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HOUSING FOR ALL

1) Transit-Oriented Communities

Providing homes in walkable, mixed-use, mixed income communities close to transit can provide more equitable access to opportunities, reduce reliance on driving, and improve environmental and social outcomes for residents. In fact, County plans call for inclusive, transit-oriented development near its transit stations and along its transit-rich corridors.

1a) Do you agree with the Comprehensive Plan's inclusive, transit-oriented communities goals?

Yes No Partially

1b) How would you improve on or change the County's approach to inclusive, transit-oriented communities?

Creating transit-oriented communities requires flexibility on the part of everyone but especially government. I think that while the County has shown flexibility, we need to really ensure that the needs of the broader community are being met (especially through the One Fairfax lens) when we have the opportunity to create more transit-oriented places.

We can't lose site of the impact of smart revitalization of some of our older areas of the County, which has a positive impact on our climate goals as well as housing. Many of these areas were built around cars without any BMP [best management practices] or anything close to modern stormwater facilities, and are sheets of asphalt parking. We need to encourage those areas of the County to come through our process so we can address those issues.

2) Housing Goals

The Metropolitan Washington Council of Governments (MWCOG), which includes Fairfax County, has committed to providing 320,000 more homes in our region by 2030 with 75% near high-capacity transit and 75% qualifying as affordable. Yet Fairfax County has not committed to meeting a specific share of this need and is falling behind on its own previously set targets. This contrasts with an earlier time when then-Chairman Connolly committed the

County to planning for 48,000 additional households to ensure people could live closer to their jobs and reduce the traffic commuting into and through the County.

2a) Do you believe Fairfax County should be doing more to provide additional housing in the County?

Yes No Partially

2b) What housing and zoning policy steps would you take to fill the housing gap and construct more housing at all levels of affordability, including both committed affordable and market-rate homes? Would you support these changes County-wide or just in specific locations?

The County is doing more now for affordable housing than ever. We are using every tool in our toolbox to leverage County resources to build new homes and preserve affordable units in all parts of the County. In the FY2024 budget, we are investing \$175 million in affordable housing development, programs and services, and likely will invest more one-time money through the Third Quarter Review. Our most recent projects, using just 9 percent of County resources, represent a total investment of \$1.1 billion preserving or producing 3000 affordable units. Our Redevelopment and Housing Authority also distributes \$6 million per month in rental subsidies, helping alleviate pressure of rising rents. Fairfax County's recent modernization of the zoning ordinance (zMOD) for the first time allowed "accessory living units [ALUs]." This is a substantial change that will improve affordability, allow people aging in place to stay in their homes (by providing revenue through tenants), and improve the environment by lessening the need for new construction. ALUs are allowed in single family detached homes, meaning this provision applies in a large portion of the County's neighborhoods.

3) Affordable Housing Funding

Fairfax County has adopted a minimum affordable housing production goal of 10,000 units by 2034, but the annual funding is still below the amount needed to meet that goal.

3a) If elected, would you support dedicated, sustainable funding to achieve the County's housing goals, particularly for those individuals and families at lower incomes?

Yes No

3b) What policies and programs would you consider to strengthen or add to address housing affordability in the County? How much money would you ask for in the County budget to build new affordable housing? To preserve/renovate existing affordable housing?

Under my leadership, Fairfax County has reached record investment in affordable housing. I made the motion, and the Board approved, to double our goal to 10,000 new units by 2034. We also restored the "full penny" dedicated funding in service of that goal. This year's budget establishes a manufactured home coordinator position in the Housing Department to spearhead our efforts to protect families in these developments. Our Board is dedicated to preserving our current affordable housing stock and are funding it appropriately.

Fairfax County is also very adept at leveraging outside resources for affordable housing, including federal and state funding as well as private investment from organizations like APAH [Arlington Partnership for Affordable Housing]. For every \$1 in federal Community Development Block Grant we get \$4 in additional outside funding, and 3:1 for HOME funds. This leveraging has allowed us to preserve over 900 housing units in the last 5 years, and enabled 200 low-income homeowners to purchase homes.

4) Displacement Concerns

The County has pledged no net-loss of affordable housing but as needed investments are made in revitalization areas and transit corridors, older market rate affordable housing is being lost to newer and more expensive homes. This can lead to current residents being displaced from their communities because affordable homes may no longer be available in their neighborhood. They may even need to leave Fairfax County altogether to find more affordable housing, with profound negative impacts on intergenerational communities.

4a) Do you feel the County should do more to address displacement concerns and ensure more inclusive communities available to different income levels?

Yes

No

4b) What tools would you use to help provide more housing options for a mix of incomes in areas facing redevelopment as well as support residents facing possible displacement?

This year's budget establishes a manufactured home coordinator position in the Housing Department to spearhead our efforts to protect families in these developments. We've seen in Fairfax County and around the country what can happen when private equity, looking for cash flow, buys these communities only to raise the rents and drive working families out. I look forward to continuing to work with advocates and my colleagues on the implementation of the Manufacturing Housing Task Force recommendations.

I support Sup. Foust's budget consideration item this year to add \$350,000 (and would support a greater amount) in funding to support non-profits that perform home repairs for low and moderate income households. The County currently provides some funding for repairs through the Consolidated Community

Funding Pool, and I am hopeful we can increase that amount to meet more of the need in the County.

5) Zoning for More Housing

Eighty two percent (82%) of Fairfax County land is zoned exclusively for single-family detached homes according to a [2019 Northern Virginia Affordable Housing Alliance report](#). Expanding housing options in single family neighborhoods can make way for more housing, increase access to home ownership, reduce racial and economic segregation, and increase access to opportunity.

5a) Would you support a planning process to consider changes to the zoning ordinance to expand housing types in the County?

Yes No

5b) What are your thoughts on this issue in light of Arlington County's recent community study and vote to expand "Missing Middle Housing" options?

I think zMOD and ALUs will be a powerful tool and a good fit for Fairfax County, as I described above.

6) Homeownership Opportunities

Multiple studies have shown growing wealth and racial/ethnic homeownership gaps in the County. For Black families, this is due in part to the legacy of segregation through deed restrictions that prevented them from buying homes and building wealth.

6a) Do you support County policies to provide more opportunities for home ownership?

Yes No Partially

6b) What types of policies or programs would you propose?

Fairfax County has offered a First Time Homebuyers Program since 1978. I believe that there may be opportunity to build on that program. But we must also not lose sight of seniors and families who may be struggling to afford to stay in the home they already own which I mentioned above.

SUSTAINABLE TRANSPORTATION

1) Improving Public Transit

Public transit is the backbone of a sustainable, equitable transportation system and a thriving economy, and Fairfax County has admirable plans to expand its bus rapid transit (BRT) network to ensure fast, frequent, and reliable service for residents. While public transit ridership on some systems has been hit by the pandemic with reduced commute trips due to increased teleworking, transit remains key for essential workers, and for supporting compact, walkable communities.

1a) Do you support increased funding for public transit to address budget shortfalls and make improvements to better serve riders?

Yes No

1b) What is your experience riding public transit? What ideas do you have to improve public transit in Fairfax County?

I am an occasional rider but was a robust rider of both our bus system and WMATA [Washington Metropolitan Area Transit Authority] rail when I served on the WMATA Board of Directors for four years. My experience shaped my desire to advocate for more funding and better customer experiences and that continues.

Just this week, our Board approved a program to allow all children to ride the Connector bus for free. Removing all barriers - cost, convenience, efficiency and reliability, and of course safety - is critical to making public transit successful.

Former Sup. Hudgins and I created the Free Student Bus Pass program which began in the 2018-2019 school year. Not only does this provide immediate benefits to those students who ride it, it provides environmental benefits by taking cars off the road and builds the next generation of transit riders, benefiting future residents immensely.

2) Active Transportation Funding

The ActiveFairfax Transportation Plan - the County's most significant overhaul of its bicycle, pedestrian, and trails plans - is expected to be finalized this year. The plan's recommendations address critical safety needs for residents who already walk and bike and also make improvements to allow more residents to walk and bike conveniently and safely for daily needs. Realizing the Plan's vision will require substantial, dedicated, and consistent funding.

2a) Would you support Fairfax committing dedicated annual funding to support the ActiveFairfax Transportation Plan, even if that meant potentially delaying road expansion and interchange projects?

Yes

No

2b) What is your personal experience dealing with or advocating for pedestrian or bicyclist safety issues?

I would like to explain my "no" to 2a. Road expansions and interchanges often provide the funding to create, complete or improve pedestrian and bicycle infrastructure. I would not want to dismiss those projects totally. I do, however, support prioritizing pedestrian improvements, particularly ones focused on safety, over road projects, when the choice is one or the other. Funding for transportation projects comes from many sources and I don't think dedicated County funding would require us to delay road projects automatically.

I've personally fought against road expansions when they inhibit our ability to create more walkable, bikeable, and transit-oriented places. For example, when we first were approving plans to convert the Springfield Mall into a Town Center, VDOT [Virginia Department of Transportation] proposed massive, multi-lane ring roads. I worked with my colleagues in the General Assembly to kill that proposal and preserve as much pedestrian access to this suburban location as possible, with great future potential as more development occurs on that site.

I also made the motion to create the County's first Bike Master Plan, which was adopted in 2014. The Plan establishes ambitious goals and our Board continues to dedicate funding to meeting those goals, and has stepped up those commitments since I've been Chairman, most recently with a \$100M County commitment. This is in addition to the infrastructure that is built when roads are upgraded or expanded, when new development comes on line, and facilities that are built with federal or regional funding.

I brought the first ever pedestrian-only HAWK [High-Intensity Activated crossWalk] signal to the county in Springfield. I can and will push the envelope with VDOT to make sure pedestrian and bicycle improvements get the attention they need.

3) Low-Stress Bike Network

Fairfax County has committed to reducing the amount people have to drive and associated transportation-related carbon emissions. The County's climate plan calls for meeting a goal of 30% non-auto commuting trips by 2030. To make this shift, the County will need robust, accessible alternatives and bicycling is an ideal, low-cost, carbon-free alternative. But that mode shift requires dedicated infrastructure including an expanded network of trails and comfortable, protected, low-stress bicycle facilities - not just painted bike lanes or sharrows -

to make bicycling meaningfully safer, more appealing, and more accessible and often requires roadway redesign that reduces parking and/or vehicle lanes.

3a) Compared to the current prioritization, do you think greater priority should be given to the needs of bicyclists and pedestrians in the County's roadway designs?

Yes No

3b) How would you ensure that people of all ages and abilities have robust active transportation access to and along the County's major and most important thoroughfares and connecting streets?

Technically speaking, re-prioritization would have a profound impact on our ability to fund projects of all kinds including bike and pedestrian. Funding formulas at the state and regional level in particular would need to change. However, I fully support exploring options, both within the existing funding framework and discussion of changes to it, to improve bike and pedestrian infrastructure.

4) Safe Streets for All

On May 10, 2022, the Fairfax County Board of Supervisors unanimously endorsed the Safe Streets for All Program, a comprehensive initiative to address systemic transportation safety issues for people walking, biking, taking transit, and driving. Included in the recommendations is a call for roadway infrastructure changes to slow traffic on our community's streets. Unfortunately, the County has not yet dedicated staff or funding to begin executing the program. At the same time, Fairfax County experienced a troubling uptick in traffic-related pedestrian fatalities in 2022.

4a) Do you support the full implementation of the Safe Streets for All Program in Fairfax County, including changes to roadway design guidelines and an expanded automated speed enforcement program?

Yes No

4b) What proven traffic safety improvement policies, programs, and/or technologies would you like to see implemented in your district and throughout the County?

Given the lack of clarity around who has the legal and budgetary authority to make roadway safety improvements stemming from state ownership of County roads, what steps would you propose to ensure that these roadway safety improvements are implemented?

We are currently exploring more technological solutions, in addition to recently installed photo enforcement cameras in school and construction zones, to

improve driver behavior. I hope to be able to talk more about progress there very soon.

I don't believe there is a lack of clarity - Virginia has far greater responsibilities over the County's roadways than the County. I would welcome the opportunity to work with your organizations to help improve the state's focus on improving our roadway safety, and would work with my colleagues to commit County resources when called for.

5) Safe Routes to School

Trips to and from schools are among the best opportunities to reduce car trips in Fairfax County. A robust Safe Routes to School (SRTS) program can play a critical role in encouraging more families to walk and bicycle to school, which has been shown to increase confidence and sense of independence among children while also reducing pickup/dropoff vehicle congestion and associated carbon emissions. Unfortunately, the County's SRTS program includes just one dedicated staff position for a public school system that serves 185,000 students.

5a) Would you support expanding the Safe Routes to School program, including additional staff capacity, to get more kids to walk and bike to school?

Yes

No

5b) What other policies or budget items will you pursue to upgrade transportation infrastructure so kids can safely walk and bike to school?

While I cannot commit to a specific policy item now, I understand Safe Routes is working well to develop recommendations and look forward to seeing how best we can improve safety for students.

CLIMATE MITIGATION, RESILIENCE, AND GREEN SPACES

1) Reaching Carbon Neutrality by 2050

*The recent Intergovernmental Panel on Climate Change report made clear that tackling the climate crisis is **the** challenge of this century, and will interact with all others, from ecological to economic to social. Leaders who boldly act to reduce and prepare for climate impacts have the opportunity to truly preserve and create a better world for ourselves and our children. This starts with reducing our greenhouse gas emissions. The Community-wide Climate & Energy Action Plan (CECAP) established a goal of carbon neutrality for Fairfax County by 2050, with interim goals of 50% greenhouse gas emissions reductions by 2030 and 75% by 2040. To reach these goals, the County requires actionable implementation plans, effective management, robust accountability mechanisms, a clear communication strategy, consistent*

metrics and monitoring, and sufficient funding to address the current challenges. We have just seven years to reach the first 2030 goal.

1a) Are you committed to ensuring that Fairfax County complies with and achieves its greenhouse gas emission reduction goals by 2050?

Yes No

1b) What specific policy actions and/or programs would you undertake as supervisor to accelerate and/or achieve the aggressive carbon reduction goals?

Simply put, I would keep doing what we've been doing since I've been Chairman which is pursue aggressive goals, work with community leaders, and identify funding. As you know our goals are newly set and we are all, County and community, dedicated to achieving them.

I have worked tirelessly on environmental issues. Since becoming Chairman, we have built our environmental office from an office of 1 person to a team of 16. We have instituted a Zero Waste program, adopted an Environmental Vision, pledged carbon neutrality by 2040, launched CECAP - the Community-wide Energy and Climate Action Plan, and adopted a 5-cent bag tax. I look forward to working with community leaders like you to meet the ambitious goals we have adopted during my time as Chairman.

2) Climate Resilience

In 2022, Fairfax County adopted Resilient Fairfax, a roadmap to help residents and infrastructure adapt to an increasingly warmer and wetter climate. Ensuring our County is implementing the necessary measures (such as providing emergency relief hubs, planting trees, and improving stormwater management) in the face of a changing climate is important, particularly for disadvantaged communities who are identified as the most vulnerable.

2a) Will you support the plan recommendations of Resilient Fairfax?

Yes No Partially

2b) How would you further fund and support equitable resilience investments to implement the Resilient Fairfax plan in communities most affected by climate impacts?

Our One Fairfax equity policy, which I co-authored with then-Supervisor Hudgins, prohibits us from engaging in environmentalism that moves the problem to a community without a voice. I am well aware of how that brand of activism in other areas has been prevalent and will not allow that to happen here. As I mention throughout this document, One Fairfax drives our policy decisions and would absolutely apply to our environmental goals.

3) Climate Impacts of Land Use and Development

Every land use decision is an environmental decision. To meet both our climate and resilience goals, the County can take actions through the development process such as prioritizing compact development and land use patterns, which have a positive impact on reducing carbon emissions and on protecting current natural resources. To do this, we must ensure the implementation of energy efficient buildings (such as green buildings and the use of solar and other renewable energies), eliminate any building or development in Resource Protection Areas, reduce the amount of impermeable surfaces, and increase native tree canopy and natural landscaping.

3a) Are you committed to utilizing the development process to reduce carbon emissions and minimize environmental impacts on our natural resources?

Yes No

3b) How would you utilize the development process to achieve CECAP and Resilient Fairfax goals?

Just as this Board and previous Boards have done, our zoning process does allow for us to require certain environmental and energy goals be met by new development. I believe this is a great tool in our toolbox and will continue to use it, and look for new ways to work with existing development to improve their climate resiliency and reduce their impact.

4) Tree Canopy and Forest Management

Trees help mitigate climate impacts by sequestering carbon, mitigating heat island effects, and improving stream valley integrity, thus improving drinking water quality and minimizing flooding. The result is a healthier, more friendly, and more resilient urban habitat. CECAP calls for a minimum of 50% tree canopy coverage in every census block by 2050, prioritizing areas of highest socioeconomic need first. Data from 2015 to 2018 shows that the County lost 2.6% of our tree canopy, which will make reaching these goals even more challenging. Relatedly, the Fairfax County Park Authority (FCPA) owns nearly 10% of land in Fairfax County, including stream valleys and forested areas, yet faces significant budget challenges that impact its ability to manage and protect its natural resources.

4a) Are you committed to protecting and increasing Fairfax County's tree canopy?

Yes No

4b) Which actions would you take to protect and grow the County's tree canopy, particularly in areas with the lowest tree canopy coverage?

We have already exceeded our tree canopy goals since I have been on the Board. I am committed to preserving open space around the County and using

all our authority to keep existing tree coverage in place when threatened by encroaching development. I am also committed to working with the Fairfax County Park Authority to increase funds for forest management, invasive species issues on our County land to make sure we aren't losing canopy simply because of a lack of routine, needed maintenance.

FOOD SECURITY

1) Inclusive and Accessible Community Gardens

The Fairfax County Park Authority has 10 community gardens, but only one is near communities where the residents struggle to get enough to eat. Additionally, almost all of the gardens require a car to get to and have multi-year waiting lists.

1a) What County actions would you advocate for in order to increase residents' ability to grow their own food, particularly food-insecure residents?

I would like to get a better understanding of any barriers at the County - zoning, permitting, etc. - that we could change in order to allow more community gardens. I welcome the opportunity to bring together the Fairfax Food Council with you all to improve this.

2) Urban Agriculture

The pandemic showed how fragile local food supply systems are. However, County zoning rules can severely limit entrepreneurs who want to start commercial agricultural operations that would help build a more robust food production system locally. Fairfax County also lags behind its neighbors in providing incentives for would-be commercial food growers, who may be unable to finance the upfront technology and equipment needs or support an agricultural operation for the length of time it takes to become sustainable.

2a) What regulation changes or incentives would you endorse to facilitate innovative urban agriculture in Fairfax County?

We have in fact worked with many urban farmers in the past. I was proud to cut the ribbon on Beanstalk's new indoor farm operation in Herndon in 2022. Like above, I would welcome the opportunity to gain a little better understanding of what Fairfax County can improve upon.

3) Food Insecurity

The demand at local food distribution sites has not yet fallen back to pre-pandemic levels, likely due to inflation and employment insecurity in low-income neighborhoods. Yet federal programs for extra food as well as rent relief have ended, leaving many residents worse off than they were before the pandemic.

3a) Do you support additional County funding for food assistance to meet the current needs?

Yes

No

3b) What policies or programs would you support to make sure the lowest income families have access to food?

Our Board is committed to exploring all opportunities to support those individuals and families that relied on federal pandemic support. While it is not possible to replace every dollar of federal funding, we are already bolstering our pre-pandemic efforts to provide emergency relief for our residents.

OTHER COMMENTS

Are there any other comments you would like to provide? (optional)

Thank you for the opportunity to provide answers to these questions. I would ask of you to look at all we've been able to accomplish as a community over these past 4 years, despite facing the worst health crisis of our lifetime. You can see that the bold action of this Board of Supervisors and your advocacy have led to real change and show how important these issues are to me.