

# Public Private Partnerships & Joint Ventures

## PROGRAM DESCRIPTION

This section of the Capital Improvement Program (CIP) identifies projects partially or fully financed through partnership agreements. Most of these partnerships are with private entities, however, some include regional, state or federal partners.

### LINK TO THE COMPREHENSIVE PLAN

Fairfax County's Comprehensive Plan has established a number of objectives and policies in order to:

- ✓ Provide new public facilities taking into account financial limitations.
- ✓ Provide affordable housing wherever possible to all who live or work in Fairfax County.
- ✓ Provide a high level and quality of public facilities, within financial limitations, to enable all residents to sustain a secure and productive lifestyle.
- ✓ Maintain the County's prosperous economic climate and varied employment opportunities by continuing to develop and pursue a broad range of actions, including public/private partnerships, designed to enhance the County's long-term competitive position in regional, national and international economic development.
- ✓ Coordinate with local, regional, state and federal governments to provide a balanced regional transportation system that is adequately funded, and encourage and facilitate private sector initiatives to finance new construction, new transportation services and improvements to existing facilities and services.
- ✓ Extend public investments in parkland acquisition and park development through public/private mechanisms and other appropriate means.
- ✓ Participate in leadership roles in cooperative regional activities.

Source: 2017 Edition of the Fairfax County Comprehensive Plan, Policy Plan Element, Preface and Introduction (amended through 10-24-2017), Economic Development (amended through 3-4-2014), Transportation (amended through 3-14-2017), and Parks and Recreations Sections, as amended.

## PROGRAM INITIATIVES

The facilities referred to in this section represent multiple program areas, but may not have been originally included in the CIP, as one of the advantages of the Public Private Partnership (P3) process is to accomplish the construction of needed facilities sooner than normal processes and funding availability would allow. Marshalling resources and circumstances unique to each project allow them to move forward without affecting or detracting from resources available for other projects. P3's are one of the tools used to implement policies and goals in the Board of Supervisor's Strategic Plan to Facilitate the Economic Success of Fairfax County. The focus of P3 projects is to create value, build community, and improve service delivery, three important elements to facilitate future economic success.

Procurements involving some form of partnership with private or public entities have provided benefits to the County in education, transportation, public safety, human services and other functions. Projects that are being significantly funded through such partnerships are presented in this section to provide a more comprehensive view of partnership activity in the County.

In 1987, the County established a new governmental complex on 100 acres of land in the Fairfax Center area by exchanging land and lease commitments for a new building. The Government Center, with the associated Pennino and Herrity buildings, was the first major capital project to be funded and completed through a public private partnership. Since then the County has used this method of financing significant projects to provide for needed facilities that could not be funded through the normal CIP process. In 1999, the County completed the South County Government Center and in 2005 completed the construction of South County Secondary School and the Laurel Hill Golf Course through partnership agreements.

The County also completed a Contract of Sale with Inova Health Systems for the transfer of approximately 15 acres of land including the Woodburn Mental Health Center and Woodburn Place in exchange for an approximate 5-acre parcel/pad site at Willow Oaks II, a cash payment, and a ten-year lease of 20,000 square feet within the new Merrifield Human Services Center. The Merrifield Center is a 200,000-square foot replacement facility for the former Woodburn Mental Health Center and a consolidation of Community Service Board programs that were located in leased facilities.

In addition, the Wiehle-Reston East Metrorail station was completed to support the Silver Line Phase I portion of the Rail to Dulles Airport. This station includes an underground 2,300 space parking garage for Metro riders and includes lease rights to privately develop additional buildings and supplemental parking directly above the underground County garage. The project remains an active public-private partnership development site and County staff will continue to provide coordination support into the future. The first office building was delivered in 2017, furthering County objectives of creating Transit Oriented Development and stimulating economic development.

Finally, the County completed an innovative, high quality, mixed income, 270-unit apartment complex on its Government Center campus. The complex, situated in a wooded setting and incorporating green building, low impact and sustainable design features, includes amenities such as garage parking, fitness and children's play areas, a swimming pool, conference room and outdoor courtyards, and is connected to the Government Center through a trail system. Located across the street from Fairfax Corner's restaurants, shopping and movie theaters, the residential complex is close to transportation networks and the Fairfax Connector bus system. This project was awarded the 2017 Outstanding Project Innovation Award by the National Council for Public-Private Partnerships.

Other projects completed through the use of public-private partnerships, or partnerships with regional or state entities, include the Public Safety and Transportation Operations Center (PSTOC), the Fairfax City Library, West Ox Bus Operations Center, VDOT Administration Building, the Mosaic District, Clemjontri Park, the Braddock Glen Assisted Living and Adult Day Care facility, and the Providence Community Center.

Since the passage of the Public-Private Educational Facilities and Infrastructure Act (PPEA) of 2002, the County has been engaged in various analyses and negotiations for significant capital projects, both solicited and unsolicited. The County continues to review and negotiate a number of projects and proposals that are expected to provide significant benefits when complete. Some of these projects are detailed below:

## CURRENT PROJECT DESCRIPTIONS

1. **Rail to Dulles** (Providence, Hunter Mill, Dranesville Districts): The Rail to Dulles project includes the completion of a 23-mile extension of the Metro rail line, beginning between the East and West Falls Church Stations located along I-66, extending along the Dulles Connector Road (DCR) to Route 123, then through Tyson's Corner to Route 7, turning west to reconnect with the Dulles International Airport Access Highway (DIAAH) and then to Dulles Airport and into Loudoun County. When complete, the new line will have eleven stations, including eight in Fairfax County. There will be four in Tysons, and stations at Wiehle Avenue, Reston Town Center, Herndon, and Innovation Center.

In late 2008, the Commonwealth of Virginia completed the transfer of the Dulles Toll Road from state control to the Metropolitan Washington Airports Authority (MWAA), which will manage construction of the rail line. The primary source of funding to complete the rail line will be toll road revenues (approximately 49 percent), with \$900 million, or 15.8 percent, expected from the Federal government, 16.1 percent of the total from Fairfax County, 4.8 percent from Loudoun County, 4.1 percent from MWAA airport revenues, and 10.1 percent from the Commonwealth of Virginia. A design build contract for Phase 1 was approved with Dulles Transit Partners under the state's PPTA authority. The official project start for final design and construction activities began in March 2009 upon approval and issuance of a Full Funding Grant Agreement (FFGA) by the Federal Transit Administration. The Washington Metropolitan Area Transit Authority (WMATA) began revenue operations for Phase 1 on July 26, 2014. Landowners petitioned the Board of Supervisors to establish a special district for the express purpose of providing funds for the construction of rail to Wiehle Avenue, assuming another tax district would be established to fund the portion of the rail line beyond Wiehle Avenue. In the fall of 2013, the County completed its \$400 million payment for Phase 1 construction costs from the Phase 1 tax district through a combination of tax collections and bond proceeds. The current tax rate for the Phase 1 district is \$0.13 cents per \$100 of assessed value and will remain in effect until all debt service payments have been paid in full.

The Washington Metropolitan Airports Authority (MWAA) has completed the preliminary engineering and awarded the Phase 2 construction contract in May 2014. The Phase 2 is estimated to cost \$2.8 billion. Fairfax County and Loudoun County are funding the parking garages (\$315 million) separately from the project. The County, in addition to the other local funding partners, approved the Memorandum of Agreement (MOA) in late 2011 to proceed with Phase 2 of the Project. The MOA explicitly recognizes that Fairfax will pay no more than 16.1 percent of the total project cost as previously agreed in the Funding Agreement. For Phase 2, landowners in the western part of the line petitioned the County to form a special district to provide up to \$330 million of the County's Phase 2 costs to take the project from Wiehle Avenue to Loudoun County. A special tax rate has been assessed to provide financing for construction at an initial tax rate of \$0.05 per \$100 of assessed value beginning in FY 2011, with annual increases of \$0.05 up to a maximum of \$0.20 per \$100 of assessed valuation as incorporated in the FY 2014 through FY 2019 Adopted Budget Plans. Per the petition, the tax rate in FY 2020 will remain at \$0.20 per \$100 of assessed value until full revenue operations commence on Phase 2, which is tentatively expected in early 2020. At that time, the rate may be set at the level necessary to support the District's debt obligations.

The balance of the total project funds owed by the County net of the two tax districts and regional transportation funding is approximately \$187 million for both phases of the project. These funds are expected to be paid from future special Commercial and Industrial (C&I) tax revenues along with \$10 million in 70 percent regional funding from the Northern Virginia Transportation Authority (NVTVA). In addition, the Funding Partners closed on a United States Department of Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. This loan offers competitive interest rates, unique financing provisions and will fund a majority of the funding partners remaining project costs. Fairfax County closed on its \$403.3 million TIFIA loan in December 2014. This project is further referenced in the Transportation and Pedestrian Initiatives section of the CIP.

2. **Route 28 Spot Widening** (Sully District): In March 2011, the Route 28 District Advisory Board recommended to approve \$6.0 million in Project Completion Funds (PCF) for final design plans for four priority sections of Route 28 widening from six to eight lanes. These design areas include the following: Priority 1 – Route 28 southbound between Sterling Boulevard and the Dulles Toll Road; Priority 2 – the Route 28 southbound bridge over the Dulles Toll Road; Priority 3 – Route 28 northbound between McLearen Road and the Dulles Toll Road; and Priority 4 – Route 28 southbound between the Dulles Toll Road and Route 50. In October 2012, the Commission considered the next steps for completion of the Hot Spot Improvements. County staff recommended the use of a portion of the Route 28 District PCF to construct the Route 28 Southbound Bridge over Dulles Toll Road, as has been designed. The estimated cost of this project is \$4,339,500. The Commission discussed the importance of constructing the northbound bridge over the Dulles Toll Road. This project was not originally included in the four spot widening projects that had recently been designed. However, discussions between the Route 28 Corridor Improvements contractor and the Metropolitan Washington Airports Authority (MWAA) have highlighted the importance of construction of the bridges over the Dulles Toll Road in a timely manner. MWAA began construction of Phase 2 of the Dulles Corridor Metrorail Project in spring 2014, which will involve construction of facilities in the vicinity of the Route 28/Dulles Toll Road Interchange. MWAA cautioned that construction of these bridge projects would be severely restricted during the Silver Line construction and after it is completed. Route 28 contractors estimate that substantial additional costs to the District would be incurred as a result of the delay and the restrictions. The Commission members then voted to recommend approval to fund the construction of the southbound bridge and design of the northbound bridge from the Route 28 PCF, in the amount of \$5.0 million. The Commission applied for a Transportation Partnership Opportunity Fund (TPOF) grant in the amount of \$5.0 million (the maximum allowed under TPOF guidelines) and was formally awarded this request in February 2013 for the construction of the northbound bridge. As a result of the State Transportation funding plan approved during the 2013 Session by the General Assembly (HB 2313), additional revenues will be available to Northern Virginia jurisdictions pending annual review and approval from the Northern Virginia Transportation Authority (NVTA) for regional transportation projects and transit needs. In July 2013, NVTA approved the FY 2014 total project list of \$209.793 million that consisted of funding via Pay-As-You-Go (\$116.058 million) and bond financing (\$93.735 million). The balance of the District's Hot Spot Widening Projects (excluding the bridge widening over the Dulles Toll Road) were included to receive NVTA funds for construction as follows: \$12.4 million for Southbound between Sterling Boulevard and Dulles Toll Road (NVTA bond financing); \$20 million for Southbound between the Dulles Toll Road to Route 50 (NVTA Paygo); and \$11.1 million for Northbound between McLearen Road and the Dulles Toll Road (NVTA Paygo). Construction began in January 2015, with completion in August 2017. This project is further referenced in the Transportation and Pedestrian Initiatives section of the CIP.
3. **Herndon Metrorail Station Parking Garage** (Hunter Mill District): The existing Herndon Park and Ride facility has been designated as the site for the Herndon Station as part of the Phase 2 Rail to Dulles project. The Herndon Station Garage is required to accommodate the anticipated parking requirements for the new Metrorail station and is in addition to the existing garage at this site. Fairfax County is responsible for the design, construction, operations and maintenance of the garage which is required to be operational by the WMATA announced start date of revenue service for Phase 2. The new garage will have approximately 2,007 parking spaces, bicycle amenities, pedestrian and vehicular bridges connecting to the existing garage, associated stormwater management, roadwork and transportation improvements. The project is in the construction phase, with construction anticipated to be complete in summer 2019. The total cost is \$44.9 million and is supported by Commercial and Industrial Tax revenues and parking revenue bond proceeds. This project is further referenced in the Transportation and Pedestrian Initiatives section of the CIP.

4. **Innovation Center Metrorail Station Parking Garage** (Dranesville District): The Innovation Center Station Garage is part of the Phase 2 Rail to Dulles project and is required to be operational by the WMATA announced start date of revenue service for Phase 2. Fairfax County is responsible for the design, construction, operations and maintenance of the garage. The garage will have approximately 2,100 parking spaces, bicycle amenities, and associated stormwater management, roadwork and transportation improvements. The garage is required to accommodate the anticipated parking requirements for the Metrorail station and is being planned and coordinated in partnership with adjacent property owners as part of a Transit Oriented Development. The project includes a real estate exchange, joint rezoning, and shared public-private site infrastructure. The garage project is in the construction phase, with construction anticipated to be complete in fall 2019. The total cost is \$52.0 million and is supported by Commercial and Industrial Tax revenues and parking revenue bond proceeds. This project is further referenced in the Transportation and Pedestrian Initiatives section of the CIP.
5. **Herndon Monroe Area Development Study** (Hunter Mill District): Funding in the amount of \$550,000 is currently available to support the master planning effort associated with County owned property at the west side of the Herndon Monroe Park and Ride facility/Herndon Monroe Garage site. The goal of the study is to determine the development potential for the approximately 10-acre portion of the site and define possible conceptual development options for its use. The study will include land planners, civil and traffic engineers, wetland and environmental consultants, evaluating opportunities for a Transit Oriented Development consistent with the Comprehensive Plan goals on this site. This project is further referenced in the Transportation and Pedestrian Initiatives section of the CIP.
6. **Lewinsville Redevelopment** (Dranesville District): This project includes the redevelopment of the Lewinsville Center. The project includes the demolition of the existing facility and construction of two buildings. The first building will provide 82 units of affordable independent senior housing units, which will be constructed and operated at no cost to the County using Low Income Housing Tax Credits (LIHTC) under a long-term ground lease agreement. The second building is funded by the County and will include the Health Department's adult day care facility, two child day care centers, and the expansion of services of the existing Senior Center programs operated by the Department of Neighborhood and Community Services. In January 2015, the Board approved a Comprehensive Agreement with Wesley Hamel. Wesley Hamel was awarded LIHTC for the affordable independent senior units in June 2015. Construction of the residential facility was completed in October 2018, the day care/senior facility is currently in construction and is planned for occupancy in the summer 2019, and completion of the full project is scheduled for fall 2019. This project is further referenced in the Housing Development section of the CIP.
7. **Crescent Redevelopment** (Hunter Mill District): This project would facilitate the redevelopment of the county-owned Crescent Apartments site and the properties within the Lake Anne Village Center. The Crescent Apartments, a 181-unit apartment complex acquired by the County in FY 2006, is located adjacent to Lake Anne in Reston, near the new Metro Silver Line and the Reston Town Center. The property is managed by the FCRHA on behalf of the Board of Supervisors. A physical needs assessment study was completed to identify improvements that are needed to ensure the property's continued sustainability in its current form. Funding of \$1,299,000 is available to facilitate the redevelopment of the county-owned Crescent Apartments site and the properties within the Lake Anne Village Center. This project is further referenced in the Housing Development section of the CIP.
8. **North Hill** (Mt Vernon District): This project supports the development of the North Hill property, a 33-acre site owned by FCRHA located at the intersection of Richmond Highway and Dart Drive. The project is being developed through the PPEA process. The FCRHA entered into an Interim Agreement with CHPPENN, a partnership of Community Housing Partners (CHP) and Pennrose. CHPPENN was awarded Low Income Housing Tax Credits (LIHTC) in June 2017. Approximately one third of the property will be sold to a developer to create 175 for-sale market rate townhomes. The rest of the property will be developed to create 219 multi-family affordable and workforce units, and 60 affordable independent senior housing units, and a 12-acre public park. The townhouse land sale proceeds will be used to fund the infrastructure needed for the affordable rental development. Closing is anticipated for the fall 2019 with construction starting shortly after. This project is further referenced in the Housing Development section of the CIP.

9. **Oakwood Senior Housing** (Lee District): This project scope is to develop a 6.2-acre site owned by the FCRHA located at the intersection of Oakwood Road and Van Dorn Street. The site has the potential for the development of up to 150 units of affordable independent senior housing via the PPEA process. An unsolicited proposal has been received to develop the property. The proposal calls for constructing 150 units of affordable senior housing. Two competing proposals were received August 2018. Developer selection is underway. This project is further referenced in the Housing Development section of the CIP.
10. **One University** (Braddock District): This project is being developed through the PPEA process and is located at the intersection of Route 123 and University Drive. An unsolicited proposal was received to redevelop the FCRHA property. The proposal calls for replacing the existing affordable housing (Robinson Square) and the existing FCRHA facilities. The proposed development will include up to 240 units of affordable housing and 363 units (720 beds) of student housing. Two competing proposals were received. Developer selection is complete and the land use process is underway. Funding of \$600,000 has been identified for predevelopment activities. This project is further referenced in the Housing Development section of the CIP.
11. **Autumn Willow Senior Housing** (Springfield District): The project is being developed through the PPEA process. The project scope is to develop 150 units of affordable independent senior housing on the 10.88 acres County-owned site located at the intersection of Stringfellow Road and Autumn Willow Drive. No funding has been identified for this project. This project is further referenced in the Housing Development section of the CIP.
12. **Affordable Housing Development Opportunities** (Countywide): The County and Redevelopment and Housing Authority are actively pursuing additional opportunities throughout Fairfax County to expand the affordable and workforce housing stock to better serve low- and middle-income residents. Possible projects include opportunities to create additional rental units and for-sale units to address the growing shortage of affordable living units for County residents, families, and seniors. This project is further referenced in the Future Project Lists and Details section of the CIP.
13. **East County Human Services Center** (Mason District): \$117,375,000 is proposed for a new East County Human Services Center to be located in the Bailey's Crossroads area. This facility will provide enhanced service delivery to the residents of the eastern part of the County through consolidation of existing leased facility spaces in the service area to an integrated Health and Human Services site with the goal of addressing the residents' needs in an effective and efficient manner. Funding in the amount of \$5,375,000 has previously been approved from 2004 Human Services Bonds remaining from completed projects to support initial studies, pre-design, design phase activities, rezoning and developer negotiations on the site of the existing Bailey's Community Shelter, also known as Southeast Quadrant Redevelopment site. This site was rezoned in 2017 and real estate was exchanged with the adjacent private property for needed road connections, joint infrastructure development, coordinated private residential development and a County office site. Site location options for East County Human Services Center are being evaluated including, the Southeast Quadrant Redevelopment site, and repurposing of existing office building options in the service area. It is anticipated that EDA bonds will finance the County's share of project. This project is further referenced in the Health and Human Services portion of the CIP.
14. **Reston Town Center North (RTCN) Library and Community Spaces** (Hunter Mill District): Approximately \$38 million is proposed for a replacement Reston Library, community space, and common infrastructure as part of the overall master plan that reconfigures and provides integrated redevelopment of approximately 50 acres currently owned by Fairfax County and Inova at RTCN. The plan addresses the development potential consistent with the needs of the community and in conformance with the Comprehensive Plan Amendment approved in February 2014. The County solicited development proposals under the PPEA Guidelines, for the Phase 1 development on the two County-owned parcels, known as Blocks 7 & 8, where the existing Reston Library and Embry Rucker Shelter are located. The proposals received were rejected due to scope and cost. Options for procurement and development concepts for the Blocks 7 & 8 are being reviewed. Funding of \$10,000,000 was approved as part of the 2012 Library Bond Referendum for the Library and additional funding of \$28 million will be required for the County share of the Blocks 7 & 8 development and a Comprehensive Real Estate and Infrastructure Development Agreement with Inova. This Agreement will provide for the real estate exchange, and design and construction of the campus site infrastructure.

Economic Development Authority bond financing is anticipated to fund the remaining \$28 million required to implement the plan. This project is further referenced in the Government Facilities and Programs section of the CIP.

15. **Reston Town Center North (RTCN) Shelter and Human Services Center** (Hunter Mill District): Approximately \$105,500,000 is proposed to fund an emergency shelter with transitional housing and a replacement facility for the existing North County Health and Human Services Center as part of the overall master plan that reconfigures and provides integrated redevelopment of approximately 50 acres currently owned by Fairfax County and Inova at Reston Town Center North. The County will solicit development proposals at a future time for the development blocks that will include the Embry Rucker Shelter and the Health and Human Services Center. Funding of \$12,000,000 was approved as part of the fall 2016 Human Services/Community Development Bond Referendum for the Embry Rucker Shelter. The proposed Human Services facility will support a consolidation of existing leased facility spaces in the service area into one Health and Human Services site to provide enhanced and integrated multi-disciplinary services to residents in the western part of the County. The North County Human Services Center replacement will be part of a future phase PPEA solicitation to develop the balance of the property within the overall RTCN master plan, which is anticipated to be in a 5 to 10-year timeframe. It is anticipated that EDA bonds will finance the remaining requirement of \$93.5 million to implement the project. This project is further referenced in the Health and Human Services section of the CIP.
16. **Reston Town Center North (RTCN) RECenter** (Hunter Mill District): As part of the development of the Reston Town Center North area, the Fairfax County Park Authority is considering the future development of a new RECenter to serve the high demand in the Reston area. This RECenter may include facilities for indoor aquatics, fitness, sports and other recreation programs to meet the need of the surrounding community as determined by a market based study prior to development. This project is further referenced in the Future Project Lists and Details section of the CIP.
17. **Original Mt Vernon High School Building Renovation** (Mt Vernon District): This project includes building studies, concept planning, design and construction for immediate occupancy and long term Master Planning efforts associated with the reuse of the Original Mt. Vernon High School facility. The facility was vacated in 2016 at the conclusion of a long-term lease. This building was constructed in 1939 and planning efforts are underway to determine immediate occupancy and long term reuse potential for the building. Immediate occupancy for the use of the gym by the Department of Neighborhood and Community Services began in fall 2016. In addition, the Fire Marshal and Fairfax County Public Schools have occupied space since July 2017, to improve service delivery in the south county area. Staff continues to conduct surveys, studies and designs for additional uses on the site, including the relocation of the Teen/Senior Center program from the South County Center. This project is further referenced in the Government Facilities and Programs section of the CIP.
18. **Original Mt Vernon High School Site Development** (Mt Vernon District): This project includes the redevelopment of the 42-acre Original Mount Vernon High School site, including the adjacent FCPA facilities. The planning effort is being coordinated with the Mount Vernon and Lee District communities to serve a wide range of community needs and opportunities that will facilitate the economic success of Fairfax County. The County solicited development proposals in spring 2017, under the PPEA Guidelines, for the development of a Master Plan and the master planning effort is underway. This project is further referenced in the Government Facilities and Programs section of the CIP.
19. **Massey Complex Master Planning and Redevelopment** (Providence District): Funding of \$700,000 has been approved to support a Massey Complex Master Planning effort to evaluate potential land use alternatives for the future of the entire Massey Complex. The County has hired a master planning consultant team and the planning process is underway. The master planning effort includes assessment of priority County uses for the site, including future criminal justice, public safety and human services' needs, as well as collaboration with the City of Fairfax and George Mason University for shared interests in the site redevelopment. Major areas of consideration will include the Massey Building site, the Old Courthouse, the Burkholder Administrative Center, and existing surface parking lots. The disposition of other County-owned real estate assets within the City of Fairfax at and near the Massey location, may also be evaluated for opportunities, and the potential for public private partnerships redevelopment will be assessed. This project is further referenced in the Government Facilities and Programs section of the CIP.

20. **Laurel Hill Adaptive Reuse** (Mt Vernon District): This project includes the redevelopment of the 80-acre former Lorton maximum security prison and reformatory site acquired from the Federal government in 2002. An Adaptive Reuse Master Plan for the site was adopted by the Board of Supervisors in May 2010. In December 2012, the Board of Supervisors approved a Comprehensive Plan Amendment to incorporate the recommendations of the Laurel Hill Adaptive Reuse Area Master Plan into the Fairfax County Comprehensive Plan. In July 2014, the Board of Supervisors approved a Comprehensive Agreement with the development partner for the full design and construction of the project. Phase I construction of the redevelopment is complete and occupancy of the residential units is underway. Phase 2 construction began in October 2018 and is anticipated to be complete in December 2019. The total County contribution for infrastructure improvements over a four-year period was capped at \$12,765,000 per the Master Development Agreement, and all funding has been approved. An amount of \$4,475,000 was supported by the General Fund and \$8,290,000 was supported by other funds. The entire County contribution has been fulfilled. This project is further referenced in the Government Facilities and Programs section of the CIP.
21. **Events Center** (Mt Vernon District): \$10,000,000 to support renovations for an Events Center at the Workhouse Arts Center. The Workhouse campus is a 56-acre, historically important County landmark, situated on the site of the former Lorton prison. Originally constructed in the early 1900's, the former workhouse and reformatory is on the National Park Service's Register of Historic Places, and included the imprisonment of early suffragettes. A planned Event Center is a key element of the educational, visual and performing arts campus run by the Workhouse Arts Foundation (WAF). Funding for this project is supported by the General Fund in the amount of \$3,000,000 and by the 2016 Park Bond referendum in the amount of \$7,000,000. This project is further referenced in the Park Authority section of the CIP.
22. **Tysons Public Facilities**: (Hunter Mill and Providence Districts): As part of the redevelopment of the Tysons area, the Department of Planning and Zoning is working with developers to proffer public facilities. The County has been successful in negotiating public facility proffers from a number of zoning applicants, including, but not limited to: a replacement Tysons Fire Station (#29), creation of a new Scotts Run Fire Station (Tysons East), a library, athletic fields, and meeting rooms/office space. Negotiations for additional facilities are on-going. Many of these facilities will be provided by the private sector either as part of their development or as a result of proffered commitments. The proffers are anticipated to primarily fund these projects. The construction of these facilities is dependent upon the progression of development in the area. The Scotts Run Fire Station is currently in design and scheduled to start construction in the Summer 2019 to meet the proffer condition of completion by December 2020. This project is further referenced in the Future Project Lists and Details section of the CIP.
23. **Willston Multi-Cultural Center** (Mason District): The Willston Multi-Cultural Center is planned to be redeveloped for educational, governmental, cultural or human services uses. The Seven Corners area plan envisions redevelopment around a mixed use, walkable community development. In addition, there is interest in locating a school on the site. This project is in the early planning stages. This project is further referenced in the Future Project Lists and Details section of the CIP.
24. **Sports Complex Opportunities** (Countywide): In June 2017, the Board of Supervisors formed a Sports Tourism Task Force to look at potential ways to support the growing youth and adult sports market and build new sporting facilities for County residents. There may be potential partnerships with sporting leagues and non-profits to expand the capacity to host sport tourism events in Fairfax. These opportunities are in the early planning stages. This project is further referenced in the Future Project Lists and Details section of the CIP.
25. **Willard Health Center Campus Redevelopment** (Fairfax City): The County entered into an agreement with the City of Fairfax in August 2017 for a shared feasibility study of a joint redevelopment project. The goal of the agreement is to develop a master plan that maximizes the use of the County-owned Joseph Willard Health Center and JoAnne Jorgenson Laboratory, with the City-owned Sherwood Center and City of Fairfax Police Department sites. The City is seeking ways to address the recreational needs of the community, as identified in their Green Acres Center Feasibility Study. The Willard Health Center is undergoing a feasibility study for renovation/expansion to accommodate current and future human service needs in preparation for the 2020 Human Services Bond Referendum. This project is further referenced in the Health and Human Services section of the CIP.



26. **Patrick Henry Library Partnership** (Hunter Mill District): A study is currently underway to review options for a proposed joint development project between Fairfax County and the Town of Vienna to renovate or replace the Patrick Henry Library and provide additional parking in a structured garage for the Library and the Town. Patrick Henry Community Library is one of the busiest community libraries, operating at a level of a small regional library. Renovation or replacement is required to upgrade building systems and infrastructure that are well beyond the end of their life cycle and to meet current and future operational needs of the Library System. This project is further referenced in the Libraries section of the CIP.