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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?

The County's current transit-oriented development (TOD) program is sound and anchored in concentrating development in areas that are closest to transit. The TOD plans seek to locate employment, residents, public spaces, and shopping in the same areas to reduce vehicle trips and environmental impacts. In the Franconia District, I actively work with the community and developers to seek consolidation of disparate parcels that result in redevelopments that make transit-oriented development possible. These TOD's by design are places where it is more convenient to use transit, ride a bike or even walk.

2) Housing Goals

The Metropolitan Washington Council of Governments (MWCOC), 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?

I believe that housing is foundational and that we have a responsibility to ensure that every resident has access to both safe and affordable housing. We must continue to implement the County's goal to create 10,000 new affordable units in Fairfax County by 2034. We will need to look at creative ways to reach this goal including;

- 1) Working with affordable housing developers and non-profits to partner in the development of these units,**
- 2) Continue identifying public land that can be used to buy down the cost of these affordable housing developments,**
- 3) Reduce the cost of development of this housing by streamlining and reducing regulations and**
- 4) 4) Partnering with private sector employers and philanthropic organizations to collaborate in the construction of these units. While it is critical that appropriate resources are focused on areas of unique opportunity, we must remain cognizant that we do not over- pack affordable housing into only certain areas/districts.**

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?

My goal in each budget, aggregated for these goals, has been two pennies. Understanding that each budget cycle is subject to the realities of the County's fiscal situation the Board has been unable to reach this goal. I will continue to advocate for a pathway for the Board to fully fund our housing priorities at this 2-cent target, we also need to continue cultivating federal, state and private sector contributions that can be used to advance our housing goals.

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?

In my district, I am committed to ensuring that any new development includes a provision that provides no-net loss in the existing number of affordable units. This provision will ensure that many of the current residents will have an opportunity to remain in their own community once the new development is constructed. It is also important to give all our residents regardless of income or ownership status the opportunity to participate in the land use process. Additionally, in the case of those living in Manufactured Housing, I will be advocating for relocation assistance for any seeking to move to another mobile home community or affordable housing development.

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?

If we do not address the missing middle housing need in Fairfax County, we are going to see several adverse impacts in our community. Some of these impacts include the loss of talent/workforce in our community, the loss of tax revenues caused by these residents moving to lower cost areas and the potential for increased vacancies in our commercial office markets due to reduced occupancies.

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?

I would support the County developing a more robust program that begins by increasing the number of families we assist with down payments from 50 individuals/families per year in 2023 to 75 per year in 2024, to 100 per year in 2025 with a goal of reaching 250 per year in 2030. The County also need to have our new Manufactured Housing Coordinator develop a strategy that creates a pathway to ownership for our residents living in mobile home units. While this will not be a possibility for all these communities we should explore how and where this could be done. And lastly, we must provide upskilling, training and certifications that will enable our most vulnerable residents to gain employment that will move them into the middle-class.

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 have been a user of public transit over the years. I have ridden metrobus, metro rail, the Connector, Amtrak and the MARC trains. I am very excited about the County's support of the Bus Rapid Transit service along the Historic Richmond Highway corridor. Not only will it be providing a dedicated and dependable bus service to a vulnerable population in Fairfax County it will also help advance the planning and development goals for this area.

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 have been focused on bicycle and pedestrian safety since taking office in 2020. I've advanced multiple Board Matters focused on improving both, using technology to improve safety, and working with my colleagues to secure funding for transit, sidewalk and trail enhancement projects throughout my

district and the County. And have been recognized by a transportation advocacy group as a leader on this issue.

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?

Similar to the ways that I have engaged traditionally under-engaged communities on land-use and development issues. I have used our trusted community contacts in these under-engaged communities to connect with these communities. We have held community meetings and have created materials in multiple languages for the diverse residents in my district. This engagement and outreach strategy is important as many of these community members are likely to use public and alternative transportation options.

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?

Along with Supervisor Alcorn, I advanced a Street-Smart Board matter that has engaged technology specialist and transportation safety innovators to pilot and test new and emerging transportation safety technologies.

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?

I have worked proactively to secure the addition of crosswalks and a crossing guard near schools in my district and advanced a budget amendment that secured funding for a staff position focused on Safe Routes to School.

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?

I would offer the following policy actions/programs to accelerate our carbon reduction goals. 1) the public sector will need to continue developing a roadmap that demonstrates our commitment to increasing the total number of County buildings that include solar panels on the roofs or parking structures. We should have a goal to increase this solar deployment number by 20% per year. The County will also need to work closely to help the Fairfax County Public Schools with a similar solar deployment strategy at their facilities. The County will also need to continue working to transition its petroleum-based vehicles and bus fleets to electric. This transition to electric should also be predicated on a goal of increasing the EV deployment number by 20% per year. We need to fund our Green Bank and get it operational for use by both our residential and private sector entities. These funds can help our residents with loans to pay for energy efficiency improvement that can reduce energy consumption by both our residents and companies. This is important and necessary as 95% of County energy use is associated with our residential and commercial properties. I would also like for Fairfax County Government to develop a recommissioning program that ensure that Green Buildings that have been rated by an energy certification entity like LEED are reevaluated over time to ensure that those building are still maintain that rating. If not, then the Board should be apprised of what improvements should be made to retain/regain this status.

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?

I have started a program in my Manufactured Housing communities to bring together public sector, non-profit and private sector entities to assist residents by providing them with improved energy efficient heating, cooling and cooking appliances. Mobile homes do not have the same type of insulation that is used in traditional home construction which makes the units less energy efficient and subject to more excessive temperatures when the power is lost or shut down. This program will be of particular benefit to the older manufactured homes that exist in these neighborhoods. This pilot program is in a community that has 91 mobile homes and will be used to inform how we work with my second mobile home community that has more than 700 units.

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?

My personal standards for energy efficiently for developments in my district in LEED (Leadership in Energy and Environmental Design) Silver.

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?

I would recommend that we add more funding for Fairfax County to address protecting and enhancing the tree cover that we have at our Parks and public facilities. We also need to have a fund that can be used to target those communities that are suffering from heat island effects. In my district there are several locations that could benefit from this funding. The communities would benefit by having more green spaces for the kids to play and recreate.

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?

My office is currently leading a grant project in our district to both teach residents the principals of container farming, but also equip them with the skills and equipment that they need to set up a garden on their own property. This project is being piloted in a food-insecure area.

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?

I would work with our Economic Development Authority to incentivize and attract companies focused on urban agriculture.

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?

Aside from what I've already shared, my office organized and led the largest food distribution in County history, and also worked to help create a new Food Equity Coordinator position within the County.

OTHER COMMENTS

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

I am also focused on protecting the Occoquan Watershed from further contamination. I have opposed additional development and expansion of Agritourism due to the adverse impacts on this drinking water supply.