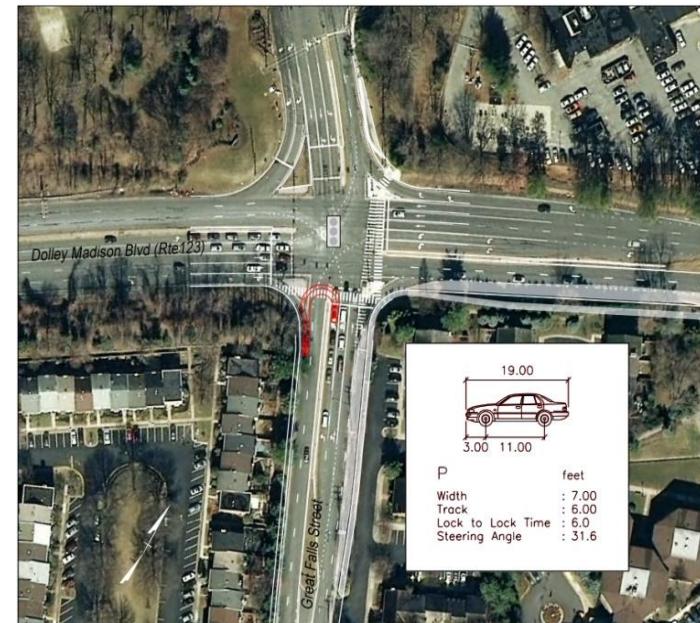
- Part of the VDOT Route 7 Widening Project (Jarrett Valley Drive to Reston Avenue)
- Concept for this intersection is a displaced left turn
- Estimated Completion: July 2024

Balls Hill Road and Old Dominion Drive

- Preferred T-Intersection Improvements Option A.1 to be advance to design
- Advance property acquisition completed in October 2018
- Walkway connections to Balls Hill Rd/Churchill Rd, Balls Hill Rd/Spring Side Way and Old Dominion Dr/Forestwood Dr.
- Design to begin in Spring 2020

Tysons Neighborhood 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
 - Also includes:
 - 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
- A meeting was held with the District Supervisor in February 2020 to discuss next steps
- The next community meeting is proposed for Fall 2020

Silver Line Phase II

Project Status

- Overall Phase 2 – 98% complete
- Package A (Rail, System & Stations) – 98% complete
- Package B (Rail Yard at Dulles)- 98% complete

General Activities

- Dynamic testing, site inspections, and walkdowns ongoing
- Property conveyances and maintenance agreements in final review
- Wiehle Reston East Station scheduled shutdowns for testing

MWAA and WMATA Concerns

- Concrete Panel Deficiencies
- Fouled Ballast at Dulles Rail Yard
- Concrete Ties/Cross-Level Deficiencies

Silver Line Phase II (Cont.)

Construction Status

- Civil – Utilities relocation work completed; paving operations, stormwater management ponds, storm drains ongoing
- Stations – Interior finishes, station clean up, elevator and escalator testing, and lighting installation and other electrical work ongoing
- Systems – Traction Power Substations (TPSS) and station equipment testing and final connections, all TPSS have been energized providing power to the contact rails, communications cabling installation and testing, testing of train control systems, and preparing track for dynamic testing
- Rail Yard – Punchlist work for all building at the yard, remedial track work and installation of hoist equipment ongoing

Project Schedule

- Package A (Rail, System & Stations) completion – April 2020
- Package B (Rail Yard at Dulles) completion – February 2020
- WMATA Board to establish Revenue Operations Date - TBD

Silver Line Phase II (Cont.)

Herndon Station



Reston Town Center Station



Silver Line Phase II (Cont.)

Innovation Center Station



Dulles Airport Station



Rail Yard Dulles Airport





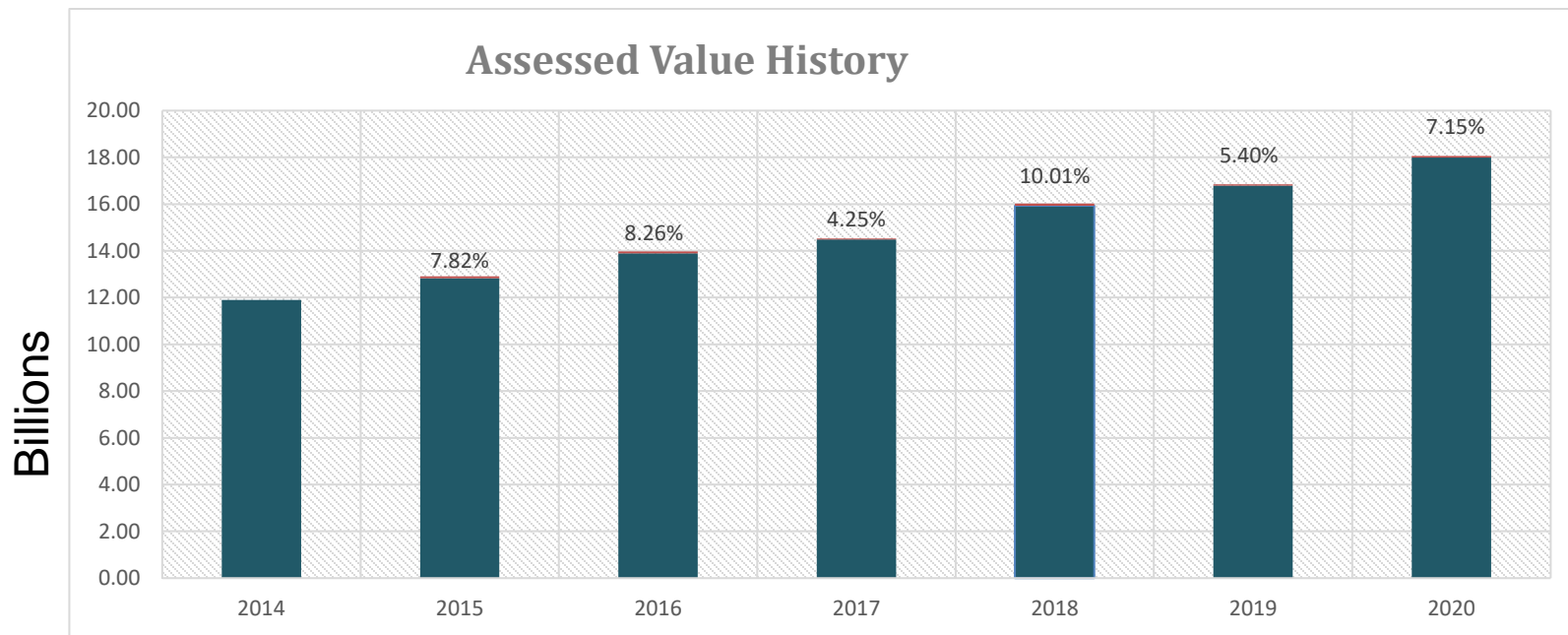
FY 2021 Tax Rate

Service District Revenues to Date

| | Total | Taxes Collected | Interest |
|---------------------------------|----------------|-----------------|-------------|
| FY2014-2019 | \$36,521,077 | \$35,765,297 | \$755,780 |
| FY2020 ¹ | \$8,636,198 | \$,8,308,755 | \$327,443 |
| Total | \$45,157,275 | \$44,074,052 | \$1,083,223 |
| Currently Allocated to Projects | (\$31,397,116) | | |
| Available Cash | \$13,760,159 | | |

[1] As of February 29, 2020.

Assessed Value History



- Although actual AV growth has been greater than projected, continued growth at that magnitude is not guaranteed.

Changes From 2019 to 2020

| | 2019 | 2020 |
|---|-------------------------------|--------------------------------|
| Assessed Value | \$16,791,029,089 ⁺ | \$17,998,634,930 ⁺⁺ |
| AV Growth over prior year | 5.4% ¹ | 7.15% ¹ |
| Tysons District Tax Rate Per \$100 AV | \$0.05 | \$0.05 ² |
| Dulles Rail Phase I Tax Rate Per \$100 AV | \$0.13 | \$0.11 ³ |
| Combined Tax Rate Per \$100 AV | \$0.18 | \$0.16 |

+ - AV as of January 1, 2019.

++ - AV as of January 1, 2020.

[1] Equalization and growth.

[2] County Exec's proposed FY 2021 Advertised Budget Board advertised at \$0.05 on February 25, 2020. Rate will be formally set on May 5, 2020.

[3] The staff recommendation for FY 2021 is \$0.09

Current Finance Model – \$0.05/\$100

PROs

- Holds rate flat at \$0.05, never reaches \$0.06
- Service district still meets financial obligation
- No material impact to project implementation

CONs

- Slightly shortens the life of the service district

- Still no need for bonding consideration, based on growth in AV that has been greater than 3% each year to date.
- The finance model and rate will continue to be reviewed annually and adjusted for changes in AV and project scheduling.

Staff Recommendations

- Voting Items:
 - Staff recommends holding the rate flat at \$0.05 in FY 2021
- Informational Items:
 - Lincoln Street: up to \$7 million in grid funds
 - Broad Street: County contribution up to \$2 million in grid funds
 - State Street land acquisition: Property has been purchased

Next Steps

- FY 2021 Advertised budget presented by the County Executive on February 25, 2020
- No Spring meeting will be held due to the current public health restrictions.
 - Advisory Board members we asked to provide their recommendation electronically. This is not a formal vote.
- Letter of recommendation to the Board of Supervisors by April 16, 2020
- Board adoption of the FY 2021 budget on May 5, 2020
- Staff follow up on requested information



Questions?