

**FAIRFAX COUNTY PLANNING COMMISSION
CAPITAL IMPORVEMENT PROGRAM COMMITTEE
THURSDAY, MARCH 21, 2024**

PRESENT: Timothy J. Sargeant, At-Large, Chairman
Evelyn Spain, Sully District, Vice-Chairman
Phillip Niedzielski-Eichner, At-Large

ABSENT: Mary D. Cortina, Braddock District
Peter F. Murphy, Springfield District
Daniel G. Lagana, Franconia District (Alternate)
Walter C. Clarke, Mount Vernon District (Alternate)

OTHERS: John C. Ulfelder, Dranesville District
John A. Carter, Hunter Mill District
Candice Bennett, At-Large
Martha Reed, Capital Programs, DMB
Amy Simon, Budget and Policy Analyst III, (DMB)
Vrushali Oak, Engineer VI, Building Design & Construction Division (BDCD),
Department of Public Works and Environmental Services (DPWES)
Dennis Holder, Building Design Branch Chief, BDCD (DPWES)
Allison Terzigni, Engineer V, BDCD (DPWES)
Martha Sansaver, Engineer V, BDCD (DPWES)
Noelle Dominguez, Fairfax County Department of Transportation (FCDOT)
Malcolm Watson, Transit Services Division, FCDOT
Ray Johnson, FCDOT
Salem Bush, Branch Chief, Planning Division,
Department of Planning and Development
Samantha Lawrence, Senior Deputy Clerk, Planning Commission,
Department of Clerk Services

ATTACHMENTS:

- A. FOLLOW UP FROM MARCH 6, 2024, CIP WORKSHOP
- B. MEMORANDUM DATED FEBRUARY 1, 2023 ON THE 2022 SURVEY OF MARKET AFFORDABLE PROPERTIES
- C. SPECIAL EDUCATION AND NONTRADITIONAL PROGRAM LOCATIONS
FY 2025-29 - SY 2023-24
- D. FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION PRESENTATION ON
TRANSPORTATION PRIORITIES PLAN.

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Chairman Sargeant called the meeting to order at 7:30 p.m. in Conference Room 11, of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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Chairman Sargeant announced that the February 29, 2024, minutes were before the Committee and entertained a motion for approval. Commissioner Niedzielski-Eichner MOVED TO APPROVE THE FEBRUARY 29, 2024 CAPITAL IMPROVEMENT PROGRAM COMMITTEE MINUTES.

Commissioner Bennett seconded the motion, which carried by a vote of 3-0. Commissioners Cortina, Murphy, Lagana, and Clarke were absent from the meeting.

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Martha Reed, Department of Management and Budget (DMB), provided a follow up from the March 6, 2024, Capital Improvement Program (CIP) workshop in which she reviewed memorandums included in Attachment A and B, in regards to the questions by Commissioners from the workshop on the following topics:

- Results from a 2022 survey on market affordable multifamily rental housing; and
- Additional information on the process for determining alternate locations for school facilities.

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Malcolm Watson, Fairfax County Department of Transportation (FCDOT), gave a presentation on the Transportation Priorities Plan (TPP), a copy of which is in the date file.

There was a discussion between Noelle Dominguez (FCDOT) and multiple Committee members on the following issues:

- How FCDOT preferred to prioritize projects in terms of recommendations to the Board of Supervisors;
- Clarification that the TPP projects had been approved by the Board and FCDOT was following their directive with the plan that was adopted in 2019, which included an amendment to add Lee Chapel;
- Concerns that the costs of projects were going up;
- Assurances that FCDOT was reviewing cost estimates on both the revenue side and the project cost side;
- Clarification that cost increases were impacting other neighboring jurisdictions;
- Discussion on the status of multiple FCDOT and the allocation of the budget to these projects as they progressed;
- Discussion on FCDOT's efforts to incorporate the goals and provisions of One Fairfax into their projects;
- Discussion on safety concerns on lighting and cameras of pre-existing roads and highways;
- Clarification that FCDOT was not the only department that addressed lighting of pre-existing roads and would follow up at a later time to address safety concerns;
- Explanation that FCDOT was aware of the need to improve road safety through efforts, such as decrease the speed limits on some roads, noting that the Virginia Department of Transportation (VDOT) had the final authority on such matters;
- Explanation that Fairfax had initiatives in previous years to gain greater authority over speed limits, but required final approval from the state;
- Discussion that FCDOT had coordinated with other agencies and private sector builders, but did not have control over certain projects;

- Discussion on how the Fairfax County Health Department had raised awareness regarding pedestrian safety;
- Concern that Metrorail ridership was in the bottom quarter of the Reston ridership, which was partly due to the report being outdated;
- Clarification of additional safety items that were allocated within the \$800 million commitment by the Virginia Commonwealth Transportation Board, but only about \$50 million had been secured;
- Explanation of additional legislation from the State of Virginia to improve pedestrian safety, but FCDOT did not have authorization to implement certain measures;
- Explanation that FCDOT would coordinate with the State of Virginia to further pedestrian safety initiatives;
- Discussion on FCDOT's backlog of projects regarding pedestrian safety and the extent of unmet pedestrian project requirements; and
- Clarification that FCDOT funded some pedestrian projects with deferral funds, such as the Federal Transportation Alternatives Program.

There was a discussion between Ray Johnson, FCDOT; Ms. Dominguez; and multiple Committee members on the following issues:

- Discussion of page 6 from Attachment D on the topic of the amounts of revenue sources through tax districts and contributions from developers, and how those funds were allocated;
- Clarification that the tax districts for the Dulles Rail and Route 28 projects were to help fund those projects and whether those tax districts were funding the bonds;
- Explanation of the Tysons and Reston tax districts and where they were allocated;
- Discussion on the estimation of the remaining balances of each tax district how the decisions were made to allocate and utilize those funds;
- Explanation of how decisions regarding service districts projects were made;
- Discussion on providing additional information to the Commission on the recourse if it was determined that a change in priorities for allocating funds was warranted;
- Discussion on how to reprioritize excess funds in the Tysons and Reston districts;
- Explanation that the staff was required to share a revised prioritization plan with the Advisory Board within each district prior to bringing it to the Board's attention;
- Follow up discussion on the status of the project for the intersection between Route 7 and Route 123 regarding the overpass redesigning plan
- Discussion on the status of the project to add an additional access ramp onto the Dulles Toll Road; and
- Clarification that the Tysons Service District was evaluating additional development concepts and would coordinate with stakeholders prior to following up with the Commission.

Following the discussions, Chairman Sargeant suggested the following ideas for future CIP Committee meetings:

- Providing project or progress report on each project, emphasizing those authorized by the Board;
- Providing progress reports on the incorporation of One Fairfax policies into FCDOT projects;
- Clarification on what FCDOT needed to amend in terms of planning and funding; and
- Clarification on how projects integrated with the Comprehensive Plan, the Policy Plan, and other planning documents in terms of meeting goals and objectives for pedestrian improvements.

Commissioner Spain recommended that future CIP Committee meetings include considerations on the safety issues of One Fairfax, issues regarding accessibility with the Americans with Disabilities Act (ADA), and comparisons of the noise and air pollution that impacted certain parts of the County more than others.

Commissioner Carter highlighted his interest in communicating with someone on the complexity of the pedestrian safety issue to cover the streetlights and the street standards for intersections. Staff advised that there was an active transportation team within FCDOT's Capital Projects and Transportation Team that could assist with these issues.

Commissioner Ulfelder expressed his interest in receiving annual updates on the status of projects to determine if there were delays so that it could be communicated to the Dranesville District community. Specifically, he expressed interest regarding the Route 123 project and where it stood in progress alongside other projects listed in the TPP. He also requested a follow-up from staff on the following:

- Discussion on how much was allocated to projects regarding pedestrians whether the CIP could assist in prioritizing funds towards safety; and
- Clarification of the portion of total budget within the TPP for pedestrian projects, the amount that had been allocated to projects for pedestrian safety, and opportunities to evaluate the allocation of remaining funds with CIP Committee.

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Samantha Lawrence alerted the CIP Committee that, since a Commissioner who was not a member seconded the motion, the previous motion approve the February 29, 2024, minutes was not valid. Therefore, Chairman Sargeant rescinded the motion and deferred the approval of the February 29, 2024, CIP Committee minutes to the April 3, 2024, Planning Commission meeting.

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Chairman Sargeant announced that the Transportation Committee's next meeting was tentatively scheduled for June 13, 2024.

The meeting was adjourned at 8:41 p.m.
Tim Sargeant, Chairman

An audio recording of this meeting is available in the Planning Commission Office,
12000 Government Center Parkway, Suite 552, Fairfax, Virginia 22035.

Minutes by: Michelle Jordan

Approved: February 27, 2025

Jacob Caporaletti

Jacob L. Caporaletti, Clerk to the
Fairfax County Planning Commission

County of Fairfax
Commonwealth of Virginia

The foregoing instrument was acknowledged before me this 3 day of March 20²⁵, by

Jacob Caporaletti
Michelle Jordan

[Signature]
Signature of Notary

Notary registration number: 7114113

Commission expiration: January 31, 2028



Planning Commission Follow up from March 6, 2024 CIP Workshop

1. Is the percentage allocation for the Sinking Fund up to date and what have been the results of the Sinking Fund?

Staff will work on an analysis of backlogs and spending patterns associated with the allocation of the Sinking Fund dollars as well as results and return to both the Planning Commission and the Board of Supervisors with the findings and recommendations. If a change in allocation is recommended, the first opportunity to implement that change would be as part of the *FY 2024 Carryover Review*.

2. How many Triple A jurisdictions are there and what has been the County savings?

The County has held a Aaa rating from Moody's since 1975, a AAA rating from Standard and Poor's since 1978 and a AAA rating from Fitch Ratings since 1997. As of January 2024, 12 states, 53 counties (out of 3,069 counties), and 37 cities have a triple-A bond rating from all three major rating agencies. As a result of the County's excellent triple-A bond rating, the County has saved an estimated \$1.03 billion from County new money bond and refunding sales.

3. Regarding the utilization of EDA bonds, are there foregone opportunity costs in using EDA bonds for capital projects vs. economic development?

EDA Bonds have been used for Transportation Tax Districts and have been funded via a surcharge on commercial and industrial property tax owners. The County has been well served by setting up the three tax districts in Rt 28, Dulles Rail Phase 1, and Dulles Rail Phase 2. The growth in land values over time to pay back the debt incurred serves as a good indicator in terms of return on investment. Increased traffic flow up/down Rt. 28 provides ease of travel to IAD and Loudoun County. The Fairfax County EDA notes that along the Silver Line there is over 100 million square feet of mixed-use development in the pipeline.

EDA Bonds have also been used and are planned to be used for County projects and colocations. Coupled with the Silver Line development, the Exchange at Spring Hill (formerly Dominion Square) will deliver affordable housing to Tysons. The County further enhanced that project using EDA bonds to build the Tysons Community Center as part of this project. Colocations will spur revitalization in the project areas and enhance County service delivery. Two examples are the Original Mount Vernon High School redevelopment (direct access to the future BRT on Rt. 1; variety of County services provided on site, coupled with career and workforce development via non-profits) and Reston Town Center North (joint development with Inova for an enhanced layout in close proximity to Reston Town Center) including enhanced County facilities – Library and Shelter.

4. Do we have any idea when the Commercial tax base may come back to more normal levels? The Department of Tax Administration (DTA) has indicated that this is difficult to predict but believes it will take several years to normalize. With more teleworking and hybrid working from home, the trend is to repurpose office buildings and there has been a slowdown in new building development. The County has a 25% goal for commercial real estate and is currently at 15.5%.

5. Anna Shaprio (Deputy Director of Housing and Community Development (HCD)) mentioned a biannual report that she would provide to the Planning Commission which includes information about the preservation of affordable housing.

Please find attached the Not in Package (NIP) Item which was sent to the Board of Supervisors explaining the 2022 survey results. Please note that this information was not distributed publicly given the sensitivity of the address information. Should you have any specific questions please contact Bree Fuller, the Preservation officer within HCD.

6. The Planning Commission would like to better understand the Department of Transportation's TPP which is the bulk of their CIP; the status of several projects along the Rt 7 corridor, and how does the public can find out about project statuses.

DOT is scheduled to present to the PC CIP Committee on March 21.

7. Explain the Early Childhood fund.

The mission of the Early Childhood Birth to 5 Fund is to build capacity and support the expansion of the County's Equitable Early Childhood System. The Fund supports a comprehensive approach to advancing and expanding the County's early childhood system by providing full and equitable access to high-quality affordable early care and education for young children. This advances the goal of the Board of Supervisors to ensure that every child in Fairfax County has equitable opportunities to thrive. Fund 40045, Early Childhood Birth to 5, was established to serve as a dedicated funding source to build capacity and support the expansion of the County's Equitable Early Childhood System. Funding which supports early childhood programs is included in the fund. The Early Childhood Birth to 5 Fund is administered by the Department of Neighborhood and Community Services (NCS), Early Childhood Programs and Services (ECPS) division.

Periodically, the Early Childhood Birth to 5 fund balance has been used to transfer funds to capital projects to support the inclusion of Early Childhood in CIP projects. The most recent example occurred in FY 2022 when \$5 million was transferred from the Early Childhood Birth to 5 fund to the Kingstowne colocation project to support childcare at the complex.

Most of the funding to support this initiative comes from the General Fund; however, there is a small amount of revenue from other sources as seen below.

FUND STATEMENT

Category	FY 2023 Actual	FY 2024 Adopted Budget Plan	FY 2024 Revised Budget Plan	FY 2025 Advertised Budget Plan
Beginning Balance	\$10,583,969	\$10,180,432	\$17,874,377	\$17,061,136
Revenue:				
Child Care Services for Other Jurisdictions	\$6,448	\$155,918	\$155,918	\$155,918
USDA Grant-Gum Springs Head Start	55,038	44,689	44,689	44,689
Home Child Care Permits	10,192	15,353	15,353	15,353
Late Payment and Returned Check Fees	11,153	0	0	0
Total Revenue	\$82,831	\$215,960	\$215,960	\$215,960
Transfers In:				
General Fund (10001)	\$33,286,113	\$34,071,953	\$34,071,953	\$34,785,871
Total Transfers In	\$33,286,113	\$34,071,953	\$34,071,953	\$34,785,871
Total Available	\$43,952,913	\$44,468,345	\$52,162,290	\$52,062,967
Expenditures:				
Personnel Services	\$6,044,659	\$6,829,119	\$6,829,119	\$7,176,331
Operating Expenses ¹	20,033,877	27,458,794	28,272,035	27,825,500
Total Expenditures	\$26,078,536	\$34,287,913	\$35,101,154	\$35,001,831
Total Disbursements	\$26,078,536	\$34,287,913	\$35,101,154	\$35,001,831
Ending Balance	\$17,874,377	\$10,180,432	\$17,061,136	\$17,061,136

8. Does FCPS have any plans to update the alternative schools?

Attached is a list of the alternative school locations (non-traditional programs, special education, interagency programs, etc.). Renovations are based on a renovation queue, adopted by the School Board in 2009, and shown in the CIP schedule of projects. None of the alternative school locations are on the current renovation queue. The School Board directed FCPS staff to begin development of a new renovation queue and staff have begun working on this. Once adopted by the School Board, a new renovation queue will be incorporated in future CIPs.

9. What percentage of school projects are receiving sustainability improvements, what is the cost differential?

All FCPS renovation and new construction projects are designed to include environmental sustainability features and follow CHPS (Collaborative for High Performance Schools) guidelines. CHPS is similar to the well-known LEED scoring system, but is tailored specifically for the design of schools. Some examples that each project includes are:

- Performance improvements to the thermal envelope (exterior walls, windows and glass, and roofs)
- Reinforcing/strengthening roof structure on renovation areas and designing roof structures on new construction/additions to accommodate the addition of photo voltaic panels in the future. FCPS is exploring funding and partnership vehicles to move forward with the inclusion of the panels.
- Higher efficiency HVAC systems.
- Where feasible, FCPS is exploring the usage of ground-source geothermal systems.

- Minimizing “land-locked” interior spaces so that natural lighting can be harvested throughout the space allowing lower electric light levels.
- All lighting is energy efficient LED.
- Projects are now exploring all-electric appliances in the food service areas and minimizing, if not eliminating the need for fossil fuels (with the exception of emergency generators).
- Stormwater management systems to treat water quality and quantity issues on site and the inclusion of native and drought resistant species in landscape development plans.

The cost percentage variation on any individual project is based on what the sustainable features are and is difficult and subjective to quantify as each project is wholly unique. Moving forward, FCPS is striving to decrease the building’s carbon footprint with the goal of improving towards Net Zero Energy (NZE) operations. A reasonable estimation for costs to improve from traditional design and construction to NZE would be an increase of \$75/square foot (or about 5%-6% of the construction cost). This is an estimation, however, dependent on many factors affecting the design to include renovation projects vs. new construction projects.



County of Fairfax, Virginia

MEMORANDUM

DATE: February 1, 2023

TO: Board of Supervisors

THRU: Christopher A. Leonard
Deputy County Executive

FROM: Thomas Fleetwood, Director
Department of Housing and Community Development

SUBJECT: 2022 Survey of Market Affordable Properties

This memorandum presents the results of the 2022 survey of “market affordable” multifamily rental housing, which will assist in identifying specific properties as valuable for affordable housing preservation, consistent with the April 2021 recommendations of the Affordable Housing Preservation Task Force.

Executive Summary

Central to the affordable housing policies of the Board of Supervisors (Board) is the principle that there should be no net loss of existing affordable housing in Fairfax County. The County’s existing stock of affordable housing consists of market affordable residential units without rent or income restrictions and committed affordable units with rent and income restrictions that are enforceable through legal mechanisms, such as deed restrictions or zoning requirements. The Department of Housing and Community Development (HCD) is monitoring market affordability through a snapshot survey every two years, as recommended by the Affordable Housing Preservation Task Force. The survey identifies market affordable units within multifamily properties of four or more units in the County with rental rates affordable to households earning 60% of the area median income (AMI) or below, without restricted rents or income levels.

The snapshot survey provides an impression of market conditions through a point-in-time inventory of the number of market affordable units in the County. Due to the dynamic nature of the rental market, the numbers of units counted are not static. Since these properties do not have income restrictions, their rents are subject to market changes, which means that the number of affordable units is likely different from day to day. Many units may have rents that narrowly exceed the threshold of 60% of AMI. HCD will continue to track market affordable multifamily units, as well as such properties that may slightly exceed the threshold, for potential preservation opportunities.

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HCD completed the first survey of market affordable properties in 2019 with the assistance of graduate students at the Virginia Center for Housing Research at Virginia Tech. HCD conducted a second, more in-depth survey in the summer of 2022 with the assistance of Novogradac, a professional services company with expertise in affordable housing. The most recent survey identified 8,317 market-rate affordable units within 44 properties in the County. The majority of the units were located within the eastern and southern portions of the County in developments built between 1960 and 1980. Attachment I provides the complete survey results by Supervisor District.

The 2022 survey resulted in fewer units than the previous 2019 survey, which identified 8,834 market affordable units within 54 properties once adjusted to remove duplications and ineligible units. While the majority of survey units continue to charge affordable rents, the recent survey shows a net decrease of approximately 500 market affordable units between 2019 and 2022. Some of the decrease in affordable units can be attributed to increased rents of the units above the 60% AMI threshold due to the upward movement of most rents in the Fairfax County rental housing market. However, a significant number of units were also removed from the survey as they were preserved through long-term affordability commitments. An increase in the AMI between 2019 and 2022 also affected the number of affordable units. The higher AMI raised the eligible rent threshold considered to be affordable to 60% of the AMI, and consequently, added to the number of affordable units.

Background

The Board is committed to the principle of no net loss of market affordable housing units in the County and expressed a desire to develop a Countywide preservation strategy. In July 2020, the Board established the Affordable Housing Preservation Task Force (Task Force) to develop comprehensive affordable rental housing preservation strategies. The Task Force recommended preservation strategies for the County's multifamily rental housing stock of four or more units that serves households with annual incomes of 60% of the AMI or below, including monitoring market affordability every two years through a third-party countywide survey. The Board endorsed the recommendations in April 2021. Recommendation A2 of the Task Force recommendations stated:

*Commit to use data analysis and an equity lens to proactively and intentionally identify and prioritize specific target communities to preserve as committed affordable housing or continued market affordable housing to achieve "no net loss" to the maximum extent feasible. A third-party survey to identify areas of the County containing market affordable units should be conducted, and an updated inventory developed every two years. The purpose of this effort is to ensure the availability of reliable data on an ongoing basis, and to identify specific properties as valuable for preservation. This will include a more in-depth analysis that will be used to develop a re-prioritized inventory of market affordable properties every two years...*¹

As mentioned in the Executive Summary, the initial market affordable survey was completed in 2019 by Virginia Tech. In 2022, the HCD contracted with Novogradac, a professional services company with expertise in affordable housing, to conduct an updated survey of market affordable properties in accordance with the Task Force's recommendations.

¹ [Recommendations to the Fairfax County Board of Supervisors](#), Affordable Housing Preservation Task Force, April 6, 2021, Pages 4-5.

2022 Survey Analysis and Results

The 2022 survey gathered data from May 2022 to August 2022 using CoStar and other internet sources for preliminary results, and direct coordination with property management companies to confirm rents. The survey utilized a market affordability threshold of rents affordable to 60% of the AMI in multi-family housing with four or more units without enforceable rent or income restrictions. In 2022, 60% of AMI and below was \$85,380 or less per year for a family of four. This income translated to rent maximums of \$1,602 for a one-bedroom unit, \$1,921 for two-bedroom units, and \$2,220 for three-bedroom units.

The 2022 survey resulted in 8,317 market affordable units in 44 properties distributed across the County in all Supervisory Districts except Springfield and Braddock districts, as shown in Figure 1. Franconia, Mason, Mount Vernon, and Providence districts contained approximately the same number of units, each district having between 20 to 23 percent of the total units; the remainder of units were divided between Dranesville, Hunter Mill, and Sully districts (each district with approximately five to seven percent of the total units). The number of affordable units in the properties varied from 12 units to approximately 1,400 units and consisted of mostly garden apartments or other low-rise apartment complexes. The properties were built between 1948 and 1988, as shown in Figure 2, with the average age of a unit at 56 years. The majority of the properties had 80% to 100% of the units considered to be affordable. Attachment I provides the complete 2022 survey results.

Figure 1: Market Affordability by Supervisor District

Market Affordable Multifamily Units by Supervisor District

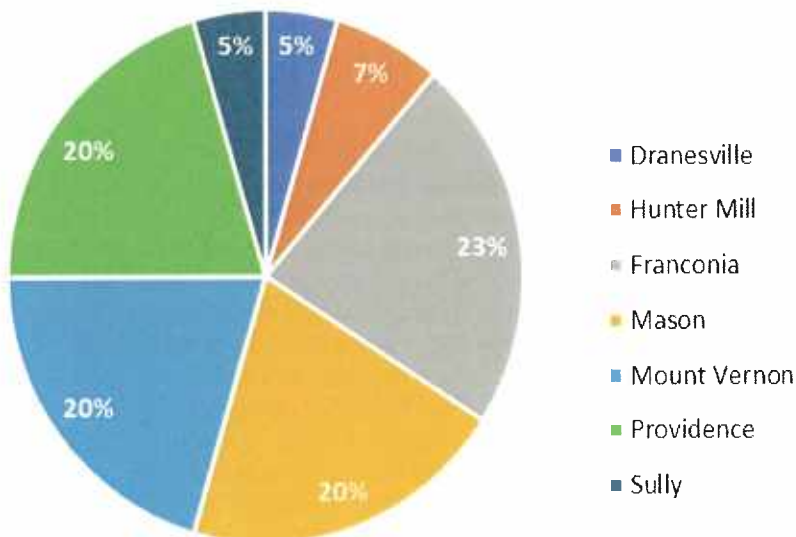
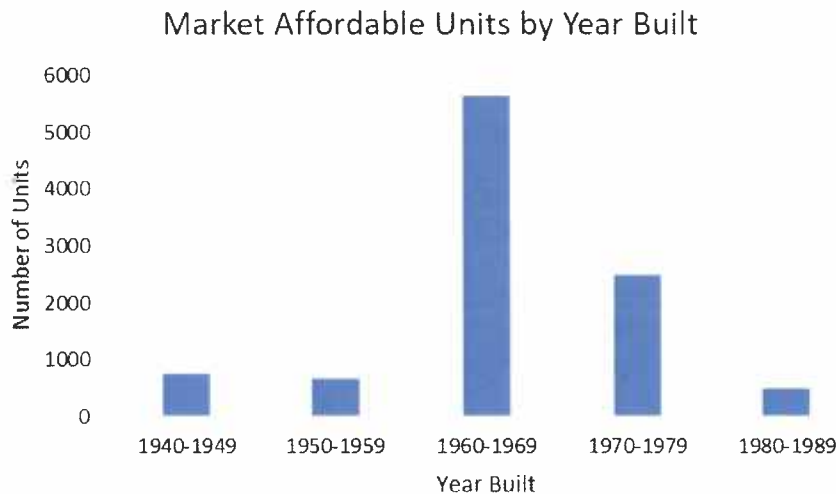


Figure 2: Market Affordable Units by Year Built



Net Change from 2019 to 2022 Survey Results

The 2019 survey identified approximately 9,100 market affordable units within 58 properties with rents affordable to 60% of the AMI in multi-family housing with four or more units without enforceable rent or income restrictions. This survey has since been refined to show an adjusted total of approximately 8,800 within 54 properties once duplications and ineligible units were removed. The 2022 survey identified 8,317 market affordable units within 44 properties. Between the adjusted 2019 survey and the 2022 survey, there was a net decrease in units of approximately 500 units.

A variety of factors affected the number of market affordable units and properties between the 2019 and 2022 surveys. The primary change resulted from increasing rents in excess of the 60% AMI threshold due to market changes, which reduced the number of units considered market rate affordable for this survey by approximately 780 units; however, many of these units in the 2022 survey remain within the 60-70% AMI range. With continued rent fluctuations, some of these units may again fall under the market affordable threshold in the future. Another change resulted from the increase in the AMI from \$121,300 in 2019 to \$142,300 in 2022 for a family of four. The increase in the AMI raised the rent thresholds for 60% AMI and added nearly 600 units considered market rate affordable. Together, these changes due to market forces resulted in a net reduction of 179 market affordable units. Finally, the acquisition of units by affordable housing developers and subsequent commitments to long-term affordability removed 338 units from market rate consideration. Although reducing the number of market affordable units, the commitments positively contributed to affordability in the County. Figure 3 summarizes the factors and the net change between the 2019 and 2022 surveys.

Figure 3: Changes in Market Affordable Units between 2019 and 2022

Changes in Market Affordable Units between 2019* and 2022 Surveys

Impact on Market Affordable Supply	Change in Market Affordable Units
Rental Rate Increase above 60% AMI	-776
Metropolitan area Increase in Area Median Income	+ 597
Net Change due to Market Forces	-179
Preservation: Market affordable converted to Committed affordable units	-338

*As adjusted based on duplications and ineligible properties

Conclusion

The most recent 2022 survey of market rate units showed a total of approximately 8,300 units within the County affordable to incomes at or below 60% of AMI. These units were found in older properties that range in age from 35 to 75 years. The majority of market rate affordable properties in the 2022 survey have remained market affordable since the previous survey taken in 2019. Approximately 500 units were determined to be no longer market affordable units between the two surveys due to several factors described in this memorandum; most notable were units that transitioned to committed affordable as well as those that were affected by rising rents and market fluctuations. The increasing AMI added new market affordable units to the survey data as additional units fell at or below the 60% AMI threshold. HCD is committed to working toward the County’s goal of no net loss of these units. The department will continue to monitor market rate affordable units within the County and facilitate the point-in-time study every two years.

If you have any questions, please do not hesitate to contact me or [Anna Shapiro](#), Deputy Director for Real Estate, Finance, and Development, at 703-324-7613.

Attachment I: 2022 Market Affordable Property Survey

- cc: Fairfax County Redevelopment and Housing Authority Commissioners
 Bryan J. Hill, County Executive
 Christina Jackson, Chief Financial Officer
 Thomas Arnold, Deputy County Executive
 Rachel M. Flynn, Deputy County Executive
 Ellicia Seard-McCormick, Deputy County Executive
 Anna Shapiro, Deputy Director, Real Estate, Finance and Development, HCD
 Meghan D. Van Dam, Director, Affordable Housing Development Division, HCD
 Brianne Fuller, Associate Director, Preservation, HCD

ATTACHMENT I

2022 Survey of Market Affordable Properties

The following survey identifies market affordable units in Fairfax County within multi-family properties of four or more units that are affordable to households earning 60% of the area median income (AMI) or below, without restricted rents or income levels. The numbers of units and their rents are subject to market changes and may vary from day to day; this survey represents a snapshot of data compiled in summer 2022.

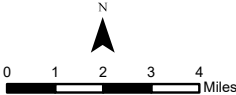
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Market Affordable Properties 2022

Property Name	Property Address	City	State	Zip	County	Supervisor District	Year Built	Structure	Total Units	Total Units Below 60% AMI	% Affordable
Berkshire Apartments	661 Dulles Park Court	Herndon	VA	20171	Fairfax	Dranesville	1972	Garden	184	131	71%
Park Avenue Apartments	897-903 Park Ave	Herndon	VA	20170	Fairfax	Dranesville	1964	Low-Rise	44	44	100%
Reston Glade	12265 Laurel Glade Ct	Reston	VA	20191	Fairfax	Hunter Mill	1974	Garden	200	70	35%
Springs at Reston	12065 Greywing Ct	Reston	VA	20191	Fairfax	Hunter Mill	1972	Garden	362	301	83%
Winterthur Apartments	11901 Winterthur Ct	Reston	VA	20191	Fairfax	Hunter Mill	1973	Mid-Rise	300	300	100%
Carydele Village	8073 Jenna Lee Ave	Alexandria	VA	22309	Fairfax	Franconia	1966	Garden	104	104	100%
Heven Huntley Meadows	7300 Jon Paul Dr	Alexandria	VA	22306	Fairfax	Franconia	1965	Garden	109	89	82%
Jefferson Gardens	5877 Monticello Rd	Alexandria	VA	22303	Fairfax	Franconia	1950	Garden	67	67	100%
Lee Valley Apartments	6535 Lee Valley Dr	Springfield	VA	22150	Fairfax	Franconia	1968	Garden	242	242	100%
Mallard Courts Apartments	4511 Colony Ct	Alexandria	VA	22309	Fairfax	Franconia	1973	Garden	180	180	100%
Meadow Woods	3308 Lockheed Blvd	Alexandria	VA	22306	Fairfax	Franconia	1964	Garden	712	712	100%
Mt Vernon Apartments	8263 Russell Rd	Alexandria	VA	22309	Fairfax	Franconia	1964	Garden	184	184	100%
Rolling Hills Apartments	3707 Rolling Hills Ave	Alexandria	VA	22309	Fairfax	Franconia	1967	Mid-Rise	157	157	100%
Springfield Gardens	6116 Cumberland Ave	Springfield	VA	22150	Fairfax	Franconia	1951	Garden	220	220	100%
Woodlawn Gardens Apartments	8488 Richmond Hwy	Alexandria	VA	22309	Fairfax	Franconia	1963	Garden	240	240	100%
Belle House Apartments	3407 Moray Ln	Falls Church	VA	22041	Fairfax	Mason	1965	Mid-Rise	49	16	33%
Bercroft Plaza Apartments	3601 Malibu Cir	Falls Church	VA	22041	Fairfax	Mason	1966	Garden	196	126	64%
Bercroft View Apartments	6001 Columbia Pike	Falls Church	VA	22041	Fairfax	Mason	1963	Garden	370	258	70%
Carlyn Hill Apartments	3407 Carlyn Hill Dr	Falls Church	VA	22041	Fairfax	Mason	1963	Mid-Rise	73	73	100%
Columbia View	3416 Spring Lane	Falls Church	VA	22041	Fairfax	Mason	1962	Mid-Rise	53	24	45%
Fairmont Gardens Apartments	4137 Wadsworth Ct	Annandale	VA	22003	Fairfax	Mason	1962	Garden	389	347	89%
Olde Salem Village	6084 Argyle Dr	Falls Church	VA	22041	Fairfax	Mason	1948	Garden	448	280	63%
Seven Corners Apartments	6122 Willston Dr	Falls Church	VA	22044	Fairfax	Mason	1952	Mid-Rise	284	284	100%
Vista Garden Apartments	6024 Vista Dr	Falls Church	VA	22041	Fairfax	Mason	1949	Garden	296	296	100%
Belvoir Plaza Apartments	6743 Richmond Hwy	Alexandria	VA	22309	Fairfax	Mount Vernon	1963	Mid-Rise	45	45	100%
Cherry Arms	7131 Richmond Hwy	Alexandria	VA	22306	Fairfax	Mount Vernon	1965	Garden	168	152	90%
Glendale Terrace	2314-2330 Glendale Ter	Alexandria	VA	22303	Fairfax	Mount Vernon	1963	Low-Rise	32	32	100%
Mount Vernon Square Apartments	2722 Arlington Dr	Alexandria	VA	22306	Fairfax	Mount Vernon	1965	Garden	1386	1,386	100%
Skyview Apartments	8424 Sky View Dr	Alexandria	VA	22309	Fairfax	Mount Vernon	1965	Low-Rise	119	114	96%
The Courts at Belvoir	9140 Richmond Hwy	Fort Belvoir	VA	22060	Fairfax	Mount Vernon	1957	Low-Rise	12	12	100%
Washington Avenue Apartments	8335 Washington Ave	Alexandria	VA	22309	Fairfax	Mount Vernon	1962	Low-Rise	23	23	100%
Washington Square	8547 Richmond Hwy	Alexandria	VA	22309	Fairfax	Mount Vernon	1968	Garden	219	219	100%
Woods of Fairfax I	7630 Fairfield Woods Ct	Lorton	VA	22079	Fairfax	Mount Vernon	1979	Garden	608	261	43%
Churchill Apartments	7481 Lee Hwy	Fairfax	VA	22042	Fairfax	Providence	1966	Mid-Rise	150	150	100%
Fairfax Circle Villa Apartments	9556 Blake Ln	Fairfax	VA	22031	Fairfax	Providence	1974	Garden	330	143	43%
Goodwin Park	2734 Goodwin Ct	Falls Church	VA	22046	Fairfax	Providence	1949	Low-Rise	25	25	100%
Harland Manor	8020-8104 Harte Pl	Vienne	VA	22180	Fairfax	Providence	1967	Low-Rise	60	60	100%
Margate Manor	3954 Persimmon Dr	Fairfax	VA	22031	Fairfax	Providence	1971	Mid-Rise	189	189	100%
Pine Spring Gardens	7531-7551 Lee Hwy	Falls Church	VA	22042	Fairfax	Providence	1954	Garden	100	100	100%
Pinewood Plaza	3963 Persimmon Dr	Fairfax	VA	22041	Fairfax	Providence	1968	Garden	199	202	102%
The Glen Apartments	2809 W Glen Dr	Falls Church	VA	22046	Fairfax	Providence	1978	Mid-Rise	152	151	99%
Tysons View	2206 Pimmit Run Ln	Falls Church	VA	22043	Fairfax	Providence	1966	Garden	312	26	8%
Bent Tree Apartments	13630 Bent Tree Cir	Centreville	VA	20121	Fairfax	Sully	1986	Mid-Rise	748	36	5%
The Reserve at Regency Park	14411 Newton Patent Ct	Centreville	VA	20120	Fairfax	Sully	1988	Garden	252	246	98%
44 properties										8,317	

Data was collected between June and September 2022. This list reflects properties with rents below 60% of the Area Median Income at one point in time. Market rents are subject to changes at the property owners' discretion, which may affect the inventory of units.

SPECIAL EDUCATION AND NONTRADITIONAL PROGRAM LOCATIONS SY 2023-24



Nontraditional/Alternative School Program	Description
Adult Detention Center	Nontraditional School Program
Bryant HS	High School
Burke School	Special Education Center
Davis Center	Special Education Center
Foundation	Interagency Alternative School
Graham Road Community Building	Interagency Alternative School
Herndon ACE (at Herndon Learning Center of Spring Park)	Adult and Community Education
Montrose ALC (located at Holmes MS)	Nontraditional School Program
ISAEP Central at Woodson HS	Nontraditional School Program
ISAEP East at Graham Road Community Building	Nontraditional School Program
ISAEP South at Bryant HS	Nontraditional School Program
ISAEP West at Chantilly HS	Nontraditional School Program
Juvenile Court Shelter Care	Interagency Alternative School
Key Center colocated at Key MS	Special Education Center
Kilmer Center colocated at Kilmer MS	Special Education Center
Leland House	Interagency Alternative School
Mountain View HS	High School
Pimmit Hills Center	Adult and Community Education
Plum Center	Adult and Community Education
Pulley Center	Special Education Center
Quander Road School	Special Education Center
Stepping Stones	Interagency Alternative School
TSRC at Edison HS	Nontraditional School Program
TSRC at Justice HS	Nontraditional School Program
TSRC at Robinson HS	Nontraditional School Program
TSRC at South County HS	Nontraditional School Program
TSRC at South Lakes HS	Nontraditional School Program
TSRC Herndon (at Herndon Learning Center of Spring Park)	Nontraditional School Program
TSRC Vienna at Cedar Lane School	Nontraditional School Program
TSRC at Westfield HS	Nontraditional School Program



Transportation CIP (Transportation Priorities Plan) – Presentation to the Fairfax County Planning Commission

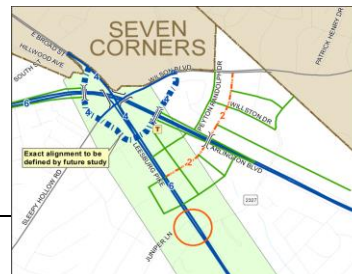
Malcolm Watson, Noelle Dominguez, Ray Johnson
Coordination and Funding Division
Fairfax County Department of Transportation

March 21, 2024



County Transportation Priorities Plan (TPP)

- The Transportation Priorities Plan (TPP) - directs County priorities for transportation projects.
- In 2014, after two years of public input and analysis, Board approved over \$1.4B in the TPP.
 - Set priorities for transportation for FY 2015-FY 2020.
 - Included approximately 220 projects (road widenings, bike and pedestrian improvements, transit service, etc).
 - Included revenues that the County expected to reasonably receive from all funding sources.
- In December 2019, Board approved TPP update.
 - FY 2020-2025 TPP includes a list of projects to continue, as well as a list of numerous projects deferred due to the diversion of significant regional revenues to WMATA state of good repair needs.
 - Includes projects funding through various programs/sources.
 - Minimal additional projects since adoption – ex. Lee Chapel





County Transportation Priorities Plan (TPP)

- In Sept 2022, staff presented a proposed FY24-29 TPP that aimed to:
 - Prioritize funding projects/programs that have project agreements in place, debt service, loan payments.
 - Continued funding for FY 2020-2025 TPP projects in need.
 - Account for significant increases in project costs.
- Ultimately The FY24-29 proposal:
 - Redirected most revenue to large-scale projects.
 - Had No ability to add new projects beyond \$100M (General Fund) in new Active Transportation projects.
 - Achieved a balanced plan through FY29.
- Staff anticipates returning to the Board with a proposed FY25-30 TPP later this year.



Criteria for TPP Evaluation

Projects were evaluated based on various factors, including (not in priority order):

- Congestion Reduction
- Mode Balance
- Safety
- Travel Time Savings
- Community Input
- School and Park Access
- Healthy Communities Initiative
- Countywide Balance
- Access to Transit Centers
- Air Quality
- Economic Development (support for revitalization areas and major Activity Centers)
- Regional Consideration (included in NVTATransAction)
- One Fairfax (future consideration)
 - Economically Disadvantaged Populations
 - Disabled/Elderly Populations
 - Cultural Diversity



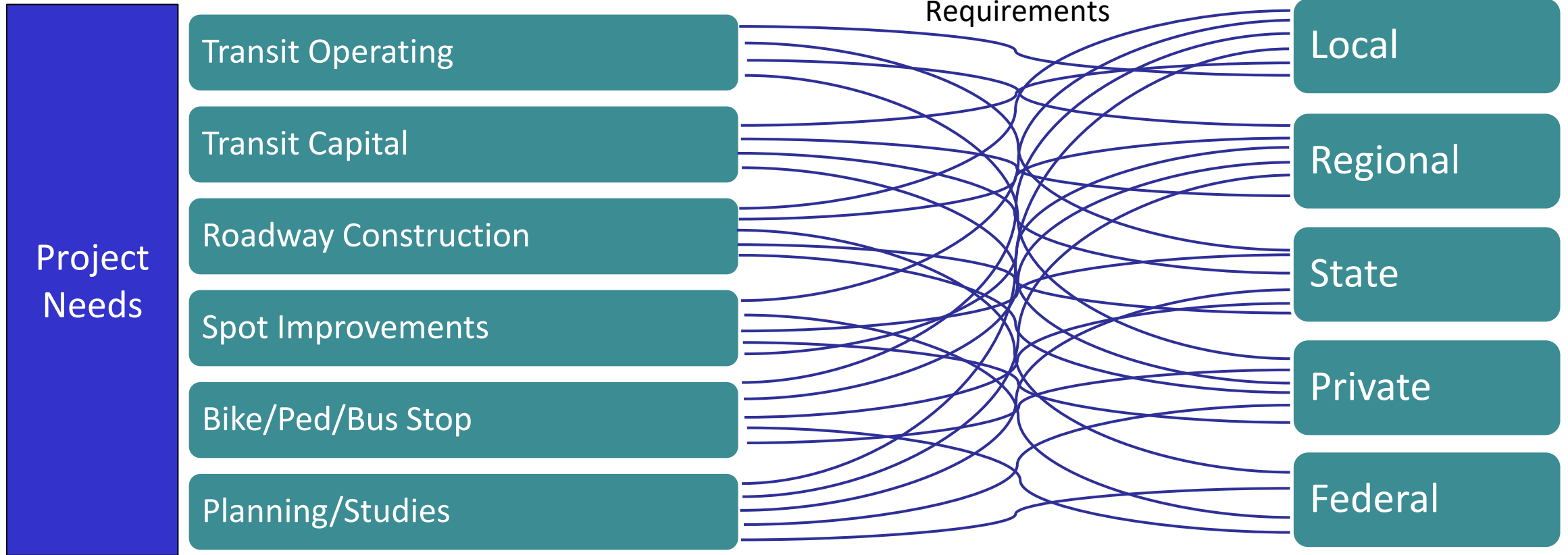


Matching Projects & Funding Sources

Prioritized Projects/Programs
For Board Consideration and Approval

Optimizing
Revenues / Source
Requirements

Funding Sources





Transportation Programming / Revenue Sources

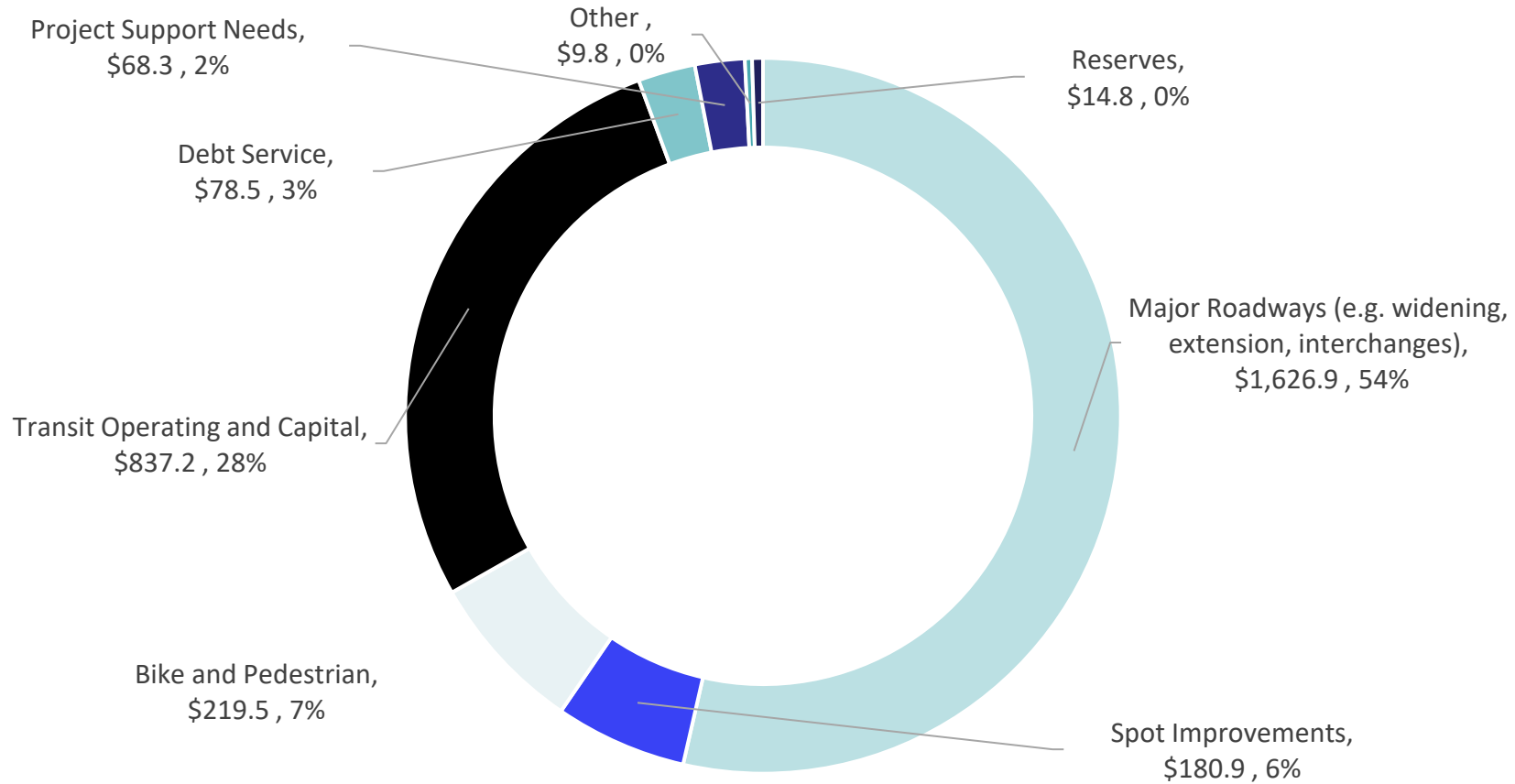
Local Revenue Sources Include:

- General Obligation Bonds – Not in proposed CIP
- Revenue Bonds - \$100M authorization
- General Funds - \$100M for Active Transportation projects
- Developer Contributions / Proffers
- Special Tax Districts
 - Revenues collected in a defined geographic area
 - Funds projects specified in ordinance language
 - Self imposed by landowners
 - Dulles Rail Phases I & II, Route 28
 - Who Pays - Commercial
- Service Districts
 - Revenues collected in a defined geographic area
 - Funds projects specified in ordinance language
 - Board approved
 - Reston, Tysons
 - Who Pays - Commercial and Residential
- Commercial and Industrial Property Tax ~\$60M annual
 - Currently 12.5¢ / \$100 valuation of property
- HB 2313/NVTA 30% Tax ~\$55M annual
- Transit Fares; Advertising; etc.



TPP Project Categories

(in Millions)





FY20-25 TPP Project Examples by Category *w/ current estimates*

- Interchanges
 - Fairfax County Parkway / Popes Head Road Interchange ~\$90M
- Extensions
 - Soapstone Drive Extension / Dulles Toll Road Overpass ~\$235M
 - Frontier Drive Extension ~\$165M
- Widenings
 - Richmond Highway (Mt Vernon to Sherwood) ~\$440M
 - Route 7 (Jarrett Valley to Reston Avenue) ~\$315M



FY20-25 TPP Project Examples by Category *w/ current estimates*

- Spot Improvements
 - Braddock Road Phase I Improvements ~\$80M
 - Balls Hill Road/Old Dominion Intersection ~\$20M
- Transit Projects \$837.18M
 - Richmond Highway Bus Rapid Transit (RHBRT) ~\$940M
 - Fairfax Corner Parking Garage ~\$40M
 - Springfield Parking Garage \$60.87M
- Bike & Pedestrian ~\$220M
 - Various projects



FY15-20 2013 TPP Public Outreach Highlights

- Five meetings and numerous meetings by request (i.e. CoCs, civic associations, HOAs, etc) - total attendance – over 360.
- Extensive presence on the web and other media: Facebook, Twitter, YouTube, interactive web page, social voting, online/in-person survey, news releases, media interviews, Quick Read (QR) codes, and gas station advertising.
- Public was asked to select projects that were important to them and encouraged to suggest other projects as well.
- The total estimate to complete the 214 projects is over \$4 billion. The survey was conducted between October 25, 2013, and November 22, 2013. A total of 2,554 responses were received.



FY20-25 TPP Public Outreach Highlights

Factors considered as part of the evaluation criteria included:

- Updated costs and timelines for projects in the approved TPP.
- Fully funding projects that were only partially funded in the original TPP, wherever possible.
- Ensuring the update is a continuation of the County's transportation priorities.
- Evaluating potential new projects based on selection criteria, including benefit-cost analysis; support for major activity centers and underserved populations; and public input.
- Community engagement effort included: public and stakeholder meetings, online engagement opportunities, and a survey. This input was used as part of the evaluation criteria for the proposed TPP update.

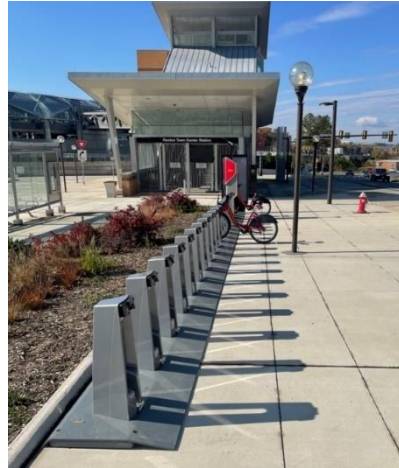


Questions/Request from Planning Commission

- Follow up questions on Route 7 area
 - Reston Avenue to Jarret Valley Drive (Completion mid-2024)
 - VA 123 (Chain Bridge Road) to I-495
 - Route 7 / VA 123 Interchange
 - I-495 to I-66



Questions?



Specific TPP project information can be found at:

<https://www.fairfaxcounty.gov/transportation/sites/transportation/files/Assets/Documents/PDF/TPP-Recommended-Projects.pdf>