

Phase 2 Changes to Proffered Transportation Demand Management (TDM) in Fairfax County

Board Transportation Committee

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Phase 1 Implemented TDM Rates

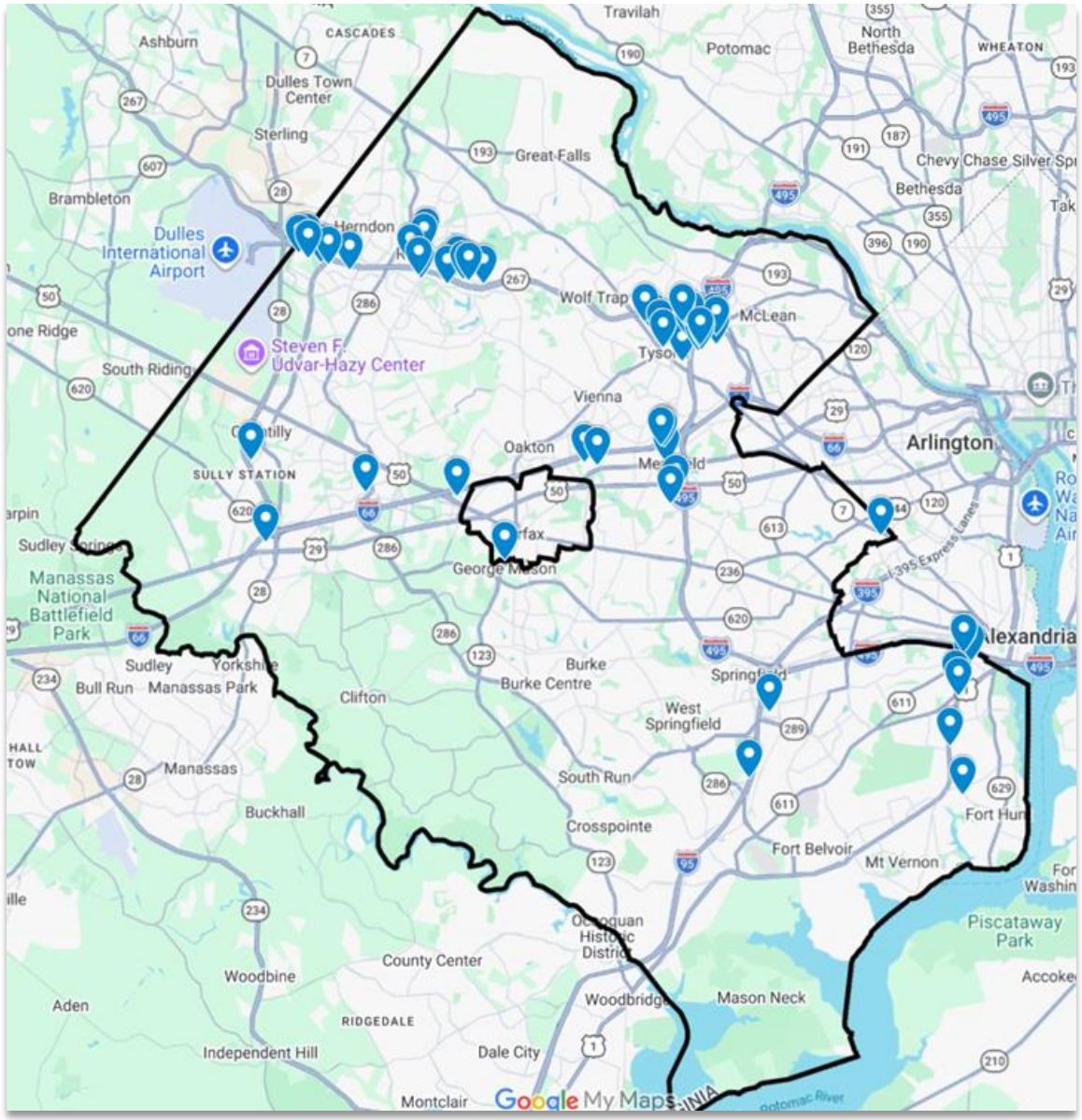
Development Type	Non-Tysons TOD Locations		Non-TOD Locations (more than 1/2 mile from Station)
	0 to 1/4 Mile from Station	1/4 Mile to 1/2 Mile from Station	
	Trip Reduction Goal		
Office	~~35-45%~~ **40-50%**	~~30-40%~~ **35-45%**	~~25-35%~~ **30-40%**
Residential	~~35-45%~~ **40-50%**	~~30-40%~~ **35-45%**	~~15-25%~~ **20-30%**

Tysons TOD Trip Reduction Goals

Gross Square Feet of Development in Tysons	Distance from Metro Station			
	0 to 1/8 Mile	1/8 Mile to 1/4 Mile	1/4 mile to 1/2 mile	Beyond 1/2 mile
	Trip Reduction Goal			
Up to 65,000,000	~~45%~~ **55%**	~~35%~~ **45%**	~~30%~~ **40%**	~~25%~~ **35%**
65,000,000	~~50%~~ **60%**	~~40%~~ **50%**	~~35%~~ **45%**	~~30%~~ **40%**
84,000,000	~~55%~~ **65%**	~~45%~~ **55%**	~~40%~~ **50%**	~~35%~~ **45%**
90,000,000	~~58%~~ **68%**	~~48%~~ **58%**	~~43%~~ **53%**	~~38%~~ **48%**
96,000,000	~~60%~~ **70%**	~~50%~~ **60%**	~~48%~~ **58%**	~~43%~~ **53%**
105,000,000	~~63%~~ **73%**	~~53%~~ **63%**	~~48%~~ **58%**	~~43%~~ **53%**
113,000,000+	~~65%~~ **75%**	~~55%~~ **65%**	~~50%~~ **60%**	~~45%~~ **55%**

What are we seeing? - 2026 Update

- Since the guidelines were established in 2013, the average peak hour trip reduction for sites with a TDM program is **60%**
- Since 2013 programs that are reporting are, on average, exceeding their goals by **31%**
- As of 2025, 58 programs across the county are reporting annually
- Only 1 instance of a development not meeting reduction goal, after compliance meeting, exceeded their goal for the 3 years following



Active TDM Programs in Fairfax County with standardized TDM proffers

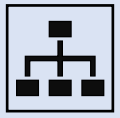
Phase 2 Outreach and Coordination



Worked with various traffic consultants and TDM managers to identify issues and concerns with the current guidelines (June 2025-May 2026)



Presented the Phase 1 rates and planned Phase 2 guideline updates to various committees and stakeholders across the county (August 2025-February 2026)



Met with some supervisor's offices to report back about follow-up questions and tasks (October 2025-December 2025)



Attended the NVBIA/NAIOP meeting to present both the Phase 1 rate changes and Phase 2 guideline updates (May 2026)

What's Changing and Why? – Pre Build-Out

Based on feedback from industry and data received from reporting TDM programs, we are proposing the following updates:

- Providing new sample proffer language that allows applicants to proffer to the guidelines
- Streamlining the TDM requirements for the issuance of RUPs/non-RUPs
- Updating Guideline language for both clarity and flexibility
- Providing new standard templates for Annual Reporting and TDM Plans



What's Changing and Why? Post Build-Out

- Greater flexibility for the reporting of multi-phase sites
  - A building can be deemed stabilized based on occupancy after one year
  - Sites may go through the applicant control period on a building-by-building basis
- Standardizing the review timeline for TDM Plan and Annual Report submissions
- Clearer standards for when trip counts can be conducted at a site





How Will the New Guidelines Function?

Entitlement applicants should proffer to the TDM Guidelines similar to how the Road Fund and Bicycle Parking Guidelines proffers function today

The applicants should establish the type of program and the reduction rate in this same proffer

The applicant should provide a second proffer detailing the TDM requirements that need to be met before issuance of RUPs/Non-RUPs







Feedback requested from the Board:

Thank you for giving us time to present on our TDM updates.

Does the Board have any questions or feedback about the proposed changes to the TDM guidelines and reduction rates?

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