

Planning Commission Workshop Questions

March 12, 2020

1. If Tysons Fire Station is the number one priority for the Fire Department, why is it not funded, and do we have the time to wait for the proffer funding to be received?

An amount of \$1,417,152 has been received to date from negotiated proffer obligations to support the Tysons Fire Station. Additional proffer funding for the fire station will be provided as the designated Tysons development occurs. The existing 3-bay fire station constructed in 1978 requires upgrades to major building systems, additional apparatus bays, enhanced living facilities for female personnel, a physical fitness area, storage for personnel protective gear and medical supplies. A larger 5-bay replacement fire station would have capacity to add emergency response units and meet future increased demand. Additional emergency medical and fire suppression services will be required to support population growth and high-density development in Tysons. The new fire station is planned to be co-located with the Tysons Transit site, located at 8300 Jones Branch Drive.

The new Tysons Fire Station is the number one CIP priority of the Fire and Rescue Department. Currently the funding received is sufficient to complete the design phase of the station. The design is currently scheduled to be begin in Summer 2020 and be completed in 2021. Based on the current fiscal environment, it is essential that anticipated proffer funding be received in order to proceed to the construction phase. The pace of receipt of the proffer contributions may delay the construction of the station; however, the existing Tysons Fire Station at 1560 Spring Hill Road remains in place and operations can continue from that station until such time as the replacement station is constructed.

2. How much General Fund funding is provided for Emergency Vehicle Preemption (EVP) Program annually?

The Fire and Rescue Department allocates \$55,000 annually in General Fund appropriations to the EVP Program. Of this amount approximately \$25,000 is dedicated for new equipment and \$30,000 is dedicated to maintenance and repairs. The EVP also benefits from grants in the amount of \$75,000 per year. These funding sources are in addition to the funding received through proffer contributions. To date, proffer contributions associated with the EVP Program total \$123,980.

3. What will happen to the Reston Library Bonds which are set to expire in 2022 if the rezoning is delayed further?

The bonds that support the renovation/rebuilding of the Reston Regional Library were approved by the voters in Fall 2012. When the voters approved this bond, they approved the use/purpose of the bonds at a high level and not at the specific library project level. Thus, giving staff maximum flexibility with library project expenses. The exact bond question asked if the Board of Supervisors: *“...shall contract a debt, borrow money and issue bonds of Fairfax County, Virginia, in addition to the public library facilities bonds previously authorized, in the maximum aggregate principal amount of \$25,000,000 for the purpose of providing funds, with any other available funds, to finance the cost of additional public library facilities, the reconstruction, enlargement and equipment of existing library facilities and the acquisition of necessary land.”*

There is \$10 million remaining from the 2012 Library Bond Referendum that had been reserved for the Reston Regional Library. The 2012 bonds have an 8 year life with the potential for a 2 year extension. It is anticipated that an extension will be requested and granted resulting in the remaining 2012 bonds expiring in 2022. Although the Reston Regional Library project has been on hold and is not anticipated to be completed by 2022, the voters are scheduled to consider another Library Bond in Fall 2020. If this new bond is approved, bond proceeds up to \$10 million on the projects identified as part of the 2020 Library Bond, could be substituted for the 2012 bonds remaining for Reston Library, leaving \$10 million of 2020 bonds for Reston Library through 2030.

Bond questions are purposely written broadly to allow for flexibility. For example, three Libraries including the Thomas Jefferson Community Library, Martha Washington Community Library and Richard Byrd Community Library were completed during an extremely favorable construction bid climate, resulting in savings. These savings were then were redirected to the next Library renovation project in the queue, Woodrow Wilson Library, which was then subsequently removed from the next scheduled library bond referendum.

It is important to note that while the library projects cited in the 2012 bond question represented the proposals regarding what projects to fund at that time, the ballot question was phrased more generally, to allow the Board flexibility as to precisely which projects to fund with the bond proceeds. Therefore, should circumstances change the scope, status, or need for any of the originally planned library projects, the Board may redirect the bond proceeds for similar library projects. The bond proceeds cannot be used for any other non-library related purpose.

4. Provide a copy of the FCPS Boundary Study RFP.

A copy of the RFP was provided to all Planning Commissioners on March 25, 2020 via email.

5. Does the County benefit from HOT lane revenue? Can you provide more details on this? Does it reduce the amount of funding coming from other state sources?

The County does benefit from HOT lanes revenue by way of the Northern Virginia Transportation Commission's (NVTC) Commuter Choice Program. The program uses toll revenues from two regional expressway corridors – I-66 Inside the Beltway and I-395/I-95. The toll revenues provide funding for multimodal transportation projects that benefit the toll payers by moving more people and expanding transportation options for commuters. By moving more people more efficiently, congestion is lessened, and toll road users experience more consistent travel speeds. Access to transit and other multimodal projects funded with toll revenues encourage commuters to take different travel modes and add resources for commuters who seek alternatives to driving alone. The Commuter Choice Program is solely funded with toll revenues from I-66 Inside the Beltway and I-395. No other state funding sources are impacted.

6. What is the Status of Reston Funding Plan – how much has been applied already in the Reston Development Scheme, application of funding? What percentage comes under smart scale in terms of planning review? Transportation Demand Management (TMD) is this calculated in the planning and how well are they doing in terms of managing traffic, etc

To date, funding of \$1,627,274 has been collected for the Reston Road Fund and \$5,156,214 has been collected for the total Service District. The developer contribution funding information for the Reston Funding Plan starts on Page 20 of the [Reston Transportation Service District Advisory Board Presentation](#). The specific number of Road Fund and Service District revenue collection is listed on page 24.

The Reston Funding Plan Board Item includes an amount of state funding, such as Smart Scale. However, Smart Scale would not be funding planning review. The Soapstone Connector Road project is included in the Reston Funding Plan and a \$45.4 million grant application for Smart Scale funding has been submitted for this project.

To address the Comprehensive Plan's recommendations and provide a standard approach to securing proffered commitments for Transportation Demand Management (TDM), a model was developed for implementing TDM measures. The County's TDM program is intended to create fair and generally equal agreements with each developer. TDM proffers are structured to include not only components of a TDM program, but also to provide incentives and disincentives to meet proffered reduction goals.

Substantial TDM programs that encourage peak hour trip reduction through elements such as ridesharing, carpooling, bicycling, transit subsidies, teleworking, flexible work hours and information distribution are being established for developments.

An Incentive fund is established with a one-time contribution intended to incentivize participants in surveys or non-SOV travel.

A Remedy Fund is set-aside to be used if the TDM measures are failing and incentive funds have been exhausted. The benefit of a Remedy Fund is that it can be accessed immediately to improve a TDM program as needed.

A Penalty Fund (only required for developments in Tysons) creates another incentive for developers to meet trip reduction goals by requiring that a letter of credit be issued to the County. The fund can be accessed by the County each year after the development reaches full build out and annual report/trip counts reveal that the development is still failing to meet their proffered trip reduction goals. Each year this occurs, money from this fund is then paid to the County and can be used for any TDM or transportation improvements the County deems necessary.

These funds are calculated based on the square footage of new development and distance from a metro station. The applicant will establish these funds in an interest bearing account to use for their site's specific TDM program. The County's TDM program has been very effective in reducing overall peak hour SOV trips through implementation by private developments. Each site that triggers their TDM proffer are required to report annually through trip counts and surveys if they are meeting their proffered reduction goals. Based on the submitted 2019 annual reports, developments are meeting, and some are exceeding their proffered reduction goals. This data is available upon request.

The next steps for the County's TDM program is to send out a RFP to verify the results of annual TDM reports in order to determine compliance with proffers and recommend revisions of our trip reduction percentage rates if appropriate. The trip count and parking analysis data would be used to identify travel patterns, allow for the verification of trips reported at sites, and for appropriate adjustments to be made to the County's trip reduction percentage rates. This information will be used to understand the effectiveness of the transportation and land use strategies and to transportation demand management monitoring goals the County.

The Department of Transportation staff point of contact is: Mei Fang at 703-877-5696.

7. What is Graham Road Elementary being used for and what are the plans for the future?

The Graham Road Elementary School moved into its current building location in the 2012-13 school year. Since that time the building it vacated has been known as the Graham Road Community Building and it continues to house a School Age Child Care (SACC) program, a teen center on the weekends, and the gymnasium is scheduled for community athletic organizations through the county's Department of Neighborhood and Community Services. Additionally, Fairfax County Public Schools maintains several programs in the building including ESOL programming, Transition Support Resource Center, Family Literacy, Hearing/Vision Impaired program, Warehouse Operations, Computer Imaging Lab and Attendance Officers. These activities are anticipated to continue for the foreseeable future.

8. Do we survey senior clientele to find out where they prefer the senior centers be located? Are we looking at more village type centers for adult care?

Senior center locations are determined based on community input and data review with a focus on applying a One Fairfax equity lens to identify locations that are underserved. This includes data and

information gathered through the 50+ Community Survey that assessed the local lifestyles, community perceptions and access people 50+ have to the things they need to age the way they want to age. In addition, the Department of Neighborhood and Community Services regularly gathers clientele input to determine needs for senior programming, with the intent of strategically co-locating at community centers and other facilities in order to maximize the use of space and allow for multi-generational building design. Many existing county-operated senior centers are located in leased spaces and the county continues to seek opportunities to relocate to county-owned facilities and partner with other community providers that are co-located with complimentary programs and services. As part of continued HHS involvement with development review, there may be further opportunities to better integrate adult care and senior programs into village type centers and other locations, as well as continue to ensure senior centers are serviced by public transit and Fastran.