
Committee Resolutions

TRANSPORTATION

TRANS-2011-01: TRANSPORTATION IMPACT FEE

- A. **WHEREAS** the Virginia Assembly, in 1989, authorized Fairfax County and other urban Northern Virginia counties to assess and impose impact fees on new development to pay all or part of the cost of reasonable road improvements that benefit the new development (transportation impact fee -Va. Code Sections 15.2-2317-15.2-2327); and
- B. **WHEREAS** road infrastructure improvements and widening on U.S. 1 (Richmond Highway) still need to be done so that there are 6 travel lanes, as well as dedicated turn lanes, acceleration/deceleration lanes and transit lanes; and
- C. **WHEREAS** the Virginia Transportation Impact Fee, if adopted by Fairfax County, would apply to "by right" developments or any development needing a building permit; and
- D. **WHEREAS** if the proposed development creates a need for roads within an impact fee service area (15.2-2320), then the transportation impact fees (15.2-2319) shall be assessed and imposed on a new development as set forth in 15.2-2323; and
- E. **WHEREAS** the lack of transportation infrastructure at the Kings Crossing Wal-Mart could have been avoided if Fairfax County had the transportation impact fee as a tool for obtaining funds from "by right" developments; and
- F. **WHEREAS**, according to the VDOT 2020 Transportation Plan map, US Route 1 should have been widened to 6 travel lanes from the Stafford/Prince William County line to 235 North by 2010; and
- G. **WHEREAS**, since 1989, several areas in Fairfax County were developed including Lorton, Centreville, etc., along with housing developments along US Routes 1, 28 and 50; and
- H. **WHEREAS** transportation funds marked for transportation improvements along US Route 1 have been shifted to other areas, such as Lorton, Routes 28 and 50; and
- I. **WHEREAS** Stafford County adopted the transportation impact fee in 2003 and has collected millions of dollars under the transportation impact fee and proffers so that land development projects pay for the costs of growth and transportation infrastructure as set forth in the Stafford County Comprehensive Plan; and

- J. **WHEREAS** money is needed for transportation infrastructure projects and the citizens of Fairfax County have been paying more than their share for decades.

1. **NOW THEREFORE BE IT RESOLVED** the MVCCA recommends that the Fairfax County Board of Supervisors (BOS) adopt a zoning ordinance to assess and impose impact fees on any development needing a building permit, said impact fees to be used to pay all or part of the cost of reasonable road improvements in accordance with Va. Code Sections 15.2-2319 and 15.2-2323.

2. **NOW THEREFORE BE IT FURTHER RESOLVED** that the MVCCA recommends, after adoption of the transportation impact fee zoning ordinance, that Fairfax County enforce and collect the transportation impact fees from new development so that the fees pay for current costs of building reasonable transportation infrastructure to benefit the development needing a building permit.

END: MVCCA RESOLUTION TRANS-2011-01