



County of Fairfax, Virginia

Proffer/Development Presentation

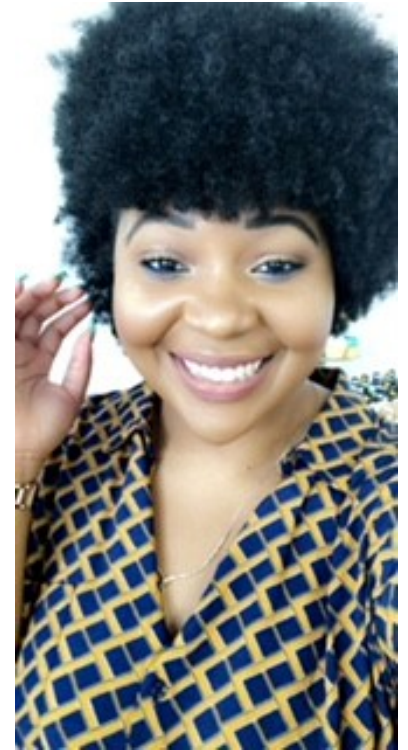
September 15, 2020

Brittany Nixon



Introduction

- Transportation Planner III
- Degree in Civil Engineering
- 4 years in Site Analysis Section
- TDM Coordinator/Transportation Reviewer





How is the Program Administered?

- Traffic concerns in Region
- Board Adopted TDM Guidelines as part of the Comprehensive Plan



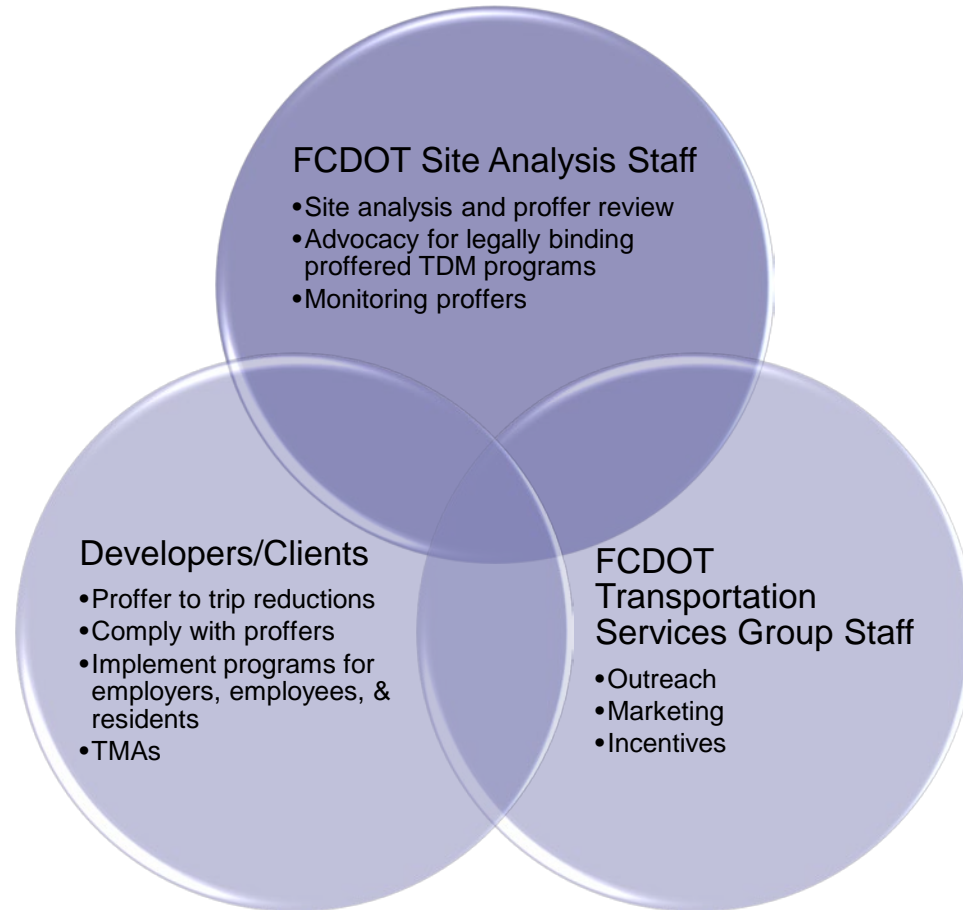


How is the Program Administered?

- TDM Methodology Study was Conducted
 - County collaborated with developers, consultants, other agencies
 - Created a standardized TDM program with multiple options
 - Examples: Transit subsidies, bikeshare, car-share, telework incentives
- Comprehensive Plan
 - Includes goals for reducing trips in different activity centers within the County



Collaboration





Trip Reduction Goals

- **Trip reduction** is KEY for our TDM program
- This is how we decide the trip reduction rates: **TDM Guidelines**
- Closer to metro = higher trip reduction (based on ITE rates)
- Tysons has the highest reductions

Tysons Corner Trip Reduction Goals				
Square Feet of GSA in Tysons	Distance from Metro Station			
	0 to 1/8 Mile	1/8 to 1/4 Mile	1/4 to 1/2 Mile	Beyond 1/2 Mile
	Trip Reduction Goal			
Up to 65,000,000	45%	35%	30%	25%
65,000,000	50%	40%	35%	30%
84,000,000	55%	45%	40%	35%
90,000,000	58%	48%	43%	38%
96,000,000	60%	50%	45%	40%
105,000,000	63%	53%	48%	43%
113,000,000+	65%	55%	50%	45%

Development		Non-Tysons TOD Locations		Non-TOD Locations (More than 1/2 Mile from Station)
		0 to 1/4 Mile from Station	1/4 to 1/2 Mile from Station	
Office	Baseline*	30%	25%	20%
	TDM Goal**	45% - 35%	40% - 30%	35% - 25%
Residential	Baseline	30%	25%	15%-10%
	TDM Goal	45% - 35%	40% - 30%	25% - 15%



Data Collection

- Counts: Annual or biennial (based on individual proffers)
- Surveys: Every 3 years (unless proffers differ)

TDM Requirements by Location				
TDM Components	Tysons	Non-Tysons TOD (Within 1/2 Mile of Metro)	Non-Tysons TOD (Within 1-1/2 Mile of Metro)	All other TDM Programs
Trip Counts	Annually	Annually until 3 consecutive counts show goal has been met, then biennially		Biennially, unless otherwise requested by FCDOT
Surveys	Every 3 Years, unless otherwise approved by FCDOT			
Report	Annually	Annually	Annually	Annually
End of Applicant Control Period	Post build-out, after 3 consecutive counts show goal has been met			



Example Case Study: The Shelby

Trip Count and Survey Results:

Results	2015	2016	2021
ITE Forecasted Number of Trips Generated by Site	152	152	152
Trip Reduction Percentage Allowed by Goal	25%	25%	25%
Maximum Trips to Meet Goal	114	114	114
Actual Trip Counts	85	78	Next Trip Counts Sept-Nov 2021
Actual Trip % Reduction	44%	49%	
Goal Met	YES	YES	
Non-SOV Mode Split from Survey	37%	Survey not required in 2016.	Next Survey Sept-Nov 2021



Enforcement

Remedy Funds: Tysons and Non-Tysons

Tysons Remedy Fund: Payment Schedule

Failure to Meet Trip Goals	Remedy Expenditure
1% - 3%	1% of Remedy Fund
3.1% - 6%	2% of Remedy Fund
6.1% - 10%	4% of Remedy Fund
Over 10%	8% of Remedy Fund

Non-Tysons Remedy Fund: Payment Schedule

Failure to Meet Trip Goals	Remedy Expenditure
1% - 3%	3% of Remedy Fund
3.1% - 6%	6% of Remedy Fund
6.1% - 10%	10% of Remedy Fund
Over 10%	15% of Remedy Fund

Penalty Funds: Tysons Only

Penalty Fund: Payment Schedule

Failure to Meet Trip Goals	Penalty Owed
1% - 3%	5% of Penalty Fund
3.1% - 6%	10% of Penalty Fund
6.1% - 10%	15% of Penalty Fund
Over 10%	20% of Penalty Fund



What Works Best?

Positive Reception

- Developers understand benefits

Consistency

- Standardized proffers
- Structured obligations

Applicability

- Standards can be applied to any new development
- Able to see the potential



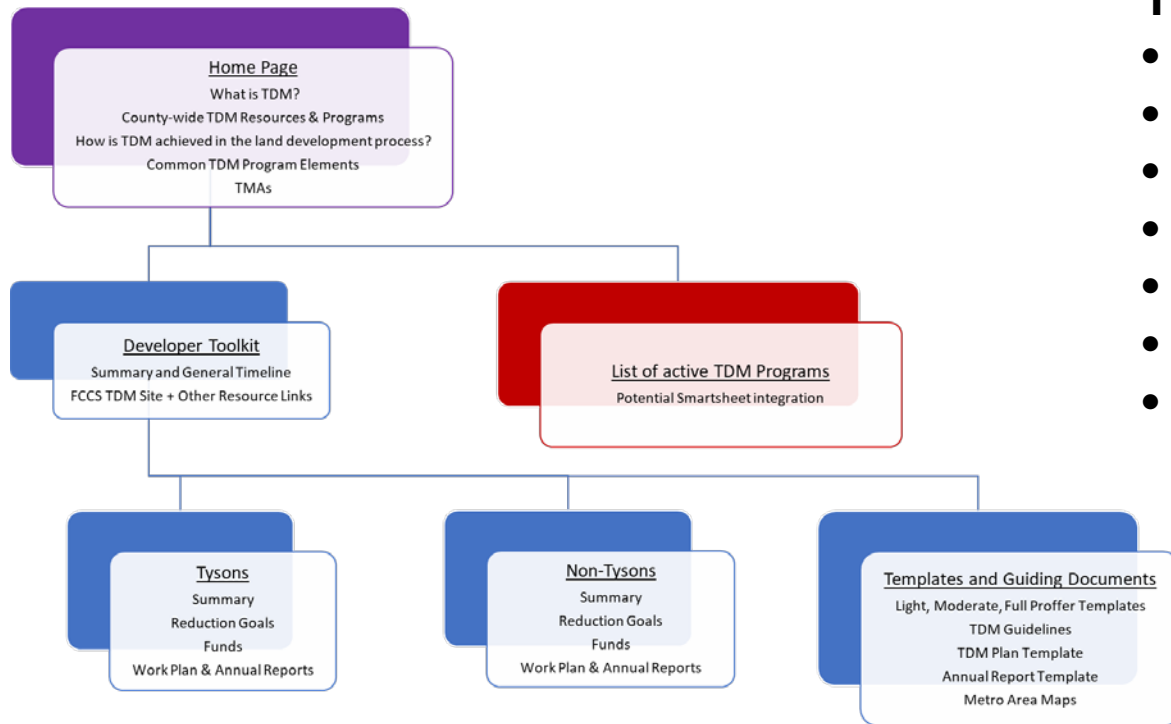
Impacts of COVID-19

- Traffic Patterns currently do not reflect the ITE Trip Generation methodology
- Applicants required to conduct Trip Counts this year may suspend their 2020 Trip Counts, given this unprecedented circumstance
- If proffers contain an Applicant Control Period, we are considering having 2020 not apply since count data will not be requested, and the ITE methodology can not be applied.





Enhancement of the Program

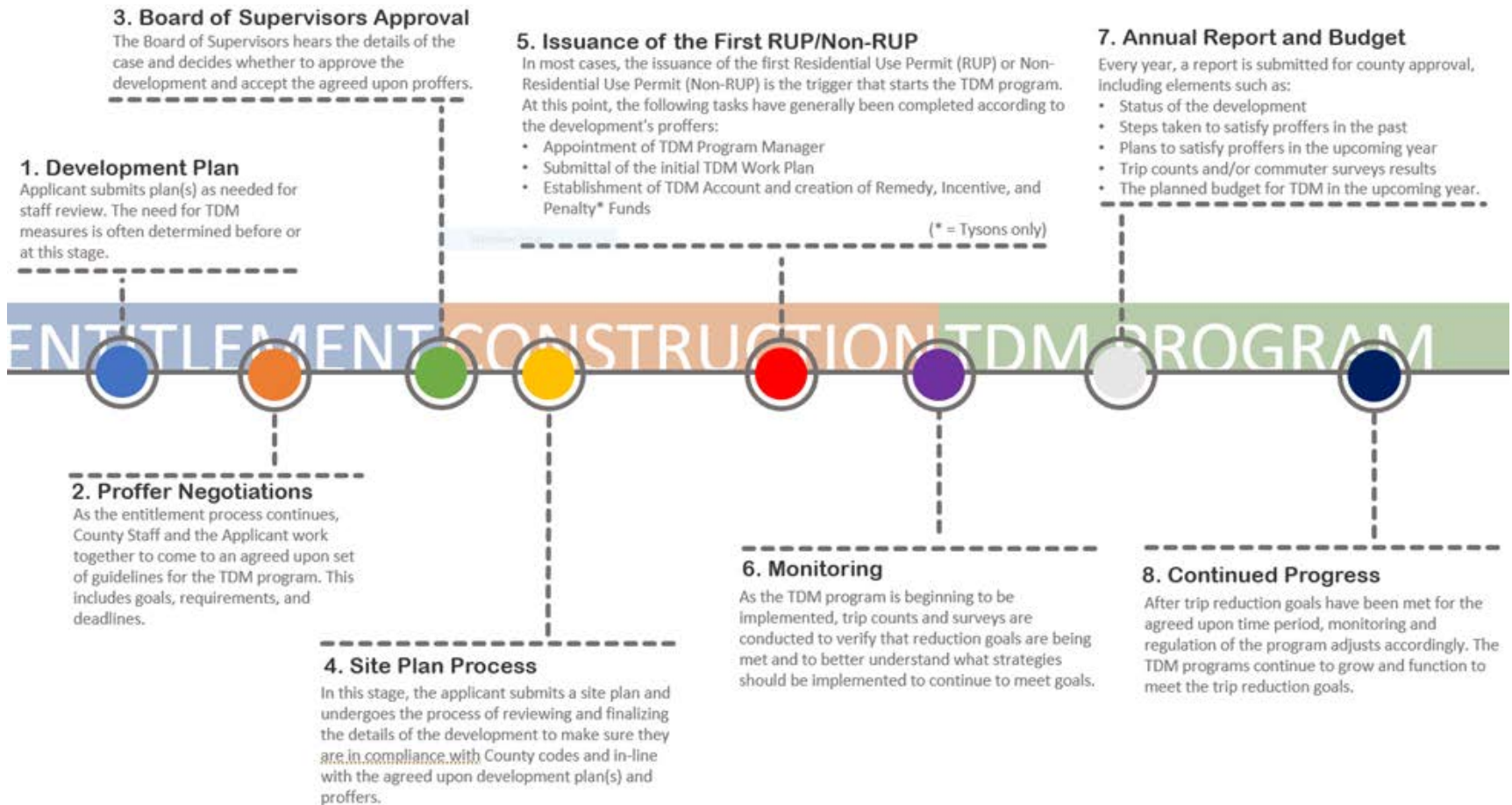


TDM Website content

- General Info
- TDM Guidelines
- Timelines
- Proffer Templates
- Maps
- Links to Resources
- FAQ



Enhancement of the Program





Changes/Next Steps

TDM Program Changes

- Potential for another revision of program as the development landscape changes.
- Tysons TDM Proffer make more clear/concise
- Refining Annual Report process to be more efficient and consistent.

Next Steps

- Working w/ Marketing & Communications section to get the website up and running
- We are currently working to hire a consultant to check sites around the county to verify trip reduction goals are being met
- Applied for the Transportation/Land Use Connections Program (TLC) 2020. Unfortunately, we were not selected but will try next year!



County of Fairfax, Virginia



Thank You!



Example Case Study: The Commons

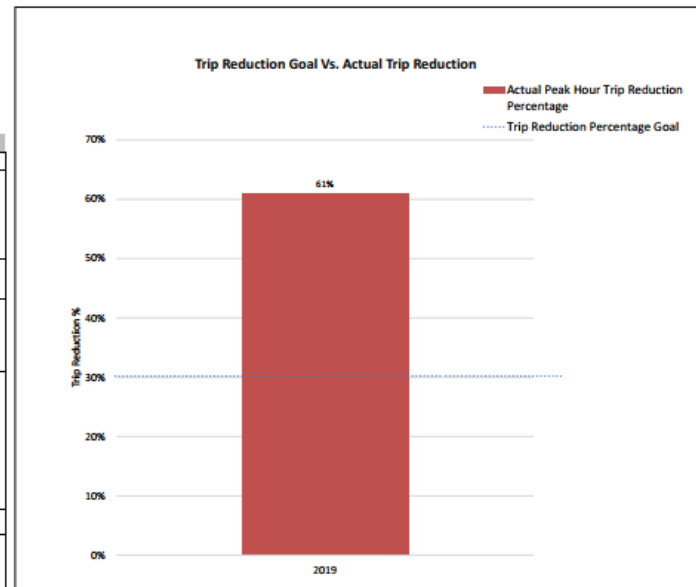
TDM Annual Report

Current/Planned Building Development:

Building	Kingston
Site Plan	2016
Land Use:	Residential
Under Construction	2017
Completely Constructed	2018
Current Occupancy	94%
Next Year Expected Occupancy	95%
First RUP issued	2018

Trip Count and Survey Results:

Results	Phase 1		
	2018	2019	2020
ITE Forecasted Trips Generated by Site	Trip count calculations were not yet required.		
Maximum Trips Allowed	Trip count calculations were not yet required.	353	353
Trip Reduction Percentage Goal	30%	30%	30%
Actual Peak Hour Trip Counts	No Trip Counts are Required in 2017.	138	Trip Counts are planned for Fall 2020
Actual Peak Hour Trip Reduction Percentage		61%	
Goal Met		Yes	
Non-SOV Mode Split from Survey	A survey was not yet required in 2017.	41%	No survey required.





Example Case Study: Highgate

TDM Annual Report

Current/Planned Building Development:

Building	Highgate
Site Plan	2014
Land Use:	Residential
Under Construction	2016
Completely Constructed	2017
Current Occupancy	95%
Next Year Expected Occupancy	95%
First RUP issued	2017

Trip Count and Survey Results:

Results	Phase 1			
	2017	2018	2019	2020
ITE Forecasted Trips Generated by Site	432	432	432	432
Maximum Trips Allowed	302	302	302	302
Trip Reduction Percentage Goal	30%	30%	30%	30%
Actual Peak Hour Trip Counts	No trip counts required in 2017	113	158	Trip Counts are Planned for 2020
Actual Peak Hour Trip Reduction Percentage		73%	63%	
Goal Met		Yes	Yes	
Non-SOV Mode Split from Survey	No survey required in 2017	43%	No survey is required in 2019	No survey is required in 2020

