

April 2012

# Bulova Byline

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*Inside this  
Month's Issue:*

[Dulles Rail History](#).....2

[Tysons Corner  
Development](#).....6

[Transit Study](#).....6

[American Community  
Survey](#).....7

[Earth Day/Arbor Day  
2012](#).....7

[Hazardous Materials  
Disposal](#).....8

[Recycling  
Program](#).....8

[Pink Deer  
Alert](#).....8

[Human Services  
Database](#).....9

[Community  
Events](#).....10

April is going to be a very busy month. In addition to Budget, Rail to Dulles, HOT Lanes, and activities in Tysons, see inside this issue of the Byline for opportunities to enjoy what is shaping up to be a beautiful spring and summer.



- Last month County Executive Tony Griffin presented the **Advertised Budget for Fiscal Year 2013**. The Advertised Budget has been the subject of numerous community forums and town meetings throughout the past weeks, opportunities for our residents to learn how County programs and services are proposed to be funded, what reductions might be in store, and how much we might be paying in taxes.

The adoption of the County Budget is one of the most important things our Board does. When we adopt a budget we are investing in our community's priorities. It is critical that the community is engaged and at the table with us as we consider changes to what has been advertised.

In addition to town meetings (a list of those remaining can be viewed at [www.fairfaxcounty.gov/dmb/fy2013/advertised/fy2013-town-hall-meetings.htm](http://www.fairfaxcounty.gov/dmb/fy2013/advertised/fy2013-town-hall-meetings.htm)) our Board will be holding Public Hearings at the Government Center the afternoons and evenings of April 10, 11 and 12. You can sign up to speak by going to [www.fairfaxcounty.gov/bosclerk/speaker\\_bos.htm](http://www.fairfaxcounty.gov/bosclerk/speaker_bos.htm) or by calling the Clerk to the Board at 703 324 3151.

Detailed information on the budget can be found by going to [www.fairfaxcounty.gov/dmb](http://www.fairfaxcounty.gov/dmb). My office is also glad to provide you with a copy of the Citizen's Guide to the Budget and/or make copies of budget documents available for you to read.

At our Board Meeting on April 24<sup>th</sup> the Board will "Mark-up" (make changes to) the Advertised Budget. You can watch on Cable Channel 16 or by viewing the meeting on line at <http://www.fairfaxcounty.gov/cable/channel16/vod.htm>

- Another critical issue on the front burner is **Phase II of the Rail to Dulles Project**. A vote to confirm Fairfax County's participation in Phase II of the project, which will extend the new Silver Line from the Phase I terminus in Reston all the way to Dulles Airport, and hopefully into Loudoun County,

will be on our Board's agenda at our Board Meeting on April 10<sup>th</sup>.

Inside this issue of the Byline is a refresher on elements of this project. Fairfax County hosted a number of community meetings during the past weeks to provide briefings and an opportunity for discussion on Rail to Dulles. I attended several of these forums and appreciated hearing your thoughts. Much of the feedback we received concerned the potential for tolls on the Dulles Toll Road to become excessive and unaffordable for residents and commuters. Revenue from these tolls is one component of the financing plan for the project. I am sensitive to these concerns and am working to secure additional revenue (state and federal) that can be used to keep the tolls at an acceptable level.

- Much of Fairfax County's future will be redevelopment of our older commercial and industrial areas. In June of 2010 the Board of Supervisors approved a new Comprehensive Plan for the redevelopment of **Tysons Corner**. Despite the severe economic downturn, over a dozen applications have been working their way through the pipeline. In September 2011 the first rezoning, Spring Hill Station was approved ([http://dc.urbanturf.com/pipeline/85/Spring\\_Hill\\_Station/](http://dc.urbanturf.com/pipeline/85/Spring_Hill_Station/)). The project holds true to the Vision of Tysons, incorporating into the development public facilities such as recreational amenities, a fire station, housing units at an affordable range, and transportation improvements.

The Transforming of Tysons, to include four new Metro Stations, will be a long term redevelopment process. To help oversee and coordinate elements of the redevelopment the Tysons Partnership was created in January of 2011. To keep up-to-date on what is happening in Tysons, you can visit the Fairfax County Website at <http://www.fairfaxcounty.gov/tysons/>. Hottest off the press is a March 29<sup>th</sup> report regarding athletic fields.

- To those of you who may be wondering what the fascination is with Tysons – or for those of you are fascinated and want to hear more – I hope you will **save the following dates** in June for my upcoming series *The Evolution of Fairfax* that I think you will enjoy: **Wednesday, 7:30 – 9:30 p.m. June 13, 20 and 27**, location still to be determined. The series will track the history of growth and development in Fairfax County and will conclude with a collective peek into our county's future – where are we going? Where do we want to be? I'm really excited about this series and hope you will be able to join me!

Sincerely,



Sharon Bulova – Chairman, Fairfax County Board of Supervisors

## Spotlight on the Dulles Rail Project – Past, Present and Future

As Chairman, one of things I spend a good deal of time on is the Rail to Dulles Project. The groundwork for rail in the Dulles corridor was actually laid decades ago beginning in the 1960s with construction of Dulles Airport.

**In 1964**, the Federal Aviation Administration completed a Master Plan for Dulles that recommended reserving the median of the Dulles Access Road for a future transit line. **Two years later President Lyndon Johnson signed a bill creating the Washington Metropolitan Area Transit Authority (WMATA)**, a body that was tasked with building and operating our region's Metrorail system, which opened in 1976.

**Throughout the 1980s** a number of studies were undertaken to determine the nature of transit, potential alignments and funding sources for service connecting the airport to the Metro system. Additionally, in 1987 both Dulles and Washington National Airports were transferred to the Metropolitan Washington Airports Authority (MWAA) under a 50-year lease, which was extended in May 2003. All property is controlled by MWAA under the lease with the U.S. Secretary of Transportation as the owner/lessor.

**During the '90s Fairfax County and the Commonwealth of Virginia worked to identify alternatives for types of transit**, potential alignments and financing mechanisms for funding such a major project. In 1990 the Commonwealth Transportation Board (CTB) adopted a program for rail as an objective in the corridor and indicated that the program should be funded to the extent possible by excess revenues derived from the Dulles Toll Road.



In June of 1996 a *Major Investment Study* was completed that concluded Metro or Metro-like rail should be built in the median of the Dulles Access Road with rail serving Tysons and Loudoun County in a way that would provide for a seamless connection.

In June 2002 a Draft Environmental Impact Statement for the project was completed. Following extensive public outreach sessions and hearings the full extension of Metrorail was recommended as the locally preferred alternative. In December of 2002 the Project was endorsed by Fairfax and Loudoun Counties, the MWAA Board and the CTB. Pursuant to a 2007 **Agreement to Fund the Capital Cost of Construction of Metrorail in the Dulles Corridor** between MWAA and Virginia, MWAA was empowered to carry out construction of the Project and to operate the Dulles Toll Road to collect toll revenues as necessary to maintain the toll road and to fund Project construction.

Throughout the years a number of controversies have been raised, debated and decided – Bus Rapid Transit (BRT) vs. heavy rail, the size, scale and cost-effectiveness of the project, through Tysons vs. a tunnel, an above ground vs. underground Dulles Airport station. While there have been skeptics, the project has enjoyed strong support, both from the residential and corporate community in Fairfax County. **An excellent site for everything you want to know about the Rail to Dulles Project can be found at <http://www.dullesmetro.com/>.**

**On the next pages are some bottom line facts on where we are right now, including some of the challenges associated with Phase 2 of the project.**

### 1. What exactly is the Dulles Rail Project?

Dulles Metrorail is a 23 mile extension of Metro from the existing Orange Line. It is being built in two phases and will be called the Silver Line. The Silver Line shares the Orange Line tracks from East Falls Church and branches off to the Dulles Connector Road west of Route 123 and Route 7 in Tysons Corner. It then follows the Dulles Toll Road through Reston, Herndon, Dulles Airport, and on to Ashburn in Loudoun County.

**Phase 1** runs from East Falls Church to Wiehle Avenue in Reston and has four stops in Tysons Corner. Phase 1 is 11.7 miles long and is currently under construction. The project is 67% complete and is scheduled to open for service (on time) by the end of 2013.

**Phase 2** runs from Wiehle Avenue in Reston to just west of Ashburn in Loudoun County and will be 11.5 miles long. Design-Build Solicitation and Contract Award for Phase 2 are expected to take place by January 2013. Completion of project is estimated to be 2017.

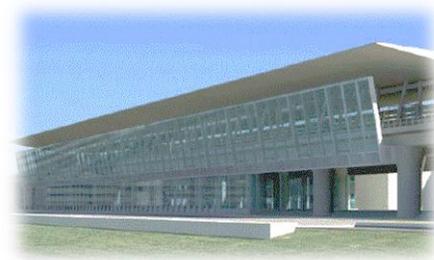
## 2. How much does the Project cost and how is it funded?

The entire Project (Phase 1 and 2 combined) is estimated to cost \$5.5 billion. The cost for Phase 1 is \$2.8 billion. The cost estimate for Phase 2 is \$2.7 billion based on the Preliminary Engineering Cost Estimate release by MWAA on March 6, 2012.

**The \$2.7 billion is a \$1 billion reduction from an earlier estimate.** Savings were achieved by the elimination of the underground station at Dulles Airport, value engineering reductions and project scope changes agreed to by all of the funding partners.

Based on the 2007 Funding Agreement and current funding commitments, the Project costs are projected to be distributed as follows:

- Fairfax County - 16.1%
- Loudoun County - 4.8%
- MWAA – 4.1%
- The Dulles Toll Road – 52.6%
- Federal contribution is 15.7% based upon a fixed \$900 mil FTA grant for Phase I
- The Commonwealth – 4.8%, based on fixed \$275 million non-toll road funding (**Several bills are being considered by the General Assembly that could increase this by \$450 million which would go toward reducing the price of tolls in the Dulles Toll Lanes**)



*Conceptual aerial station design*

**Fairfax County's 16.1% portion of the Project** will be partially covered by two Special Tax Districts entered into voluntarily by commercial and industrial landowners in the Phase 1 and Phase 2 corridors. These tax districts combined will provide \$730 million in funding for the Project.

Additional funding needed for Phase 2 will likely come from Commercial/Industrial Real Estate tax revenue, future Bond Referenda, potential federal and state grants, and Public-Private development projects to finance construction of the Herndon Monroe and Route 28 parking garages as well as the Route 28 Station (similar to the public-private partnership we achieved at the Wiehle Ave. Station in Phase 1). In addition, federal TIFIA financing has been pledged by U.S. Secretary of Transportation Ray LaHood to Fairfax County which can be used to help finance the County's share of the project under favorable terms and help reduce the financing costs.

**On March 6, 2012** MWAA provided the 100% Preliminary Engineering Plans and cost estimate for Phase 2, which started a 90 day review for Fairfax and Loudoun to consider the costs and chose whether or not to continue participation in the Project. **Fairfax County, following a number of community outreach meetings and a**

**public hearing on March 20<sup>th</sup>, will have participation in Phase 2 on the agenda for action at our April 10<sup>th</sup> board meeting.**

### **3. What happens if Loudoun County opts out of the Rail to Dulles Project?**

The Loudoun County Board of Supervisors has experienced significant turnover following the election of 2011. They have requested an additional 30 days to allow their Board to consider continued participation in the Project. Both Fairfax and MWAA have agreed to the extension, which would extend the deadline to July 3<sup>rd</sup>.

If Loudoun opts out it would trigger a revamping of the existing Project design, costs, environmental documentation, and funding formula. We would have a less expensive project because it would not include the two stations in Loudoun but there would be fewer partners to share in the overall costs. Such an action would likely delay Phase 2, perhaps by as much as a year, which would be unfortunate in light of today's favorable construction market.

Without a Silver Line terminus in Loudoun County, issues such as adequacy of parking, access to the station and parking garages, turn-around and storage of Metro trains at a different terminus (presumably Dulles Airport) would need to be addressed.

### **4. What is the issue about a PLA (Project Labor Agreement)?**

First, Virginia is a Right to Work State. Workers cannot be forced to join a union. **A PLA is often used at the beginning of a construction project to establish agreement regarding workforce issues, e.g. training, safety, and dispute resolution.** A Voluntary PLA has been used successfully on the Phase 1 Rail to Dulles Project, on the Beltway HOT Lanes and other major projects in Virginia.

Unfortunately, the MWAA Board originally called for a "mandated" PLA, instead of a "voluntary" PLA as an up-front provision for selecting a Phase 2 design build team. Their recent change from "mandated" PLA to providing a 10% preference to a design-build firm committing to using a PLA is being viewed by some as another way of mandating a PLA.

This controversy is getting in the way of the Project receiving additional funding from the General Assembly. Several bills have been passed this Session that prohibit "*an incentive for or prohibition against*" the use of a PLA on Virginia projects that receive state funding. This has also been a significant issue with the Loudoun County Board and they have clearly stated their position against a PLA or PLA preference/bonus language in the procurement documents. On February 29<sup>th</sup>, I sent a letter urging the MWAA Board to drop their language for a 10% incentive and instead "to substitute language that calls for an effective plan for the management of workforce issues" – something to which no one objects.

### **5. How will we pay for the operating costs for the new Silver Line?**

Metro is a regional system, with participating jurisdictions paying for ridership based on a ridership/population formula. More than 70% of Metrorail operating costs are paid for by passenger fares. Fairfax County's operating subsidies are paid for by a combination of state aid, regional gas tax revenues and County General Fund revenue.

**The Rail to Dulles Project remains Fairfax County's highest transportation priority.** The economic development payoff will be enormous along with the transportation benefit this project will bring to the region. The extension of rail into the northern part of Fairfax also affords us the opportunity to direct future growth and development in ways that are transit oriented and reduce automobile dependency. I'll be sure to continue to keep you up-to-date as work continues to extend Metrorail not just to Reston, but all the way to the airport.

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## Vision for Tysons Corner Taking Shape

There has been a lot of activity at Tysons Corner in recent months. In 2010, the Fairfax County Board of Supervisors formally endorsed a plan for the **redevelopment of Tysons Corner** into a livable, walkable urban area. Under the Comprehensive Plan amendment, there are currently 16 rezoning applications in the pipeline that will eventually be before the Fairfax County Planning Commission and the Board of Supervisors.

The first two applications that are coming before the Planning Commission are the **Capital One** headquarters and Phase 2 of the **Spring Hill Station** development in July and September, respectively. You can learn more about the upcoming zoning applications by visiting the County webpage for [Tysons Corner development activity](#).

In other Tysons Corner developments, Fairfax County released preliminary results of the Tysons Circulator Study. The study will help the county move forward with the goal of having a System of

Circulator buses supporting the comprehensive plan vision.

On March 29th, Fairfax County hosted a very well attended meeting with Tyson's stakeholders, Park Authority representatives, residents, and County staff to discuss ambitious plans for **athletic fields** in Tysons.



Fairfax County staff are also working closely with developers to create and maintain space for public facilities such as police and fire stations, libraries, and community centers, all important to the success of Tysons as an urban hub

Stay tuned for further updates on Tysons Corner. The redevelopment of this area into a community that is **livable, walkable, and sustainable** is one of my top priorities.

## Fairfax County Launches Transit Study

The Fairfax County Department of Transportation has launched its 2050 Countywide Transit Network Study to determine the type of transit systems needed to accommodate desired economic growth throughout the county over the next several decades.

**The study will develop recommendations for where Metrorail should be extended, where streetcars, light-rail or other transit modes are appropriate, and where dedicated lanes that allow buses to move faster could be built.** The study will recommend transit improvements in various corridors that work together to improve/facilitate movement throughout the county, as well as how these transit modes can be phased-in and funded over time.

The study is commencing with an **online survey to gather public opinion** on current travel conditions within the county and what types of transit system expansion would be of greatest value to residents.

The survey results will help the county determine what types of transit expansion are most needed. To participate in the 2050 Countywide Transit Network Study survey, visit [www.fairfaxcounty.gov/fcdot/2050transitstudy](http://www.fairfaxcounty.gov/fcdot/2050transitstudy). There will be additional opportunities for public involvement throughout the duration of the study.

**The study is anticipated to take approximately 18 months, with an estimated completion of Summer 2013.**

## Census Numbers Show Fairfax is Top Destination for New Residents

When the Census Bureau released their **American Community Survey of County-to-County Migration** last week, I was happy to hear that Fairfax County **was the number one destination for people moving to the Washington Metropolitan region**. The migration statistics help demonstrate what many Fairfax residents already know: Fairfax County is a great place to live, work, play, and grow older comfortably.



Fairfax County is home to one of the **best K-12 school systems in the country**. We are one of the safest jurisdictions of our size in the United States. Many top companies that have relocated here in recent cite our top flight education system as the number one reason for choosing Fairfax County as their new home. We are also a uniquely great place to start a business, a place where we can insure a stable business-friendly climate and access to a highly educated workforce.

Fairfax County offers an impressive menu of recreational opportunities, with attractive parks, golf courses, and bike trails to choose from. We also can claim a well-established arts community, world class shopping and dining, and numerous historical and cultural attractions.

It's important to recognize that Fairfax County is attractive to new residents because of our diversity. We are home to people of many different backgrounds and cultures and consider our diversity one of our greatest assets.



Apart from all of the statistics, facts, and figures, I believe there is another more intangible reason that Fairfax County tops the region in new residents. Everywhere I go across the County, I continue to hear that people **enjoy the “mood” here in Fairfax County**. We are a community that is innovative, curious, resilient, and caring. Even during tough economic times we have worked together in a positive way to maintain the quality of life that our community values.

## Fairfax County Celebrates Earth Day/Arbor Day 2012

For over 10 years, **Clean Fairfax Council** and The County of Fairfax have organized Earth Day/Arbor Day. This year's celebration will take place on April 28<sup>th</sup> at the Fairfax County Government Center. The day-long celebration will feature exhibitions by area environmental groups and businesses. For a schedule of events, visit the [CleanFairfax](#) homepage.



**Fairfax County Offers Disposal for Spring Cleaning Waste**

Fairfax County can help you dispose **of chemicals, paints, and other potentially hazardous items** during spring cleaning and throughout the year. The county has two sites, the **I-66 Transfer Station** and the **I-95 Landfill Complex**, that accept household hazardous waste. The Transfer Station is located at 4618 West Ox Road in Fairfax and is open from **8 AM to 4 PM Thursdays, Fridays and Saturdays and 9 AM to 4 PM on Sunday**. The Landfill Complex is located at 9850 Furnace Road in Lorton and is open Thursdays, Fridays and Saturdays from 8 AM to 4 PM. Additionally, a remote collection event is scheduled for May 5<sup>th</sup> at the Mason District Government Center, 6507 Columbia Pike in Annandale. For more information about the Household Hazardous Waste Program, please visit: <http://www.fairfaxcounty.gov/dpwes/trash/disphhw.htm>

**Cooperative Program Brings Recycling to Fairfax County Parks**

In partnership with the Solid Waste Collection and Recycling Program as well as the Department of Neighborhood and Community Services, the Fairfax County Park Authority is launching a recycling program at **17 area parks on April 9, 2012**. The program is in response to heightened awareness of the importance of recycling to the community. Athletes from area sports teams will

be on hand to provide volunteer manpower for emptying recyclables into large dumpsters.

For more information on this program contact the Public Information Office at **703-324-8662**. More information on recycling is available [here](#).

Parks in the program are:

- Baron Cameron
- Braddock
- Byron Avenue
- E.C. Lawrence
- Franconia
- Great Falls Nike

- Greenbriar
- Grist Mill
- Lake Fairfax
- Lee District
- Mason District
- Nottoway

- Pine Ridge
- Poplar Tree
- South Run
- Spring Hill and
- Wakefield Park.

**Fairfax County Issues Pink Deer Alert**

As part of a new research study looking at a novel method of controlling tick infestations, the Fairfax County Wildlife Biologist's Office has deployed deer feeding stations in 20 locations across the county. These stations are used to attract deer, using corn as bait. When the deer come to feed, they rub up

against rollers treated with a pesticide used to kill ticks. A non-toxic dye is added to the rollers that

will leave a pink streak on the deer that come in contact with the stations. The pink dye fades in three to four days.

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Residents shouldn't be alarmed if they notice raccoons, squirrels, or other creatures that may have come into contact with the pink dye at the feeding stations. The three-year study examines the use of this technology as a novel method of controlling tick infestations on white-tailed deer and the practicality of the stations to treat free-roaming deer. Deer are the primary host of adult blacklegged ticks which transmit diseases, such as Lyme disease, to humans.



Development of this study has been underway since 2009 and deployment of the stations is expected to last from 2012 through early 2015. The feeding stations have been deployed at the following locations: Sully Woodlands and Hemlock Overlook Regional Park. Laurel Hill Park and Braddock Park have been selected as control sites to collect additional tick data, minus deployment of the feeding stations.

The research study is being conducted by the Fairfax County Wildlife Biologist's Office and the Health Department's Disease Carrying Insects Program, with the support of the Fairfax County Park Authority and the Northern Virginia Regional Park Authority.

For more information on this study, visit [www.fairfaxcounty.gov/living/wildlife](http://www.fairfaxcounty.gov/living/wildlife)

## Human Service Database Redesigned

If you are looking for human services in Fairfax County, check out the redesigned [Human Resources Services Guide \(HRSRG\)](#). The online database is user friendly, providing information on services available to Fairfax County residents. These services range from basic needs (housing, clothing, transportation) to recreation and support services.

The HSRG has listings for hundreds of public and non-profit human service providers. Detailed descriptions, eligibility requirements, location details and contact information are displayed for providers.



Highlights of the new HSRG:

- User-friendly display with the use of graphics, links and collapsible panels
- Single-click access to basic needs searches
- Seasonal announcements highlighting short-term resources
- Google maps for maps and driving directions to service locations
- Ability to display results in multiple languages
- Streamlined search results and advanced search options
- Ability to filter, sort, print and adjust text size
- Ability to highlight organizations that accept donations

## Springtime Brings Lots of Fun Events

**Easter Egg Hunt Celebration** (ages 1-9) — Saturday, April 7, 9:30 a.m. to noon (start times by age), Nottoway Park, 9537 Courthouse Road, Vienna

**Egg Hunt (ages 1-9)** — Saturday, April 7, 10 a.m. to noon (start times by age), [Mason District Park](#)

### **GMU Percussion Ensemble**

**Apr 12, George Mason University - de Laski 3001**

Address: 4400 University Dr., Fairfax, VA

Times: 8 p.m.

Phone: (703) 993-1380

George Mason University Percussion Ensemble presents their Spring semester concert. The concert will feature various types of music and many different instruments.

### **Spring Garden Market**

**Apr 12 - 14, River Farm**

Recurring daily

Address: 7931 East Boulevard Drive, Alexandria, VA

Times: 4/12: 4 pm - 8 pm; 4/13: 9 am - 6 pm; 4/14: 9 am - 3 pm

Phone: (703) 768-5700

Admission: Parking \$5

Celebrate spring at one of the largest and most popular plant sales in the Washington, D.C., region. Vendors from throughout the mid-Atlantic will be offering a wide variety of plants—including perennials, herbs, vegetables, natives, shrubs, vines, and trees—as well as gardening accessories, books, and unique garden art.

### **2nd Saturday Art Walk**

**Apr 14, Workhouse Arts Center**

Address: 9601 Ox Rd, Lorton, VA

Times: 6-9pm

Contact: Workhouse Arts Center

Phone: (703) 584-2900

Admission: FREE

The 2nd Saturday Art Walk at the Workhouse showcases the diverse work of more than 100 visual artists in a unique historic venue, creating an atmosphere that encourages visitors to immerse themselves in the richness of this creative community. Guests can tour seven unique studio buildings, mix and mingle with artists, buy original works of art, experience ever-changing exhibitions and meet featured artists, all while enjoying light refreshments and music.

### **Thomas Jefferson Day at Paradise Springs Winery**

**Apr 13, Paradise Springs Winery**

Address: 13219 Yates Ford Road, Clifton, VA

Times: 11am-9pm

Phone: (703) 830-9463

Bring a fun fact or quote about Thomas Jefferson in and receive 10% off all wine purchases!

### **Bonsai Basics at Green Springs Garden** **April 21, Green Springs Garden**

This class from 1 to 2 p.m. is designed to educate the novice on the basics of Bonsai. Jack Fitzsimons shares examples of different bonsai types and their ancient history. He discusses styling methods, trees that are suitable for bonsai in our area, proper care and suitable containers. For information, call 703-642-5173.