

**FAIRFAX COUNTY FEDERATION OF CITIZENS ASSOCIATIONS
RESOLUTION**

**LINKAGE OF LAND USE AND TRANSPORTATION
(Approved by the Federation's General Membership 6/20/02)**

Background: Funding for implementing the Northern Virginia 2020 Transportation Plan, adopted by the Northern Virginia Transportation Coordinating Council and local jurisdictions in 2000, has a shortfall of approximately \$15 billion plus an increase of \$1.1 billion for Dulles Corridor rail. This translates into an average annual shortfall of \$800-\$900 million per year. If approved by the voters, a half-cent increase in the sales tax devoted to transportation will make up about 12% of the funding shortfall (based on the Transportation Planning Board estimates). The recent announcement by VDOT that the Transportation Development Plan (formerly the Six-Year Program) that only 60% of this program can be funded further exacerbates the funding shortfall. Another recent announcement by VDOT reported on April 19, 2002, states that 25% of the gasoline taxes normally applied to new construction will be used instead for maintenance, which takes precedence over new facilities.

The federal Transportation Efficiency Act for the 21st Century (TEA-21) assures federal funding assistance only if jurisdictions, e.g., the Washington area's metropolitan planning organization (MPO) and its Transportation Planning Board, produce a Fiscally Constrained Long-range Plan (CLRP) based on realistic estimates of costs and anticipated revenues.

The Fairfax County Comprehensive Plan includes statements addressing adequate infrastructure and a balance between land use and transportation facilities.

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WHEREAS, the Fairfax County Comprehensive Plan (the Plan) contains statements addressing the need to balance land use and transportation, such as in the Transportation section which states: "Land use must be balanced with the supporting transportation infrastructure, including the regional network;"

WHEREAS, the Land Use section of the Plan contains the following statements: "The objectives and policies presented in this section provide guidance for an appropriate pattern *and pace* of development" and "Application of transportation levels of service is intended to be a mechanism for timing development of this Plan;"

WHEREAS, the Northern Virginia 2020 Transportation Plan has a funding shortfall of more than \$15 billion, the VDOT Transportation Development Plan (formerly the VDOT Six-Year Program) has a 40% funding deficit, 25% of gasoline tax revenue normally used for new facilities will be needed for maintenance, and the additional half-cent increase in the sales tax, if approved by voters, will fund only about 12% of the 2020 Plan shortfall;

WHEREAS, in order to receive federal funding assistance, the federal Transportation Efficiency Act of 2001 (TEA-21) requires metropolitan planning organizations (MPOs), in our case the Transportation Planning Board of the Metropolitan Washington Council of Governments, to prepare a Fiscally Constrained Long-range Plan (CLRP) for the coming 20 years, based on realistic estimates of costs and anticipated revenues;

WHEREAS, at the same time that money is not available to make necessary and planned transportation improvements, the County's Comprehensive Plan is being amended and implemented, causing increased congestion and deterioration of service, because the Plan contains no provision for development to be dependent upon the availability of supporting transportation infrastructure;

WHEREAS, the Tysons Corner and Dulles Corridor areas are examples of planned increased densities around future Metro stations that may not be available for many years, and the plans allow a density bonus if within "walking distance" of future Metro stations, yet the plans do not always specify when such development at the increased densities may occur;

THEREFORE BE IT RESOLVED, that the Fairfax County Federation of Citizens Associations (the Federation) expresses to the Board of Supervisors and the Planning Commission its concern about the increasing disconnect between the implementation of the land use and transportation sections of the Comprehensive Plan throughout the County and especially in the areas designated for future Metro facilities.

BE IT FURTHER RESOLVED, that the Federation reaffirms its support for higher density development where it can be served by transportation facilities, especially near transit stations, but is increasingly concerned about the worsening funding situation for transportation facilities at the same time that development throughout the region continues to increase congestion.

BE IT FINALLY RESOLVED, that the Federation calls on the Board of Supervisors and the Planning Commission to consider measures that would better link land use implementation with an adequate supporting transportation system, including trigger points when planned development may proceed based on the provision of transportation facilities or services, especially in cases where a transit density bonus is involved. The Federation feels that residents' quality of life would be better served if Plan densities were not increased and upzonings not granted until an adequate transportation infrastructure was planned and programmed in order to prevent further deterioration of the transportation levels of service.