FAIRFAX COUNTY
BOARD OF SUPERVISORS
MAY 22, 2012

AGENDA

9:30	**Done**	Presentations
10:30	**Done**	Presentation of the History Commission Annual Report
10:40	**Done**	Board Appointments
10:50	**Done**	Items Presented by the County Executive
	ADMINISTRATIVE ITEMS	
1	**Approved**	Authorization to Advertise a Public Hearing to Convey Board-Owned Property to the Fairfax County Park Authority (Dranesville District)
2	**Approved**	Streets into the Secondary System (Braddock, Dranesville, Hunter Mill, Lee, Mason, Providence, Springfield and Sully Districts)
3	**Approved**	Authorization to Advertise a Public Hearing to Consider Amending and Readopting Fairfax County Code Section 82-5-37 (Designation of Restricted Parking) and Appendix R and to Repeal Fairfax County Code Section 82-5-37.1
4	**Approved**	Authorization to Advertise Public Hearings on a Proposed Zoning Ordinance Amendment Re: Height Limits for Certain Independent Living Facilities
5	**Approved**	Approval of Traffic Calming Measures as Part of the Residential Traffic Administration Program (Mason District)
6	**Approved**	Authorization to Advertise a Public Hearing on the Proposed Sale of Sewer Revenue Bonds, Series 2012
7	**Approved**	Authorization to Advertise a Public Hearing on Amendments to the Code of the County of Fairfax, Chapter 82, Motor Vehicles and Traffic, Section 82-1-6, Adoption of State Law
8	**Approved**	Authorization for the Fairfax County Police Department to Apply for and Accept Grant Funding from the U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance and Office of Victims of Crime
9	**Approved**	Authorization for the Health Department to Apply for and Accept Funding from the Virginia Department of Health for the Maternal, Infant, and Early Childhood Home Visiting Grant

FAIRFAX COUNTY
BOARD OF SUPERVISORS
MAY 22, 2012

ACTION ITEMS

1	**Approved**	Resolution to Adopt the Updated Northern Virginia Regional Hazard Mitigation Plan
2	**Approved**	Approval of a Standard Project Administration Agreement with the Virginia Department of Transportation for the Richmond Highway Public Transportation Initiative (UPC67772) (Lee and Mount Vernon Districts)
3	**Approved**	Approval of an Agreement Execution Resolution for Supplemental Appropriation Resolution AS 12057 and a Standard Project Administration Agreement for Bus Stop and Intersection Improvements for the Richmond Highway Public Transportation Initiative (UPC 98753 and 99054) (Lee and Mount Vernon Districts)
4	**Approved with amendment**	Approval of the Fall 2012 Bond Referendums for Parks and Parks Facilities, Public Safety, and Libraries
5	**Approved**	Approval of Tysons Metrorail Station Access Management Study (TMSAMS) Recommended Projects and Responses to TMSAMS Advisory Group Recommendations
6	**Approved**	Parking Reduction for Parc Reston (Hunter Mill District)
7	**Approved**	Approval of the Master Agreement for Fiscal Year 2013 with the Virginia Department of Rail and Public Transportation for Funding of Transportation Demand Management Outreach in the Fairfax County Department of Transportation
8	**Approved**	Approval of Fairfax-Falls Church Community Services Board Interim Actions and Plan Development to Address Projected FY 2012 and FY 2013 Budget Shortfalls
11:00	**Done**	Matters Presented by Board Members
11:50	**Done**	Closed Session
3:30	**Held**	Special Meeting of the Fairfax County Solid Waste Authority

PUBLIC HEARINGS

3:30	**Approved**	Public Hearing on PCA-C-696-08, Camden Summit Partnership, L.P. to Amend the Proffers for RZ-C-696 (Dranesville District)

FAIRFAX COUNTY
BOARD OF SUPERVISORS
MAY 22, 2012

PUBLIC HEARINGS
(Continued)

3:30	**Approved**	Public Hearing on SEA 91-L-053-06, Washington Metropolitan Area Transit Authority (WMATA) to Amend SE 91-L-053 (Lee District)
4:00	**Approved**	Joint Public Hearing on the Proposed Virginia Department of Transportation Six-Year Secondary System Construction Program for Fiscal Years 2013 through 2018 and FY 2013 Budget
4:00	**Approved**	Public Hearing on Proposed Plan Amendment S11-I-B1, Located on Peace Valley Lane, Between Leesburg Pike and Colmac Drive (Mason District)
4:00	**Approved**	Public Hearing on Amendments to the Code of the County of Fairfax, Chapter 82, Motor Vehicles and Traffic (Regulation of Traffic), Section 82-1-6 (Adoption of State Law) and Section 82-4-10 (Speed Limits)

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Fairfax County, Virginia

BOARD OF SUPERVISORS AGENDA

Tuesday
May 22, 2012

9:30 a.m.

RECOGNITIONS

- RESOLUTION – To recognize Terrence Jones, president and CEO of the Wolf Trap Foundation for the Performing Arts, for his years of service. Requested by Chairman Bulova.

- CERTIFICATE – To recognize Len Forkas for his cross-country bicycle race to support Hopecam. Requested by Chairman Bulova.

- CERTIFICATE – To recognize Jennifer and Tim Gale for their donation to the Fire and Rescue Department Acquired Structure Program for public safety training. Requested by Supervisor Hyland.

- CERTIFICATE – To recognize the Great Falls Volunteer Fire Department for its efforts to build a new fire station. Requested by Supervisor Foust.

- RESOLUTION – To recognize the 100th anniversary of the Girl Scouts of America. Requested by Supervisors Foust and Gross.

DESIGNATIONS

- PROCLAMATION – To designate May 20-26, 2012, as Small Business Week in Fairfax County. Requested by Chairman Bulova.

— more —

Board Agenda Item
May 22, 2012

- PROCLAMATION – To designate May 31-June 3, 2012, as Springfield Days in Fairfax County. Requested by Chairman Bulova and Supervisors McKay, Cook and Herrity.

- RESOLUTION – To recognize the 55th anniversary of the Greater Springfield Chamber of Commerce. Requested by Chairman Bulova.

STAFF:
Merni Fitzgerald, Director, Office of Public Affairs
Bill Miller, Office of Public Affairs

Board Agenda Item
May 22, 2012

10:30 a.m.

Presentation of the History Commission Annual Report

ENCLOSED DOCUMENTS:
None. Report delivered under separate cover.

PRESENTED BY:
Debbie Robison, Chairman, History Commission

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Board Agenda Item
May 22, 2012

10:40 a.m.

Appointments to Citizen Boards, Authorities, Commissions, and Advisory Groups

ENCLOSED DOCUMENTS:
Attachment 1: Appointments to be heard May 22, 2012
(A final list will be distributed at the Board meeting.)

STAFF:
Catherine A. Chianese, Clerk to the Board of Supervisors

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NOTE: A revised list will be distributed immediately prior to the Board meeting.

APPOINTMENTS TO BE HEARD MAY 22, 2012

(ENCOMPASSING VACANCIES PROJECTED THROUGH MAY 31, 2012)

(Unless otherwise noted, members are eligible for reappointment)

ADVISORY SOCIAL SERVICES BOARD
(4 years – limited to 2 full consecutive terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Gretchen Johnson; appointed 3/08 by Hyland) Term exp. 9/12 *Resigned*	Mount Vernon District Representative		Hyland	Mount Vernon
VACANT (Formerly held by Sosthenes Klu; Appointed 12/05-9/08 by Frey) Term exp. 9/12 *Resigned*	Sully District Representative		Frey	Sully

AFFORDABLE DWELLING UNIT ADVISORY BOARD (4 years)

Incumbent History	Requirement	Nominee	Supervisor	District
Arthur Genuario (Appointed 4/96-6/08 by Hyland) Term exp. 5/12	Builder (Single Family) Representative		By Any Supervisor	At-Large
Mark S. Ingrao (Appointed 1/03 by Mendelsohn; 5/05 by DuBois) Term exp. 5/09	Citizen Representative		By Any Supervisor	At-Large

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AFFORDABLE DWELLING UNIT ADVISORY BOARD (4 years) continued

Incumbent History	Requirement	Nominee	Supervisor	District
Mark Drake (Appointed 2/09 by McKay) Term exp. 5/12	Engineer/Architect Planner #2 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by James Francis Carey; appointed 2/95-5/02 by Hanley; 5/06 by Connolly) Term exp. 5/10 *Resigned*	Lending Institution Representative		By Any Supervisor	At-Large

AIRPORTS ADVISORY COMMITTEE (3 years)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Barbara Kreykenbohm; appointed 1/09 by Gross) Term exp. 1/11 *Resigned*	Mason District Representative		Gross	Mason

ALCOHOL SAFETY ACTION PROGRAM LOCAL POLICY BOARD (ASAP) (3 years)

Incumbent History	Requirement	Nominee	Supervisor	District

CONFIRMATION NEEDED:

- Mr. Jonathan Phillips as the Commonwealth Attorney's Alternate Representative

ATHLETIC COUNCIL (2 years)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Tonya McCreary; appointed 1/10 & 6/11 by Cook) Term exp. 6/13 *Resigned*	Braddock District Representative		Cook	Braddock
Michael Champness (Appointed 2/05&3/07 by DuBois; 3/09 by Foust) Term exp. 3/11	Dranesville District Principal Representative		Foust	Dranesville
Elmer Arias (Appointed 4/10 by Bulova) Term exp. 4/12	Member-At-Large Principal Representative	**Elmer Arias**	Bulova	At-Large Chairman's

BARBARA VARON VOLUNTEER AWARD SELECTION COMMITTEE (1 year)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Regina Jordan; appointed 6/04&6/09 by Hudgins) Term exp. 6/10 *Resigned*	Hunter Mill District Representative		Hudgins	Hunter Mill
VACANT (Formerly held by Brian K. Halston; appointed 1/10-6/11 by McKay) Term exp. 6/12 *Resigned*	Lee District Representative		McKay	Lee

Continued on next page

BARBARA VARON VOLUNTEER AWARD SELECTION COMMITTEE (1 year) continued

Incumbent History	Requirement	Nominee	Supervisor	District
Rachel Rifkind (Appointed 5/09-6/09 by Gross) Term exp. 6/11	Mason District Representative		Gross	Mason
VACANT (Formerly held by Robert McDaniel; appointed 9/10 by Herrity) Term exp. 6/11 *Resigned*	Springfield District Representative		Herrity	Springfield

CHESAPEAKE BAY PRESERVATION ORDINANCE EXCEPTION REVIEW COMMITTEE (4 years)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Harrison Glasgow; appointed 12/03 by Hanley; 9/07 by Connolly) Term exp. 9/11 *Resigned*	At-Large #2 Representative		Bulova	At-Large Chairman's
VACANT (Formerly held by Michael Fraser; appointed 11/08 by Smyth) Term exp. 9/11 *Resigned*	Providence District Representative		Smyth	Providence
Christina Terpak-Malm (Appointed 12/3-9/07 by Frey) Term exp. 9/11	Sully District Representative		Frey	Sully

CHILD CARE ADVISORY COUNCIL (2 years)

Incumbent History	Requirement	Nominee	Supervisor	District
Janet M. Reimer (Appointed 3/10 by Bulova) Term exp. 2/12	At-Large Chairman's Representative	**Janet M. Reimer**	Bulova	At-Large Chairman
VACANT (Formerly held by Karen Hecker; appointed 10/03-9/09 by Hyland) Term exp. 9/11 *Resigned*	Mount Vernon District Representative		Hyland	Mt. Vernon
VACANT (Formerly held by Joan C. Holtz; appointed 5/09 by Smyth) Term exp. 9/11 *Resigned*	Providence District Representative		Smyth	Providence

CITIZEN CORPS COUNCIL, FAIRFAX COUNTY (2 years)

Incumbent History	Requirement	Nominee	Supervisor	District
Andrew Levy (Appointed 10/09-5/10 by Bulova) Term exp. 5/12	At-Large Chairman's Representative		Bulova	At-Large Chairman's
Robert Mizer (Appointed 10/08 by Bulova; 5/10 by Cook) Term exp. 5/12	Braddock District Representative	**Robert Mizer**	Cook	Braddock

Continued on next page

CITIZEN CORPS COUNCIL, FAIRFAX COUNTY (2 years) continued

Incumbent History	Requirement	Nominee	Supervisor	District
A. James Diehl (Appointed 8/09-5/10 by Foust) Term exp. 5/12	Dranesville District Representative		Foust	Dranesville
Adeel Mufti (Appointed 7/06-5/10 by Hudgins) Term exp. 5/12	Hunter Mill District Representative		Hudgins	Hunter Mill
Glenda DeVinney (Appointed 5/10 by McKay) Term exp. 5/12	Lee District Representative		McKay	Lee
Charles Sneiderman (Appointed 9/10 by Gross) Term exp. 5/12	Mason District Representative		Gross	Mason
Al Bornmann (Appointed 10/06-5/10 by Hyland) Term exp. 5/12	Mount Vernon District Representative		Hyland	Mount Vernon
Jean Zettler (appointed 11/08-5/10 by Smyth) Term exp. 5/12	Providence District Representative		Smyth	Providence
Captain James R. Kirkpatrick (Appointed 9/08-6/10 by Herrity) Term exp. 5/12	Springfield District Representative	**Captain James R. Kirkpatrick**	Herrity	Springfield
Karrie K. Delaney (Appointed 10/10 by Frey) Term exp. 5/12	Sully District Representative		Frey	Sully

COMMISSION FOR WOMEN (3 years)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Sook Kim; appointed 10/07 by McConnell; 10/09 by Bulova) Term exp. 10/12 *Resigned*	At-Large Minority Representative	**Mattie Palmore** (Bulova)	By Any Supervisor	At-Large

COMMISSION ON AGING (2 years)

Incumbent History	Requirement	Nominee	Supervisor	District
Susanne Rudiselle (Appointed 11/10 by Hudgins) Term exp. 5/12	Hunter Mill District Representative		Hudgins	Hunter Mill
Faviola Donato-Galindo (Appointed 5/10 by McKay) Term exp. 5/12	Lee District Representative		McKay	Lee
Nazir Bhagat (Appointed 4/10-5/10 by Gross) Term exp. 5/12	Mason District Representative		Gross	Mason
Julie Bloom Ellis (Appointed 5/09-5/10 by Hyland) Term exp. 5/12	Mount Vernon District Representative		Hyland	Mount Vernon
Maureen Renault (Appointed 7/10 by Frey) Term exp. 5/12	Sully District Representative		Frey	Sully

COMMUNITY ACTION ADVISORY BOARD (CAAB)
(3 years – up to 5 consecutive years, 10 maximum for elected/confirmed members)

Incumbent History	Requirement	Nominee	Supervisor	District

CONFIRMATIONS NEEDED:

- Ms. Suzette Herod as the Elected North Target Area #1 Representative
- Ms. Michele Menapace as the PTA (Fairfax County Council) Representative

CONSUMER PROTECTION COMMISSION
(3 years)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Felicia Boyd; appointed 11/08 by Connolly; 7/09 by Bulova) Term exp. 7/12 *Resigned*	Fairfax County Resident #3 Representative		By Any Supervisor	At-Large

CRIMINAL JUSTICE ADVISORY BOARD (CJAB) (3 years)

Incumbent History	Requirement	Nominee	Supervisor	District
Rose Miles Robinson (Appointed 7/06-2/09 by Hudgins) Term exp. 2/12	Hunter Mill District Representative		Hudgins	Hunter Mill
Andrew Hunter (Appointed 4/04-2/09 by Gross) Term exp. 2/12	Mason District Representative		Gross	Mason

DULLES RAIL TRANSPORTATION IMPROVEMENT DISTRICT ADVISORY BOARD, PHASE I (4 years)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Brenda Krieger; appointed 8/04-3/08 by Smyth) Term exp. 3/12 *Resigned*	At-Large #3 Representative		By Any Supervisor	At-Large

ECONOMIC ADVISORY COMMISSION (3 years)

Incumbent History	Requirement	Nominee	Supervisor	District
James Socas (Appointed 1/09 by Foust) Term exp. 12/11	Dranesville District Representative		Foust	Dranesville

ENGINEERING STANDARDS REVIEW COMMITTEE (3 years)

Incumbent History	Requirement	Nominee	Supervisor	District
Robert L. Norwood (Appointed 9/97-3/03 by Hanley; 3/06-3/09 by Connolly) Term exp. 3/12	Citizen #1 Representative	**Robert Norwood** (Bulova)	By Any Supervisor	At-Large

CONFIRMATIONS NEEDED:

- Mr. Bruce Titus as the Fairfax Bar Association's Representative
- Mr. Kevin Nelson as the VDOT Advisory Fairfax District Representative

ENVIRONMENTAL QUALITY ADVISORY COUNCIL (EQAC) (3 years)

Incumbent History	Requirement	Nominee	Supervisor	District
Patricia Greenberg (Appointed 1/11 by Hudgins) Term exp. 1/12	Hunter Mill District Representative		Hudgins	Hunter Mill

FAIRFAX AREA DISABILITY SERVICES BOARD
(3 years- limited to 2 full consecutive terms per MOU, after initial term)

[NOTE: Persons may be reappointed after being off for 3 years. State Code requires that membership in the local disabilities board include at least 30 percent representation by individuals with physical, visual or hearing disabilities or their family members. For this 15-member board, the minimum number of representation would be 5.

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Thomas Choman; appointed 5/02 by Hanley; 11/04&1/08 by Connolly) Term exp. 11/10 *Resigned*	At-Large Fairfax County Representative		By Any Supervisor	At-Large
Ann Pimley (Appointed 9/03&11/06 by Frey) Term exp. 11/09 ***Not eligible for reappointment (need 3 year lapse)***	Sully District Representative		Frey	Sully

FAIRFAX-FALLS CHURCH COMMUNITY SERVICES BOARD
(3 years – limited to 3 full terms)
[NOTE: In accordance with *Virginia Code* Section 37.2-502, "**prior to making any appointment, the appointing authority shall disclose and make available to the public the names of those persons being considered for appointment**. The appointing authority shall also make information on the candidates available to the public, if such information is available to the appointing authority." **Members can be reappointed after 3 year break from initial 3 full terms. VA Code 37.2-502]**

Incumbent History	Requirement	Nominee	Supervisor	District
Pamela Barrett (Appointed 9/09 by Bulova) Term exp. 6/12	At-Large Chairman's #1 Representative		Bulova	At-Large Chairman's
Jessica Burmester (Appointed 5/97-7/03 by Bulova; 7/09 by Cook) Term exp. 6/12	Braddock District Representative	**Jessica Burmester** *(will be confirmed on June 19, 2012)*	Cook	Braddock
Glenn Kamber (Appointed 1/05-6/09 by Hudgins) Term exp. 6/12	Hunter Mill District Representative		Hudgins	Hunter Mill
Martha Lloyd (Appointed 12/06 by Kauffman; 6/09 by McKay) Term exp. 6/12	Lee District Representative		McKay	Lee

HEALTH CARE ADVISORY BOARD
(4 years)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Susan Conrad; appointed 1/08 by Frey) Term exp. 6/12 *Resigned*	Sully District Representative		Frey	Sully

HEALTH SYSTEMS AGENCY BOARD
(3 years - limited to 2 full terms, may be reappointed after 1 year lapse)

Incumbent History	Requirement	Nominee	Supervisor	District
Carol Ann Coryell (Appointed 6/05-6/08 by Frey) Term exp. 6/11 ***(Not eligible for reappointment. Must have 1 year lapse)***	Consumer #6 Representative		By Any Supervisor	At-Large
Stephen Goldberger (Appointed 7/04-6/06 by Kauffman; 7/09 by McKay) Term exp. 6/11 ***(Not eligible for reappointment. Must have 1 year lapse)***	Provider #3 Representative		By Any Supervisor	At-Large

HUMAN SERVICES COUNCIL (4 years)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Donna Fleming; appointed 9/99-7/01 by Connolly; 7/05-8/09 by Smyth) Term exp. 7/13 *Resigned*	Providence District Representative		Smyth	Providence

INFORMATION TECHNOLOGY POLICY ADVISORY COMMITTEE (ITPAC)
(3 years)

Incumbent History	Requirement	Nominee	Supervisor	District
Walter Williams (Appointed 5/09 by Herrity) Term exp. 12/11	Springfield District Representative	**Walter Williams**	Herrity	Springfield

LIBRARY BOARD
(4 years)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Stephanie Abbott; appointed 6/00-6/08 by Hudgins) Term exp. 6/12 *Resigned*	Hunter Mill District Representative		Hudgins	Hunter Mill
VACANT (Formerly held by Jay Jupiter; appointed 12/10 by Hyland) Term exp. 7/13 *Resigned*	Mount Vernon District Representative		Hyland	Mount Vernon

REDEVELOPMENT AND HOUSING AUTHORITY
(4 years)

Incumbent History	Requirement	Nominee	Supervisor	District
William O. Jasper (Appointed 6/97-3/00 by Hanley; 4/04-4/08 by Connolly) Term exp. 4/12	At-Large #1 Representative		Bulova	At-Large

SOUTHGATE COMMUNITY CENTER ADVISORY COUNCIL
(2 years)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Lawrence Bussey; appointed 3/05-3/09 by Hudgins) Term exp. 3/11 *Resigned*	Fairfax County #2 Representative		By Any Supervisor	At-Large

TENANT LANDLORD COMMISSION (3 years)

[NOTE: Per County Code Section 12-2-1, each member of this commission must be a County resident. Tenant Members: shall be a person who, prior to the time of his/her appointment, and throughout his/her term, shall be the lessee of and reside in a dwelling unit. Landlord Members: shall be a person who owns and leases, or serves as a manager for four (4) or more leased dwelling units in Fairfax County or is employed by a real estate management firm that manages more than four (4) rental units. Citizen Members: shall be anyone who is neither a lessee nor lessor of any dwelling unit in Fairfax County.]

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Kevin Denton; appointed 4/10&1/11 by Smyth) Term exp. 1/14 *Resigned*	Tenant Member #3 Representative		By Any Supervisor	At-Large

Board Agenda Item
May 22, 2012

10:50 a.m.

Items Presented by the County Executive

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Board Agenda Item
May 22, 2012

ADMINISTRATIVE - 1

Authorization to Advertise a Public Hearing to Convey Board-Owned Property to the Fairfax County Park Authority (Dranesville District)

ISSUE:
Authorization of the Board of Supervisors to advertise a public hearing regarding the conveyance of Board-owned property to the Fairfax County Park Authority (Park Authority).

RECOMMENDATION:
The County Executive recommends that the Board authorize a public hearing regarding the proposed conveyance of Board-owned property to the Park Authority and waive County policy requiring notification of adjacent property owners of the public hearing by certified mail.

TIMING:
Board action is requested on May 22, 2012, to provide sufficient time to advertise the proposed public hearing on July 10, 2012, at 4:00 PM.

BACKGROUND:
The Board is the owner of two parcels of land located at 1320 and 1322 Ingleside Avenue, identified by Tax Map Nos. 0302 01 0011 (Parcel 11) and 0302 01 0012 (Parcel 12), respectively. Parcel 11 consists of 0.23 acres and a two-story brick house built in 1940. Parcel 12 contains 0.13 acres of open space.

The Park Authority has requested the transfer of Parcel 11 and Parcel 12 for incorporation into McLean Central Park. The Facilities Management Department (FMD) is willing to pay for and supervise the demolition of the house and the termination of the utilities before conveyance of the properties to the Park Authority. After the parcels are transferred, the Park Authority will include the properties in their inventory and maintain them in accordance with the adopted Park Authority Maintenance Standards.

The two parcels are subject to the existing Land Bank Agreement (Land Bank) between the Board and the Park Authority. After the most recent transfer to the Park Authority recorded on October 13, 2011, the current account balance is $26,088,490.

Staff recommends that the conveyance of the properties to the Park Authority be subject to the condition that the parcels must be used for public park purposes. Staff further recommends that the conveyances be made subject to the County's reserving unto itself and having the right (subject to the limitations set forth in the Land Bank) to assign to public entities, public utilities, or telecommunications or cable television providers the right to design, lay out, construct, utilize and maintain anywhere on the parcels, rights-of-way, streets, sidewalks and trails, utility lines, conduits, poles,

facilities, and other improvements for the purpose of providing for, including but not limited to, sanitary sewer, storm sewer, water, telephone, gas, electric, cable, television service and other utilities. Staff recommends that any public utilities located on these properties that are owned and maintained by County agencies, such as sanitary sewers and storm water management facilities and structures, continue to be owned and maintained by the County.

In accordance with Board Policy and section 15.2-1800 of the Code of Virginia, a public hearing is required prior to the disposition of County-owned property

FISCAL IMPACT:
Approximately $20,000 for the demolition of the house and the capping of all utilities. Funding will be absorbed through the FMD FY2013 operating budget.

ENCLOSED DOCUMENTS:
Attachment A – Location Map
Attachment B – 2012 Assessed Values of Land Bank Parcels

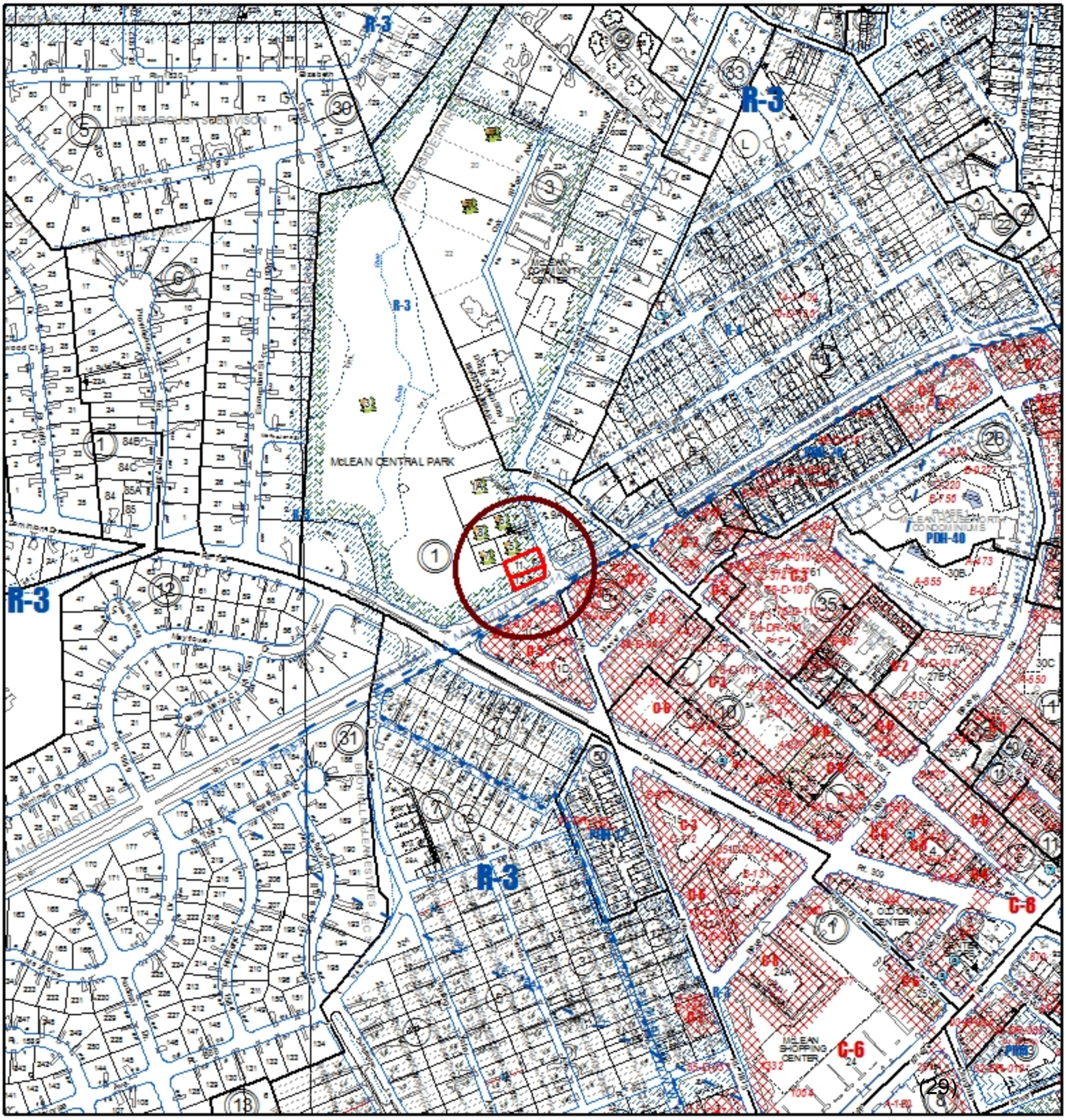
STAFF:
David J. Molchany, Deputy County Executive
Jose A. Comayagua, Director, Facilities Management Department
John W. Dargle, Jr., Director, Fairfax County Park Authority

Attachment A

Subject Property:
Tax Map No. 0302 01 0011 & 012

0 115 230 460 Feet

N



2012 ASSESSED VALUES OF LAND BANK PARCELS Attachment B

EXISTING PARCELS			2009 Assessment Values	2010 Assessment Values	2011 Assessment Values	2012 Assessment Values
Tax Map Number	**Description**	**Acreage**				
10-2((1)) parcel 1	Sugarland	1.1317	$ 49,000	$ 49,000	$ 25,000	$ 25,000
29-2((1)) parcel 12	Odericks	1.0260	801,000	615,000	615,000	615,000
40-1((16)) parcel 217F	Pimmit Hills	0.2984	7,000	7,000	6,000	6,000
83-3((14))(23) parcel A	Belle Haven	0.4257	9,000	9,000	9,000	9,000
50-2((10))(F) parcels 1-23	Falls Church Manor	1.1478	544,000	517,000	517,000	517,000
50-2((10))(G) parcels 1-36	Falls Church Manor	1.6988	952,000	904,000	904,000	904,000
50-2((10))(H) parcels 1-14	Falls Church Manor	0.8035	408,000	388,000	388,000	388,000
50-2((10))(I) parcels 1-29	Falls Church Manor	1.5840	816,000	775,000	775,000	775,000
77-4((9)) parcel 1	Poburn Woods	0.4821	330,000	297,000	297,000	297,000
Subtotals		8.5980	$ 3,916,000	$ 3,561,000	$ 3,536,000	$ 3,536,000

NEW PARCELS (Conveyed October 2011)			2011 Assessment Values	2012 Assessment Values
Tax Map Number	**Description**	**Acreage**		
11-4((1)) parcel 5	Baron Cameron	60.0000	$ 9,349,690	$ 9,349,690
20-1((1)) parcel 16A	Greenway	10.4630	1,644,000	1,578,000
20-1((10)) parcel B	Greenway	3.4065	719,000	690,000
29-2((1)) parcel 1D	Spring Hill	24.3911	5,218,000	5,218,000
66-2((1)) parcel 4D	Lincoln Lewis Vannoy	31.9724	1,113,800	1,113,800
69-3 ((6)) parcel P	Lake Braddock	13.0848	1,370,000	1,370,000
79-3((1)) parcel 5	Fairfax Park	6.5000	1,010,000	1,010,000
79-3((17)) parcel A	Fairfax Park	6.5000	566,000	566,000
91-4((1)) parcel 30A	Hayfield	48.1698	1,049,000	1,059,000
91-4((1)) parcel 30B	Hayfield	5.0300	110,000	111,000
100-2((2)) parcel D2	Hayfield Farm	2.2803	50,000	50,000
100-2((2)) parcel G	Hayfield Farm	13.7012	298,000	295,000
100-2((2)) parcel G1	Hayfield Farm	0.4529	10,000	10,000
100-2((2)) parcel K	Hayfield Farm	6.1197	133,000	132,000
Subtotals		232.0717	$ 22,640,490	$ 22,552,490
TOTAL		240.6697	$ 26,176,490	$ 26,088,490

Board Agenda Item
May 22, 2012

ADMINISTRATIVE – 2

Streets into the Secondary System (Braddock, Dranesville, Hunter Mill, Lee, Mason, Providence, Springfield and Sully Districts)

ISSUE:
Board approval of streets to be accepted into the State Secondary System.

RECOMMENDATION:
The County Executive recommends that the street(s) listed below be added to the State Secondary System.

Subdivision	**District**	**Street**
Board of Supervisors (Fairfax Center Fire Station)	Braddock	Lee Highway (US 29) (Additional Right-of-Way (ROW) Only)
		Legato Road (Route 656) (Additional ROW Only)
Georgetown Ridge	Dranesville	Georgetown Ridge Court
		Georgetown Pike (Route 193) (Additional ROW Only)
Thistle Ridge	Hunter Mill	Thistle Ridge Lane
		Brookside Lane (Route 1003) (Additional ROW Only)
Metro Park Phase 5	Lee	Metro Park Drive (Route 8115)
		Jasper Lane
Metro Park Phase 5 Lot 2 (Metro Park – Phase 8)	Lee	Walker Lane (Route 10026) (Additional ROW Only)
		Metro Park Drive (Route 8115) (Additional ROW Only)

Board Agenda Item
May 22, 2012

Subdivision	**District**	**Street**
Board of Supervisors (Thomas Jefferson Library)	Mason	Arlington Boulevard Service Drive (FR 765) (Additional ROW Only)
Dunn Loring Metro Apartments LLC	Providence	Gallows Road (Route 650) (Additional ROW Only)
Chapel Bridge Estates	Springfield	Chapel Bridge Estates Drive
		Lee Chapel Road (Route 643) (Additional ROW Only)
Kensington Manor	Sully	Fairfax County Parkway (US 286) (Formerly Route 7100) (Additional ROW Only)

TIMING:
Routine.

BACKGROUND:
Inspection has been made of these streets, and they are recommended for acceptance into the State Secondary System.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment 1 – Street Acceptance Forms

STAFF:
Robert A. Stalzer, Deputy County Executive
James W. Patteson, Director, Department of Public Works and Environmental Services (DPWES)
Michelle Brickner, Deputy Director, DPWES, Land Development Services

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 1753-SP-01

SUBDIVISION PLAT NAME: Board of Supervisors (Fairfax Center Fire Station)

COUNTY MAGISTERIAL DISTRICT: Braddock

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nadia Alphonse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 03/16/2012

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Lee Highway (US 29) (Additional Right-of-Way Only)	135' SW CL Marymead Drive (Route 7232)	583' SW to Section Line	0.0
Legato Road (Route 656) (Additional Right-of-Way Only)	70' N CL Lee Highway (Route 29)	604' N to Section Line	0.0
		TOTALS:	0

NOTES:

Lee Highway: 523' of 8' Trail on north side (outside the dedication) to be maintained by Fairfax County.

Legato Road: 380' of 8' Asphalt Trail on East Side to be maintained by Fairfax County.

Attachment 1

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 1694-SD-01

SUBDIVISION PLAT NAME: Georgetown Ridge

COUNTY MAGISTERIAL DISTRICT: Dranesville

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nadia Alphonse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 02/07/2012

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Georgetown Ridge Court	CL Georgetown Pike (Route 193) - 623' SE CL Merriewood Lane (Route 3938)	1,373' S to end of Cul-de-Sac	0.26
Georgetown Pike (Route 193) (Additional Right-of-Way Only)	598' SE CL Merriewood Lane (Route 3938)	133' SE to Section Line	0.00
		TOTALS:	0.26

NOTES:

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 2363-SD-002

SUBDIVISION PLAT NAME: Thistle Ridge

COUNTY MAGISTERIAL DISTRICT: Hunter Mill

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nadia Ayshonsl

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 02/13/2012

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Thistle Ridge Lane	CL Brookside Lane (Route 1003) - 1,230' SE CL Meadowlark Road (Route 677)	814' E to End of Cul-de-Sac	0.15
Brookside Lane (Route 1003) (Additional Right-of-Way Only)	1,111' SE CL Meadowlark Road (Route 677)	230' SE to Section Line	0.0
		TOTALS:	0.15

NOTES:

Thistle Ridge Lane: 840' of 5' Concrete Sidewalk on North Side to be maintained by VDOT.

Brookside Lane: 194' of 5' Concrete Sidewalk on East Side to be maintained by VDOT.

(55)

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 6836-SP-08

SUBDIVISION PLAT NAME: Metro Park Phase 5

COUNTY MAGISTERIAL DISTRICT: Lee

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nadia Alghouseif

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 02/16/2012

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Metro Park Drive (Route 8115)	Existing Metro Park Drive (Route 8115) - 415' NW CL Beulah Street (Route 613)	551' N to CL Walker Lane (Route 10026)	0.10
Jasper Lane	CL Metro Park Drive (Route 8115) - 487' NW CL Beulah Street (Route 613)	192' SW to Beginning of Temporary Turnaround	0.04
		TOTALS:	0.14

NOTES:

Metro Park Drive: 130' of 5' Concrete Sidewalk on West Side, North of Jasper Lane to be maintained by VDOT; the remainder sidewalk will be privately maintained.

Jasper Lane: 340' of 5' Concrete Sidewalk on Both Sides to be maintained by VDOT.

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 6836-SP-11

SUBDIVISION PLAT NAME: Metro Park Phase 5 Lot 2 (Metro Park - Phase 8)

COUNTY MAGISTERIAL DISTRICT: Lee

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nadia Alphonse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 02/16/2012

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Walker Lane (Route 10026) (Additional Right-of-Way Only)	272' W CL Beulah Street (Route 613)	90' W to Section Line	0.0
Metro Park Drive (Route 8115) (Additional Right-of-Way Only)	98' NW CL Beulah Street (Route 613)	786' NW to Section Line	0.0
		TOTALS:	0.0

NOTES:
Metro Park Drive: 690' of 5' Concrete Sidewalk on East Side to be maintained by VDOT.

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nadia Alphonsi

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 24662-SP-001

SUBDIVISION PLAT NAME: Board of Supervisors (Thomas Jefferson Library)

COUNTY MAGISTERIAL DISTRICT: Mason

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 03/20/2012

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Arlington Boulevard Service Drive (FR 765) (Additional Right-of-Way Only)	182' W CL Allen Street (Route 2470)	353' W to Section Line	0
		TOTALS:	0

NOTES:

300' of 5' wide concrete sidewalk on the south side to be maintained by VDOT

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nidia Alphonsa

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 7462-SP-011

SUBDIVISION PLAT NAME: Dunn Loring Metro Apartments LLC

COUNTY MAGISTERIAL DISTRICT: Providence

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 01/26/2012

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Gallows Road (Route 650) (Additional Right-of-Way Only)	230' S CL Prosperity Avenue (Route 6066)	131' S to Section Line	0.0
		TOTALS:	0

NOTES:

138' of 8' Concrete Sidewalk on the East Side to be maintained by VDOT.

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 4099-SD-001

SUBDIVISION PLAT NAME: Chapel Bridge Estates

COUNTY MAGISTERIAL DISTRICT: Springfield

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nadia Alphonse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 02/22/2012

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Chapel Bridge Estates Drive	CL Lee Chapel Road (Route 643) - 511' NE CL Ox Road (Route 123)	468' SE to End of Turnaround	0.09
Lee Chapel Road (Route 643) (Additional Right-of-Way Only)	170' NE CL Ox Road (Route 123)	377' NE to Section Line	0.0
		TOTALS:	0.09

NOTES:

Chapel Bridge Estates Drive: 730' of 4' Concrete Sidewalk on Both Sides to be maintained by VDOT.

Lee Chapel Road: 406' of 4' Concrete Sidewalk on East Side to be maintained by VDOT.

Print Form

Street Acceptance Form For Board Of Supervisors Resolution - June 2005

FAIRFAX COUNTY BOARD OF SUPERVISORS
FAIRFAX, VA

Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.

VIRGINIA DEPARTMENT OF TRANSPORTATION - OFFICE OF THE ENGINEERING MANAGER, FAIRFAX, VIRGINIA

REQUEST TO THE ENGINEERING MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM.

PLAN NUMBER: 9912-SP-001

SUBDIVISION PLAT NAME: Kensington Manor

COUNTY MAGISTERIAL DISTRICT: Sully

ENGINEERING MANAGER: Terry L. Yates, P.E.

BY: Nadia Alphonse

FOR OFFICIAL USE ONLY

DATE OF VDOT INSPECTION APPROVAL: 03/05/2012

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Fairfax County Parkway (US 286) (Formerly Route 7100) (Additional Right-of-Way Only)	590' NW CL Rugby Road (Route 750)	164' W to Section Line	0.0
		TOTALS:	0

NOTES:

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Board Agenda Item
May 22, 2012

ADMINISTRATIVE - 3

Authorization to Advertise a Public Hearing to Consider Amending and Readopting Fairfax County Code Section 82-5-37 (Designation of Restricted Parking) and Appendix R and to Repeal Fairfax County Code Section 82-5-37.1

ISSUE:
Board authorization to advertise a public hearing for June 19, 2012, at 4:00 p.m., to consider amending and readopting Fairfax County Code Section 82-5-37 and Appendix R and to repeal Fairfax County Code Section 82-5-37.1 to designate long term parking restrictions in Fairfax County.

RECOMMENDATION:
The County Executive recommends that the Board authorize advertisement of a public hearing for June 19, 2012, at 4:00 p.m. to consider amending and readopting Fairfax County Code Section 82-5-37(Attachments I and II) and to repeal Section 82-5-37.1 of the Fairfax County Code (Attachment III).

TIMING:
The Board should take action on May 22, 2012, to advertise a public hearing for June 19, 2012, at 4:00 p.m.

BACKGROUND:
On March 29, 2011, the Board directed County staff to amend Fairfax County Code Section 82-5-37 to address the issue of long term parking on public roadways adjacent to non-residential areas.

The long-term parking of vehicles in non-residential areas has diminished parking capacity for long periods of time in some locations. Upon reviewing Section 82-5-37, staff concluded that the section should be amended and readopted to meet present Virginia Code requirements. On July 26, 2011, the Board approved Section 82-5-37.1 for the purpose of adopting the long term parking restrictions pending a rewrite of Section 82-5-37. The newly proposed 82-5-37 combines the restrictions in both Sections 82-5-37 and 82-5-37.1 and meets all statutory requirements.

The proposed Fairfax County Code Section 82-5-37 and Appendix R are shown in Attachments I and II. Section 82-5-37.1 has been incorporated into the newly revised

Section 82-5-37 and is therefore no longer needed (Attachment III). As part of this action, staff is also recommending increasing the maximum fine for a violation of this ordinance from $50 to $100.

FISCAL IMPACT:
The recommended changes should have minimal fiscal impact.

ENCLOSED DOCUMENTS:
Attachment I: Proposed Amended Fairfax County Code Section 82-5-37
Attachment II: Proposed Amended Appendix R
Attachment III: Proposed Repeal of Fairfax County Code Section 82-5-37.1

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Corinne N. Lockett, Assistant County Attorney (OCA)
Eric Teitelman, Chief, Capital Projects and Operations Division (FCDOT)
Selby Thannikary, Chief, Traffic Operations Section (FCDOT)
Maria Turner, Transportation Planner (FCDOT)

Section 82-5-37 Designation of Restricted Parking.

The Board of Supervisors may designate, by ~~resolution~~ ordinance, which shall be set forth in Appendix R, areas for restricted parking upon any part of the secondary road system within the County if the Board finds that ~~any of the following conditions exist~~:

~~(1) That p~~Parking along any secondary road is damaging property and/or landscaping within the right of way limits; or

~~(2) That p~~Parking along any local residential streets is so restricting the primary purpose of the road as to interfere with that purpose; or

~~(3) That p~~Parking along any secondary road creates a safety hazard for pedestrian, cyclists, or motorists entering or exiting the roadway from driveways or for pedestrians, cyclists, or motorists traveling along that road; or

~~(4) That statutory parking violations pursuant to Fairfax County Code Section 82-5-1occur with frequency in a particular location and compliance with Section 82-5-1 will be facilitated by the installation of no-parking signs; or~~

~~(5) That, i~~ (4) In the case of any street which serves as a boundary between an area zoned for residential use and an area zoned for nonresidential use on which parking is restricted on the residential side of that street which is zoned for a use other than residential would further the residential character of the abutting residential community, would facilitate the free and unrestricted vehicular travel along that street, and would promote the health, safety, and general welfare of the abutting residential community~~.~~; or

(5) The long term parking of vehicles diminishes the capacity of on-street parking for other uses.

~~Each resolution should include the reason for the restriction, a description of the restricted area and the nature of the parking restrict ions so imposed.~~

~~Any resolution approved by the Board of Supervisors must also be approved by the State Highway Commissioner. Upon such approval, the Board of Supervisors may direct the County Executive to place the appropriate no-parking or limited parking sign or signs in the area or areas designated in the resolution.~~

The Fairfax County Police Department and law enforcement officers of that Department shall enforce this requirement and shall issue citations to those persons who violate the provisions of this Article or Appendix R shall be subject to a fine of not more than one hundred dollars ($100.00) for each violation.

Vehicles parked in violation of these provisions may be towed at the owner's expense.

The Director of the Department of Finance shall collect and account for all uncontested payments of parking citation penalties under this Article. Any contest by any person of any parking citation shall be certified by said Director in writing on an appropriate form to the Fairfax County General District Court. The Director of the Department of Finance shall cause complaints, summons, or warrants to be issued for delinquent parking citations.

APPENDIX R – Ordinance Designating Long Term Parking Restrictions.

Accotink Park Road (Route 1390) from Highland Street to Southern Drive.
No parking on Accotink Park Road (Route 1390) from Highland Street to Southern Drive, seven days per week.

Adair Lane (Route 3248) from Queensbury Avenue to 350 feet west.
No parking on Adair Lane (Route 3248) from Queensbury Avenue to 350 feet west of Queensbury Avenue, excluding 8109 Adair Lane, from 8:00 a.m. to 10:00 a.m., Monday through Friday.

Bland Street (Route 1155) from Backlick Road to Brandon Avenue.
Commercial vehicles, recreational vehicles, and trailers as defined in Fairfax County Code Sections 82-5-7(b) and 82-5B-1 shall be restricted from parking on Bland Street (Route 1155) from Backlick Road to Brandon Avenue, seven days per week.

Borge Street (Route 5177) at Treesbrooke Condominium.
No parking on the east side of Borge Street (Route 5177) from 75 feet north and 75 feet south of the pedestrian entrance to Treesbrooke Condominium, seven days per week.

Brandon Avenue (Route 1371) 6440 and 6441 Brandon Avenue to 6115 and 6116 Brandon Avenue.
No Parking on Brandon Avenue (Route 1371) from 6120 and 6225 Brandon Avenue to Commerce Street and from Bland Street to the south end, seven days per week; and
No Parking commercial vehicles, recreational vehicles, and trailers as defined in Fairfax County Code Sections 82-5-7(b) and 82-5B-1 on the west side, from Commerce Street to BlandStreet, seven days per week.

Bren Mar Drive (Route 1292) from General Washington Drive to 400 feet south.
No parking on the west side of Bren Mar Drive (Route 1292) from General Washington Drive south for a distance of 400 feet, from 7:00 p.m. to 7:00 a.m., seven days per week.

Brockman Lane (Route 603) cul-de-sac.
No parking along the cul-de-sac end of Brockman Lane (Route 603), seven days per week.

Carrhill Road (Route 3801) from Carrhill Court to cul-de-sac inclusive.
No parking on Carrhill Road (Route 3801) from Carrhill Court to cul-de-sac inclusive, seven days per week.

Center Lane (Route 1849) from Seminary Road to Williams Lane.
No parking on Center Lane (Route 1849) from Seminary Road to Williams Lane, seven days per week.

Central Avenue (Route 781) from Richmond Highway to Mary Evelyn Way.
No parking on Central Avenue (Route 781) from Richmond Highway to Mary Evelyn Way, seven days per week.

Cherokee Avenue (Route 2246) from Shawnee Road to Patuxent Vista Drive.
No parking on Cherokee Avenue (Route 2246) from Shawnee Road to Patuxent Vista Drive, from 7:00 p.m. to 7:00 a.m., seven days per week.

Cinder Bed Road (Route 877) from Backlick Road the cul-de-sac inclusive.
No parking on the north side; and no parking commercial vehicles over 12,000 pounds on the south side of Cinder Bed Road (Route 877) from Backlick Road to the cul-de-sac inclusive, seven days per week.

Citadel Place (Route 2409) from Carnegie Drive to Stenwood Elementary School Entrance.
No parking on the south side of Citadel Place (Route 2409) from Carnegie Drive to Stenwood Elementary School entrance, from 8:00 a.m. to 4:00 p.m., school days.

Columbia Pike (Route 244) frontage road (no FR), at 6116 Columbia Pike.
No parking on Columbia Pike (Route 244) frontage road, at 6116 Columbia Pike, seven days per week.

Commercial Drive (Route 4007).
No parking on Commercial Drive (Route 4007), from 7:00 p.m. to 7:00 a.m., seven days per week.

Commonwealth Boulevard (Route 4801) 10310 block.
No parking on Commonwealth Boulevard (Route 4801) along parcel 68-4((09))A on the south side and along parcel 68-4((09))B on the north side, seven days per week.

Cumberland Avenue (Route 1161) from Backlick Road to Dinwiddie Street.
No parking on the north side of Cumberland Avenue (Route 1161), from Backlick Road to Dinwiddie Street, seven days per week.

Dorr Avenue (Route 4605) beginning 40 feet south of the southern boundary of 2705 Dorr Avenue for a distance of 120 feet.
No Parking on Dorr Avenue beginning 40 feet south of the southern boundary of 2705 Dorr Avenue and continuing north for a distance of 120 feet, except government vehicles, seven days per week.

Dulles Greene Drive (Route 10076) from Innovation Avenue to cul-de-sac inclusive.
No parking watercraft, trailers, motor homes and vehicles over 12,000 pounds on Dulles Greene Drive (Route 10076) from Innovation Avenue to cul-de-sac inclusive, seven days per week.

Electric Avenue (Route 697) from Wheystone Court to Gallows Road.
No parking on the south side of Electric Avenue (Route 697) from the eastern intersection with Wheystone Court to Gallows Road, seven days per week.

Electronic Drive (Route 5211) from Trios Drive to include 6621 Electronic Drive.
No parking on Electronic Drive (Route 5211) from Trios Drive to the eastern boundary of 6621 Electronic Drive, from 7:00 p.m. to 7:00 a.m., seven days per week.

Emmett Drive (Route 1368) from Quander Road to the end.
No parking on Emmett Drive (Route 1368) from Quander Road to the end, from 8:00 a.m. to 4:00 p.m., Monday through Friday.

English Drive (Route 4690) cul-de-sac.
No parking along the cul-de-sac end of English Drive (Route 4690), from 10:00 p.m. to 5:00 a.m., seven days per week.

Fallowfield Drive (Route 3015) from Brad Street to end.
No parking on Fallowfield Drive (Route 3015) from Brad Street to the southern end, seven days per week.

Fleet Drive (Route 635) from Fogle Street to Beulah Street.
No parking on the west side of Fleet Drive (Route 635) from Fogle Street to Beulah Street, seven days per week.

Fordson Road (Route 779), 7200 block and Cyrene Boulevard to Lockheed Boulevard.
No parking on the 7200 block of Fordson Road (Route 779); and no parking commercial vehicles over 12,000 pounds on the east side from approximately 350 feet south of Cyrene Boulevard to Piper Lane, seven days per week.

Fort Drive (Route 1601) from Grand Pavilion Way to North Kings Highway.
No parking on the north side of Fort Drive (Route 1601) from Grand Pavilion Way to North Kings Highway, seven days per week.

General Green Way (Route 3529) from General Washington Drive to cul-de-sac inclusive.
No parking on General Green Way (Route 3529) from General Washington Drive to cul-de-sac inclusive, from 7:00 p.m. to 7:00 a.m., seven days per week.

General Washington Drive (Route 3530) from Bren Mar Drive to cul-de-sac inclusive.
No parking on General Washington Drive (Route 3530) from Bren Mar Drive to cul-de-sac inclusive, from 7:00 p.m. to 7:00 a.m., seven days per week.

Glade Drive (Route 4721) from Freetown Court to Pinecrest Road.
No parking, standing or stopping on Glade Drive (Route 4721) from the northern intersection with Freetown Court to Pinecrest Road, seven days per week.

Gorham Street (Route 2989) from Leesburg Pike to Seminary Road.
No parking on the west side of Gorham Street (Route 2989) from Leesburg Pike to Seminary Road, seven days per week.

Government Center Parkway (Route 7436) from Stevenson Street to Fairfax County/City of Fairfax line.
No parking commercial vehicles over 12,000 pounds on Government Center Parkway (Route 7436) from Stevenson Street to the Fairfax County/City of Fairfax line, seven days per week.

Green Spring Road (Route 797) from Little River Turnpike to cul-de-sac inclusive.
No parking on Green Spring Road (Route 797) from Little River Turnpike to cul-de-sac inclusive, from 7:00 p.m. to 7:00 a.m., seven days per week.

Groveton Street (Route 1402) from Richmond Highway to Donora Drive.
No parking on the north side of Groveton Street (Route 1402) from Richmond Highway to Donora Drive, seven days per week.

Hollywood Road (Route 704) at Lee Highway.
No parking on the west side of Hollywood Road (Route 704) from 350 feet south of Lee Landing Drive to Lee Highway, seven days per week.

Hooes Road (Route 8948) from Gambrill Road to Pohick Stream Valley Park.
No parking on Hooes Road (Route 8948) from Gambrill Road to Pohick Stream Valley Park.

Huntsman Boulevard (Route 4521) from Sydenstricker Road to Spelman Drive.
No parking on Huntsman Boulevard (Route 4521) from Spelman Drive to Sydenstricker Road, from 7:00 a.m. to 9:00 a.m., Monday through Friday, except holidays.

I-395/Edsall Road North Bound Off-ramp to Bren Mar Drive.
No parking commercial vehicles over 12,000 pounds on the I-395/Edsall Road North Bound Off-ramp shoulder to Bren Mar Drive, seven days per week.

Industrial Road (Route 2723) from Industrial Drive to Commercial Drive.
No parking on Industrial Road (Route 2723) from Industrial Drive to the western intersection with Commercial Drive, from 7:00 p.m. to 7:00 a.m., seven days per week.

Inverness Drive (Route 1485) from Danbury Road to Flanders Street.
No parking on the south side of Inverness Drive (Route 1485) from Danbury Road to Flanders Street, seven days per week.

Jacks Lane (Route 2886) from Holly Hill Drive to Falls Church High School Entrance.
No parking on the north side of Jacks Lane (Route 2886) from Holly Hill Drive to Falls Church High School entrance, seven days per week.

Jefferson Avenue (Route 1723) from Annandale Road to Madison Place.
No parking on Jefferson Avenue (Route 1723) from Annandale Road to Madison Place along commercially zoned areas, seven days per week.

Juniper Lane (Route 2949) from Leesburg Pike to 3103 and 3106 Juniper Lane.
No parking on Juniper Lane (Route 2949) from Leesburg Pike to 3103 and 3106 Juniper Lane, from 7:00 p.m. to 7:00 a.m., seven days per week.

Kingsbridge Drive (Route 4909) from Ranger Road to cul-de-sac.
No parking on the north side of Kingsbridge Drive (Route 4909) from Ranger Road to cul-de-sac, seven days per week.

Lee Highway (Route 29) service road (no FR) at Hollywood Road.
No parking on Lee Highway (Route 29) service road radius at Hollywood Road, seven days per week.

Lee Highway (Route 29) service road (no FR) at Stackler Drive.
No parking on Lee Highway (Route 29) service road from Stackler Drive to the west end, seven days per week.

Lee Highway (Route 29) service road (FR 896) at Village Drive.
No parking on Lee Highway (Route 29) service road (FR 896) at Village Drive, from 7:00 p.m. to 7:00 a.m., seven days per week.

Lees Corner Road (Route 4646) from Tabscott Road to Brookfield Elementary School Entrance.
No parking on the north side of Lees Corner Road (Route 4646) from Tabscott Drive to Brookfield Elementary School entrance, from 7:00 a.m. to 3:00 p.m., school days.

Leesburg Pike (Route 7) service road (no FR) from FR899 to Laurel Hill Road.
No parking on Leesburg Pike (Route 7) service road from FR899 to Laurel Hill Road, seven days per week.

Leesburg Pike (Route 7) service road (no FR) from 5879 to 5886 Leesburg Pike.
No Parking on the north side of Leesburg Pike (Route 7) service road, seven days per week; and No Parking commercial vehicles, recreational vehicles, and trailers as defined in Fairfax County Code Sections 82-5-7(b) and 82-5B-1 on the south side, seven days per week.

Leesburg Pike (Route 7) service road (no FR) from Rio Drive to Glenmore Drive.
No parking on Leesburg Pike (Route 7) service road from Rio Drive to Glenmore Drive, seven days per week.

Leesburg Pike (Route 7) service road (FR 757) from Gallows Road to Aline Avenue.
No parking on Leesburg Pike (Route 7) service road (FR 757) from 8117 Leesburg Pike to Aline Avenue, seven days per week.

Leesburg Pike (Route 7) service road (F-1033) at Northfalls Court.
No parking on Leesburg Pike (Route 7) service road (F-1033) at Northfalls Court, seven days per week.

Little River Turnpike (Route 236) service road (no FR) from 7010 Little River Turnpike to John Marr Drive.
No parking on Little River Turnpike (Route 236) service road from 7010 Little River Turnpike to John Marr Drive, from 7:00 p.m. to 7:00 a.m., seven days per week.

Little River Turnpike (Route 236) service road (FR 956) from 6538 Little River Turnpike to Merritt Road.
No parking on the south side of Little River Turnpike (Route 236) service road (FR 956) from 6538 Little River Turnpike to Merritt Road, from 7:00 p.m. to 7:00 a.m., seven days per week.

Madison Lane (Route 913) from Columbia Pike to Madison Crest Court.
No parking on Madison Lane (Route 913) from Columbia Pike to Madison Crest Court, seven days per week.

Magnolia Avenue (Route 3024) from Red Pine Street to Leesburg Pike.
No parking on the west side of Magnolia Avenue (Route 3024) from Red Pine Street to Leesburg Pike, seven days per week.

Maple Court (Route 1026) from 3517 and 3518 Maple Court to Columbia Pike.
No parking on Maple Court (Route 1026) from 3517 and 3518 Maple Court to Columbia Pike, seven days per week.

Martin Street (Route 1856) from 4729 Martin Street to Little River Turnpike.
No parking on the east side of Martin Street (Route 1856) from 4729 Martin Street to Little River Turnpike, from 7:00 p.m. to 7:00 a.m., seven days per week.

Mathy Drive (Route 5156) from Persimmon Circle to the City of Fairfax Line.
No parking on the north side of Mathy Drive (Route 5156) from Persimmon Circle to the City of Fairfax line, seven days per week.

Maury Place (Route 1092) from Reddick Avenue to Richmond Highway.
No parking on the north side of Maury Place (Route 1092) from Reddick Avenue to Richmond Highway, seven days per week.

Moray Lane (no route) from Columbia Pike to the end.
No parking on Moray Lane from Columbia Pike to the end, seven days per week.

Morning View Lane (Route 8424) from Tassia Drive to 75 feet south.
No parking on the west side of Morning View Lane (Route 8424) from the intersection with Tassia Drive south for a distance of 75 feet, seven days per week.

Munson Road (Route 795) cul-de-sac.
No parking on Munson Road (Route 795) cul-de-sac, seven days per week.

Nutley Street (Route 10272) north of Barrick Street.
No parking on the east side of Nutley Street (Route 10272) beginning 400 feet north of the intersection with Barrick Street for a distance of 450 feet, seven days per week.

Old Franconia Road (Route 5528) from Franconia Road to Fleet Drive.
Commercial vehicles, recreational vehicles, and trailers as defined in Fairfax County Code Sections 82-5-7(b) and 82-5B-1 shall be restricted from parking on the north side of Old Franconia Road (Route 5528) from Franconia Road to Fleet Drive from 9:00 p.m. to 6:00 a.m., seven days per week.

Old Telegraph Road (Route 634) from Hayfield Road to 7702 Old Telegraph Road.
No parking on the west side of Old Telegraph Road (Route 634) from Hayfield Road to 7702 Old Telegraph Road, from 6:00 a.m. to 3:00 p.m., Monday through Friday, except holidays.

Providence Forest Drive (Route 7749) from Gallows Road to Hartland Road.
Commercial vehicles, recreational vehicles, and trailers as defined in Fairfax County Code Sections 82-5-7(b) and 82-5B-1 shall be restricted from parking on the south side of Providence Forest Drive (Route 7749) from Gallows Road to Hartland Road from 9:00 p.m. to 6:00 a.m., seven days per week.

Oriole Avenue (Route 966) from Backlick Road to7200 and 7003 Oriole Avenue.
No parking on both sides of Oriole Avenue (Route 966) from Backlick Road to 7200 and 7003 Oriole Avenue, seven days per week.

Pinecrest Road (Route 5338) from South Lakes Drive to Glade Drive.
No parking, standing or stopping on the north side of Pinecrest Road (Route 5338) from South Lakes Drive to Glade Drive, seven days per week.

Raymond Avenue (Route 1879) from Capitol View Drive to Churchill Road.
No parking, stopping, standing or passenger discharge/pickup on the east side of Raymond Avenue (Route 1879) from Capitol View Drive to Churchill Road, from 8:00 a.m. to 4:00 p.m., school days.

Rhett Lane (Route 4443) from Ruffin Drive to 4518 Rhett Lane.
No parking on the west side of Rhett Lane (Route 4443) from Ruffin Drive to include 4518 Rhett Lane, seven days per week.

Richmond Highway (Route 1) from Giles Run Road to Hassett Street.
No stopping, standing, parking, no dumping on the west side of Richmond Highway (Route 1) from 550 feet north of the intersection with Giles Run Road to Hassett Street, seven days per week.

Roberts Road (Route 5498) from Commonwealth Boulevard to Braddock Road.
No parking on Roberts Road (Route 5498) from Commonwealth Boulevard to the northern end of Robinson High School property, both sides; and between Braddock Road and Gainesborough Drive in areas where guardrail is present along the side of the road, both sides, seven days per week.

Rosemary Lane (Route 1719) from Graham Road to 3025 Rosemary Lane.
No parking on the south side of Rosemary Lane (Route 1719) from Graham Road to 3025 Rosemary Lane, seven days per week.

Row Street (Route 2379) from Munson Hill Road to Leesburg Pike.
No parking on the west side of Row Street (Route 2379) from Munson Hill Road to Leesburg Pike, seven days per week.

Ruffin Court (Route *pending*) from Ruffin Drive to cul-de-sac.
No parking on the west side of Ruffin Court (Route *pending*) from Ruffin Drive to cul-de-sac, seven days per week.

Ruffin Drive (Route 4441) from Ruffin Court to Weatherington Drive and Rhett Lane.
No parking on the north side of Ruffin Drive (Route 4441) from Ruffin Court to Weatherington Drive and on the south side from Ruffin Court to Rhett Lane, seven days per week.

School Street (Route 1647).
No parking on the south side of School Street (Route 1647) to include 3005, 3007 and 3009 School Street, seven days per week.

Seminary Road, Leesburg Pike frontage road (FR1006), 5600 block of Leesburg Pike.
No parking on Seminary Road, Leesburg Pike frontage road (FR1006), 5600 block of Leesburg Pike, seven days per week.

Shawnee Road (Route 10140) from Cherokee Avenue to cul-de-sac inclusive.
No parking on Shawnee Road (Route 10140) from Cherokee Avenue to cul-de-sac inclusive, from 7:00 p.m. to 7:00 a.m., seven days per week.

Silver Lake Boulevard (no route) from Beulah Street to Beulah Park Entrance.
No parking on the south side of Silver Lake Boulevard from Beulah Street to Beulah Park Entrance, seven days per week.

Solutions Drive (Route 6054) from cul-de-sac to SAIC Drive.
No parking on Solutions Drive (Route 6054) from cul-de-sac to SAIC Drive, seven days per week.

South Street (Route 1702) from Arlington Boulevard to City of Falls Church line.
No parking commercial vehicles over 12,000 pounds on the south side of South Street (Route 1702) from Arlington Boulevard to City of Falls Church line, seven days per week.

Stevenage Road (Route 7400) from Bennington Woods Road to Reston Parkway.
No parking on both sides of Stevenage Road (Route 7400) from Bennington Woods Road to Reston Parkway, except along Reston Park North on the north side which shall be restricted from 9:00 p.m. to 7:00 a.m., seven days per week.

Stryker Avenue (Route 2598) south of Garrett Street.
No parking on the east side of Stryker Avenue (Route 2598), from 2305 Stryker Avenue to Garrett Street, seven days per week.

Sully Station Drive (Route 6981) from Cub Run Elementary School to Westfields Boulevard.
No parking on the south side of Sully Station Drive (Route 6981) from Cub Run Elementary School to Westfields Boulevard, seven days per week.

Terry Drive (Route 1294) from Calamo Street to cul-de-sac end.
No parking on Terry Drive (Route 1294) from Calamo Street to cul-de-sac end, Monday through Friday.

Thomas Avenue (Route 1208) cul-de-sac.
No parking along the cul-de-sac end of Thomas Avenue (Route 1208), seven days per week.

Tom Davis Drive (no route) from John Marr Drive to Columbia Pike.
No parking on Tom Davis Drive from John Marr Drive to Columbia Pike, seven days per week.

Tyler Street (Route 795) from Lake Street to Columbia Pike.
No parking on Tyler Street (Route 795) from Lake Street to Columbia Pike, seven days per week.

Utica Street (Route 1295) from Terry Drive to the west end.
No parking on Utica Street (Route 1295) from Terry Drive to the west end, Monday through Friday.

Vaden Drive (Route 6731) north of Virginia Center Boulevard.
No parking on the east side of Vaden Drive (Route 6731) from Lagersfield Circle north for a distance of 225 feet, and from 450 feet to cul-de-sac inclusive, seven days per week.

Vale Road (Route 672) west of Stryker Avenue.
No parking on the south side of Vale Road (Route 672) beginning approximately 400 feet from Stryker Avenue for a distance of 60 feet east, seven days per week.

Washington Drive (Route 794) from Tyler Street to Leesburg Pike.
No parking on the south side of Washington Drive (Route 794) from Tyler Street to Leesburg Pike, seven days per week.

Waynewood Boulevard (Route 2158) from Crossley Place to Waynewood Elementary School Entrance.
No parking on the south side of Waynewood Boulevard (Route 2158) from Crossley Place to the western entrance of Waynewood Elementary School, from 8:00 a.m. to 4:00 p.m., school days.

Whittier Avenue (Route 1810) from Tennyson Drive to Laughlin Avenue.
No parking on Whittier Avenue (Route 1810) from Tennyson Drive to Laughlin Avenue, from 10:00 p.m. to 6:00 a.m., seven days per week.

Williams Lane (no route).
No parking on Williams Lane, seven days per week.

Section 82-5-37.1 Restricted Parking in Non-Residential Areas.

Repealed.

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Board Agenda Item
May 22, 2012

ADMINISTRATIVE - 4

Authorization to Advertise Public Hearings on a Proposed Zoning Ordinance Amendment Re: Height Limits for Certain Independent Living Facilities

ISSUE:
The proposed Zoning Ordinance amendment will set forth a maximum building height of 35 feet for independent living facilities that are located in the R-E through R-8 Districts, when designed to resemble a single family detached dwelling unit, and which utilize the minimum required yards (setbacks) specified for single family detached dwellings in the respective district.

RECOMMENDATION:
The County Executive recommends the authorization of the advertisement of the proposed amendment by adopting the resolution set forth in Attachment 1.

TIMING:
Board action is requested on May 22, 2012 to provide sufficient time to advertise the proposed Planning Commission public hearing on July 19, 2012, at 8:15 p.m., and proposed Board of Supervisors' public hearing on September 11, 2012, at 4:00 p.m.

BACKGROUND:
The proposed amendment is the result of a follow-on request related to the recently adopted Zoning Ordinance changes to the independent living facility use. On February 28, 2012, the Board of Supervisors adopted Zoning Ordinance Amendment ZO-12-432, entitled "Independent Living Facilities for Low Income Residents and Modifications of the Administrative Provisions of the Affordable Dwelling Unit Program and to the Definitions of "Dwelling Unit" and "Independent Living Facility." As part of the adoption, the Board approved provisions that will allow an independent living facility located in the R-E through R-8 Districts that is designed to resemble a single family detached dwelling to utilize the minimum yard requirements of the applicable district, rather than the specified 50-foot setback requirements. Upon consideration by the Planning Commission and Board, staff was directed to further amend the provisions to expressly state that the height of such independent living facilities be a maximum of 35 feet, so that these independent living facilities will have the same maximum height requirement as single family detached dwellings. The current height limit for independent living facilities is 50 feet.

A more detailed discussion of the proposed amendment is set forth in the Staff Report enclosed as Attachment 2.

Board Agenda Item
May 22, 2012

REGULATORY IMPACT:
The proposed amendment would establish a 35-foot height limit for certain independent living facilities in the R-E through R-8 Districts.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment 1 – Resolution
Attachment 2 – Staff Report (Also available online at:
http://www.fairfaxcounty.gov/dpz/zoningordinance/proposed/)

STAFF:
Robert A. Stalzer, Deputy County Executive
Fred R. Selden, Director, Department of Planning and Zoning (DPZ)
Eileen M. McLane, Zoning Administrator, DPZ
Michelle O'Hare, Deputy Zoning Administrator, DPZ
Donna Pesto, Senior Assistant to the Zoning Administrator, DPZ

RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Government Center Building, Fairfax, Virginia, on May 22, 2012, at which meeting a quorum was present and the following resolution was adopted:

WHEREAS, the current Zoning Ordinance specifies a 50 foot maximum building height for independent living facilities located in residential districts; and

WHEREAS, the Board of Supervisors, on February 28, 2012 adopted a Zoning Ordinance amendment to allow independent living facilities located in the R-E through R-8 Districts that are designed to resemble a single family detached dwelling to utilize the applicable minimum yard requirements for such dwellings; and

WHEREAS, it is the Board's intent to expressly state that such independent living facilities located in the R-E through R-8 Districts that are designed to resemble a single family detached dwelling and which utilize the reduced minimum yard requirements shall be generally limited to a maximum building height of 35 feet; and

WHEREAS, the public necessity, convenience, general welfare, and good zoning practice require consideration of the proposed revisions to Chapter 112 (Zoning Ordinance) of the County Code.

NOW THEREFORE BE IT RESOLVED, for the foregoing reasons and as further set forth in the Staff Report, the Board of Supervisors authorizes the advertisement of the proposed Zoning Ordinance amendment as recommended by staff.

A Copy Teste:

_____

Catherine A. Chianese
Clerk to the Board of Supervisors

ATTACHMENT 2

FAIRFAX COUNTY

STAFF REPORT

V I R G I N I A

PROPOSED ZONING ORDINANCE AMENDMENT

Height Limits for Certain Independent Living Facilities

PUBLIC HEARING DATES

Planning Commission **July 19, 2012 at 8:15 p.m.**

Board of Supervisors **September 11, 2012 at 4:00 p.m.**

PREPARED BY
ZONING ADMINISTRATION DIVISION
DEPARTMENT OF PLANNING AND ZONING
703-324-1314

May 22, 2012

DP

Americans With Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call 703-324-1334 or TTY 711 (Virginia Relay Center).

STAFF COMMENT

The Zoning Ordinance currently allows an independent living facility use that serves persons with handicaps/disabilities and/or those persons who are 62 years of age and older. The proposed amendment expressly sets forth a maximum building height of 35 feet for independent living facilities that are located in the R-E through R-8 Districts, when such structures are designed to look like a single family detached dwelling and utilize the applicable minimum yard requirements of the district in which located.

Background and Current Provisions

This amendment has been prompted by a request from the Board of Supervisors to amend the Zoning Ordinance to expressly set forth a lower maximum building height for independent living facilities located in the low to medium density conventional residential districts.

On February 28, 2012, the Board adopted Zoning Ordinance Amendment ZO 12-432, which established reduced yard requirements for independent living facilities that are located in the R-E through R-8 Residential Districts, but only when such uses are designed to look like a single family detached dwelling. In such case, the minimum yard requirements would be the same as for a single family detached dwelling unit in the underlying zoning district, as opposed to the 50 foot setback if the independent living facility was designed in an architectural style of a more institutional nature, rather than to resemble a single family detached dwelling. For frame of reference, the yard requirements in the R-E through R-8 Districts range from front yards of between 20 and 50 feet, side yards of between 8 and 20 feet and a rear yard of 25 feet.

The height limitation for independent living facilities was not modified with the adoption of Zoning Ordinance Amendment ZO 12-432 and is currently specified as 50 feet in all residential districts.

Proposed Amendment

The proposed amendment will set forth a maximum building height of 35 feet for independent living facilities located in the R-E through R-8 Districts, for a structure that is designed to look like a single family detached dwelling unit when the structure utilizes the reduced yard requirements associated with such dwelling. Paragraph 9 of Sect. 9-306 of the Zoning Ordinance will set forth the 35 foot maximum height limit for such uses, and will retain the current height limit of 50 feet that will apply to any independent living facility that does not utilize the permissible yard reductions. The amendment will also clarify Par. 10 of Sect. 9-306 to change the last sentence of the lead in paragraph from “For such facilities…” to “For independent living facilities…” to clarify the circumstances under which the provisions would apply.

Staff believes that this will offer more clarity to the phrase “look like a single family detached dwelling unit” in terms of building height. By limiting the height of such independent living facilities to 35 feet they can be visually integrated into the surrounding residential uses since the

maximum building height for single family detached dwellings in the RE through R-8 Districts is 35 feet.

Conclusion

The proposed amendment will modify the independent living facility use to set forth a lower maximum building height for facilities located in single family residential districts, when such uses are designed to look like a single family detached dwelling and utilize the minimum yard requirements for a single family dwelling in the underlying zoning district. Staff believes this will assist in facilitating compatibility with surrounding uses. Therefore, staff recommends adoption of the proposed amendments as advertised with an effective date of 12:01 A.M. on the day following adoption.

PROPOSED AMENDMENT

This proposed Zoning Ordinance amendment is based on the Zoning Ordinance in effect as of May 22, 2012 and there may be other proposed amendments that may affect some of the numbering, order or text arrangement of the paragraphs or sections set forth in this amendment, which other amendments may be adopted prior to action on this amendment. In such event, any necessary renumbering or editorial revisions caused by the adoption of any Zoning Ordinance amendments by the Board of Supervisors prior to the date of adoption of this amendment will be administratively incorporated by the Clerk in the printed version of this amendment following Board adoption.

Amend Article 9, Special Exceptions, by amending Paragraphs 9 and 10 of Part 3, Category 3, Quasi-Public Uses, to modify Sect. 9-306, Independent Living Facilities as follows:

9-306 Additional Standards for Independent Living Facilities

9. In residential districts, the maximum building height shall be 50 feet, except that the maximum building height shall be 35 feet when the structure is designed to look like a single family detached dwelling and utilizes the applicable residential district minimum yard requirements, as set forth below, subject to further limitations by the Board to ensure neighborhood compatibility. ~~and~~ For independent living facilities in commercial districts the maximum building height shall be as set forth in the district in which they are located. ~~, except that in all cases greater heights may be approved by the Board.~~

10. For independent living units that are located in a structure designed to look like a single family detached dwelling unit and is located in the R-E through R-8 Districts, the Board may permit compliance with the applicable single family detached minimum yard requirements of the zoning district in which located. For ~~such~~ independent living facilities located in any other structure or district, the minimum front, side and rear yard requirements shall be as follows:

    A. Where the yard abuts or is across a street from an area adopted in the comprehensive plan for 0.2 to 8 dwelling units per acre - 50 feet.

    B. Where the yard abuts or is across a street from an area adopted in the comprehensive plan for a residential use having a density greater than 8 dwelling units per acre or any commercial, office or industrial use - 30 feet.

    In any event, the Board may modify such yard requirements to ensure compatibility with the surrounding neighborhood.

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Board Agenda Item
May 22, 2012

ADMINISTRATIVE - 5

Approval of Traffic Calming Measures as Part of the Residential Traffic Administration Program (Mason District)

ISSUE:
Board endorsement of a Traffic Calming plan as part of the Residential Traffic Administration Program (RTAP).

RECOMMENDATION:
The County Executive recommends that the Board endorse a traffic calming plan for Fern Lane (Attachment I) consisting of the following:

- Three Speed Humps on Fern Lane (Mason District)

In addition, the County Executive recommends that the Fairfax County Department of Transportation (FCDOT) be requested to schedule the installation of the approved measures as soon as possible.

TIMING:
Board action is requested on May 22, 2012.

BACKGROUND:
As part of the RTAP roads are reviewed for traffic calming when requested by a Board member on behalf of a homeowners or civic association. Traffic calming employs the use of physical devices such as speed humps, speed tables, raised pedestrian crosswalks, all-way-stop, chokers, median islands, or traffic circles to reduce the speed of traffic on a residential street. For Fern Lane a traffic calming plan was developed by staff in concert with community representatives. The plan was subsequently submitted for approval to residents in the ballot area from the adjacent community. On April 19, 2012, FCDOT received verification from the local supervisor's office confirming community support.

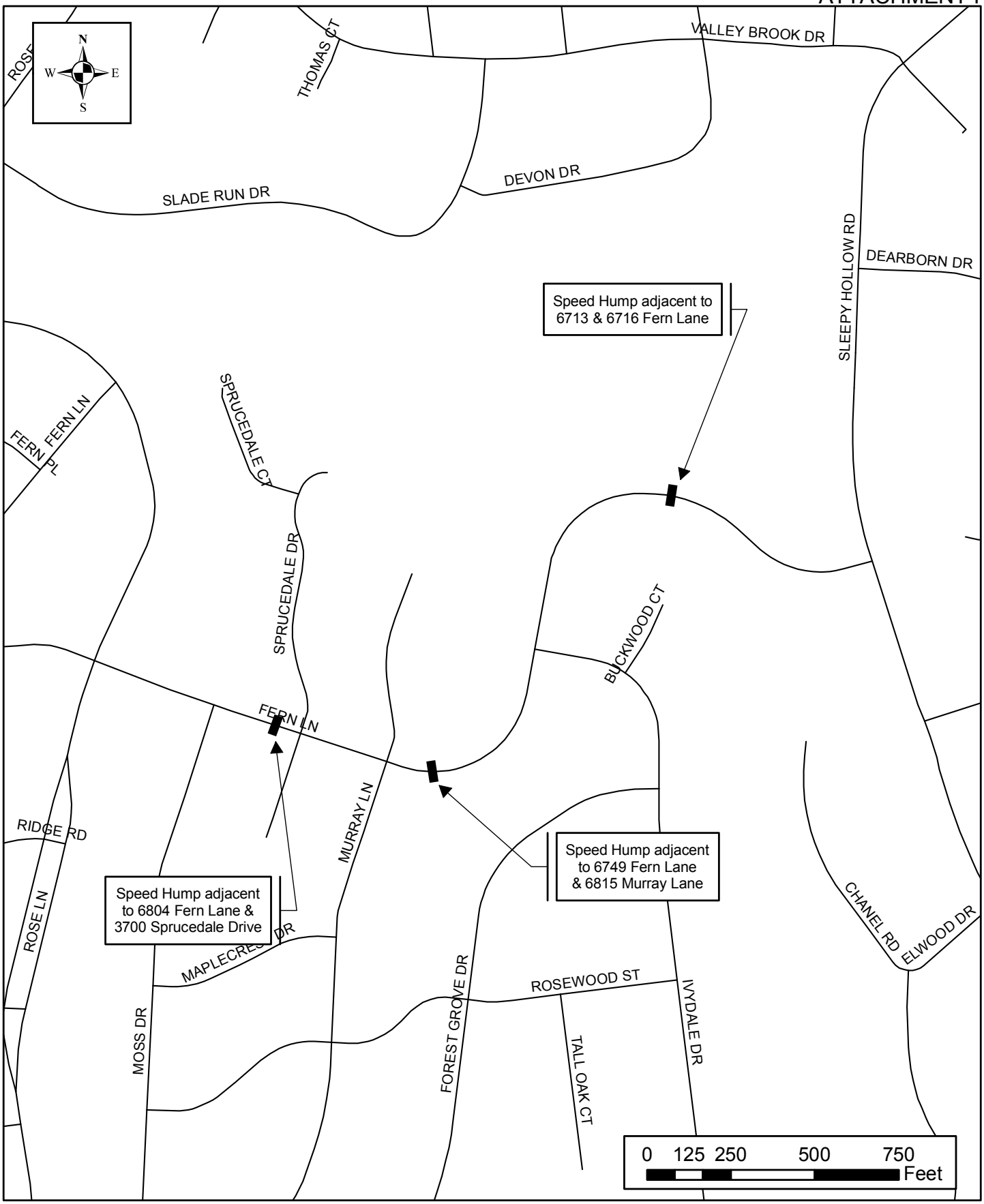
FISCAL IMPACT:
Funding in the amount of $18,000 for the identified traffic calming measures is available in Fund 001, General Fund, under Job Number 40TTCP.

Board Agenda Item
May 22, 2012

ENCLOSED DOCUMENTS:
Attachment I: Traffic Calming Plan for Fern Lane

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Eric M. Teitelman, Chief, Capital Projects and Operations Division, FCDOT
Selby J. Thannikary, Chief, Traffic Operations Section, FCDOT

ATTACHMENT I



April 2012

Fairfax County Department of Transportation
Residential Traffic Administration Program (RTAP)
TRAFFIC CALMING PLAN
FERN LANE
Mason District

A Fairfax County, Va., publication

TAX MAP: 60-2, 60-4

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Board Agenda Item
May 22, 2012

ADMINISTRATIVE - 6

Authorization to Advertise a Public Hearing on the Proposed Sale of Sewer Revenue Bonds, Series 2012

ISSUE:
Board authorization is needed to advertise a public hearing on the proposed sale of Sewer Revenue Bonds in an amount not to exceed $110,000,000 on or about July 24, 2012. The bond proceeds will be used to fund a portion of the County's share of construction costs for Capital Improvement Programs (CIP) at the following Wastewater Treatment Plants (WTPs):

1. The County's Noman M. Cole, Jr. Pollution Control Plant (NMCPCP)
2. The District of Columbia Water and Sewer Authority (DCWASA) Blue Plains Advanced WTP
3. Alexandria Sanitation Authority's (ASA) WTP
4. Arlington County's WTP
5. Loudoun Water's Broad Run WTP

Bond proceeds will also be used for upgrades to meet current environmental regulations, renovations and replacements of aging System infrastructure, to purchase additional treatment capacity, if needed by the Integrated Sewer System (System), and to fund required deposits to bond reserves.

RECOMMENDATION:
The County Executive recommends that the Board authorize the advertisement of the public hearing for the Sale of Sewer Revenue Bonds Series 2012.

TIMING:
Action must be taken on May 22, 2012, to provide sufficient time to advertise the proposed Public Hearing on June 19, 2012 at 3:30 p.m.

BACKGROUND:
The proceeds of the proposed sale of the Series 2012 Sewer Revenue Bonds will primarily be used to support the CIPs at certain WTPs that provide wastewater capacity to the County. The upgrades to treatment facilities and some new treatment facilities are required by the Commonwealth of Virginia, Department of Environmental

Quality to reduce total nitrogen to state-of-the-art limits. The bond proceeds can also be used for additional capital needs of the wastewater system.

The bond sale is expected to occur on or about July 24, 2012, and close on or about August 8, 2012. The Series Resolution will include a maximum bond par amount of $110,000,000 in order to fund $100,000,000 of project costs. In addition to the project costs, the bonds will finance a deposit to the Debt Service Reserve Fund, which is required by the legal documents governing the sale of the County's Sewer Revenue Bonds, and will finance costs of issuing the bonds. Existing bond ratings for the Sewer Revenue Bonds are Aa2 from Moody's and AAA from S&P and Fitch. Meetings with the rating agencies to evaluate the Sewer Revenue Bond credit are scheduled in mid-June. After consultation with Bond Counsel, staff confirmed that requirement to hold a public hearing prior to the issuance of these bonds.

ENCLOSED DOCUMENTS:
Attachment I – Proposed Public Hearing Advertisement

STAFF:
Robert A. Stalzer, Deputy County Executive
James W. Patteson, Director, Department of Public Works and Environmental Services (DPWES)
Randolph W. Bartlett, Deputy Director, DPWES
Shahram Mohsenin, Director, Wastewater Planning and Monitoring Division, DPWES

Attachment I

FAIRFAX COUNTY NOTICE OF PUBLIC HEARING ON THE SALE OF SEWER REVENUE BONDS SERIES 2012

NOTICE is hereby given that the Fairfax County Board of Supervisors will hold a **PUBLIC HEARING** on:

Tuesday
June 19, 2012
commencing at 3:30 p.m.

in the Board Auditorium of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia, on the matter of the sale of Sewer Revenue Bonds Series 2012.

The proceeds of the sale of the Series 2012 Sewer Revenue Bonds will primarily be used to support the capital improvement projects at certain wastewater treatment plants that provide wastewater capacity to the Integrated Sewer System (System). The upgrades to treatment facilities and some new treatment facilities are required by the Commonwealth of Virginia, Department of Environmental Quality, to reduce total nitrogen to state-of-the-art limits. The bond proceeds can also be used for additional capital needs of the wastewater system.

The bond sales is expected to occur on or about July 24, 2012, and close on or about August 8, 2012. . The Series Resolution includes a maximum bond par amount of $110,000,000 in order to fund $100,000,000 of project costs. In addition to the project costs, the bonds will finance a deposit to the Debt Service Reserve Fund, which is required by the legal documents governing the sale of the County's sewer revenue bonds, and will finance costs of issuing the bonds. Existing bond ratings for the Sewer revenue Bonds are Aa2 from Moody's and AAA from S&P and Fitch. Meetings with the rating agencies to evaluate the Sewer Revenue Bond credit are scheduled in mid-June.

All persons wishing to present their views on these subjects may call the Office of the Clerk to the Board at 703-324-3151 to be placed on the Speakers List, or may appear and be heard. As required by law, copies of the full text of proposed ordinances, plans and amendments, as applicable, as well as information concerning the documentation for the proposed fee, levy, or increase, are on file and may be examined at the Office of the Clerk to the Board of Supervisors, Suite 533 of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia. For the convenience of the public, copies may also be distributed to the County's Regional and Community Public Libraries.

Fairfax County supports the Americans with Disabilities Act by making reasonable accommodations for persons with disabilities. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a County program, service, or activity, should contact the ADA representative in the Clerk's Office, 703-324-3151, TTY: 703-324-3903, as soon as possible but no later than 48 hours before the scheduled event.

GIVEN under my hand this 22nd day of May 2012

_____
Patti M. Hicks
Chief Deputy Clerk to the Board of Supervisors

Ad Run Dates: May 31 and June 7, 2012

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Board Agenda Item
May 22, 2012

ADMINISTRATIVE - 7

Authorization to Advertise a Public Hearing on Amendments to the Code of the County of Fairfax, Chapter 82, Motor Vehicles and Traffic, Section 82-1-6, Adoption of State Law

ISSUE:
Board authorization to advertise amendments to Chapter 82, Motor Vehicles and Traffic. These amendments adopt actions of the 2011 General Assembly into Chapter 82 of the *Code of the County of Fairfax, Virginia*.

RECOMMENDATION:
The County Executive recommends that the Board authorize the advertisement of a public hearing on the proposed amendments to Chapter 82.

TIMING:
Authorization to advertise the proposed amendments on May 22, 2012; Board of Supervisors' public hearing scheduled for June 19, 2012 at 4:30 p.m. The provisions of the majority of the amendments will become effective July 1, 2012. The provisions of the amendments related to Virginia State Code Sections 46.2-100, 46.2-1049, 46.2-1158, 46.2-602.3, and 46.2-1001.1 (Converted Vehicles) will become effective October 1, 2012.

BACKGROUND:
As a housekeeping measure to update Chapter 82, portions of Section 82-1-6 (Adoption of State Law) have been amended to reflect changes made to the *Code of Virginia* by the 2012 General Assembly. A summary of all changes is provided in Attachment 2.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:

Board Agenda Item
May 22, 2012

Attachment 1 - Proposed Amendments to Chapter 82, Motor Vehicles and Traffic
Attachment 2 - Summary of 2012 General Assembly Amendments Affecting Chapter 82, Motor Vehicles and Traffic

STAFF:
Robert A. Stalzer, Deputy County Executive
Colonel David M. Rohrer, Chief of Police
Karen L. Gibbons, Senior Assistant County Attorney

ATTACHMENT 1

Proposed Amendments to
Chapter 82, Motor Vehicles and Traffic

Section 82-1-6. Adoption of State Law

Pursuant to the authority of Section 46.2-1313 of the Virginia Code, all provisions and requirements of the following sections of the Code of Virginia, as in effect on July 1, ~~2011~~ 2012, except those provisions and requirements the violation of which constitutes a felony, are hereby incorporated into the Fairfax County Code by reference, effective July 1, ~~2011~~ 2012, except where noted.

18.2-266	18.2-269	46.2-203.1
18.2-266.1	18.2-270	46.2-218
18.2-267	18.2-270.01	46.2-300
18.2-268.1	18.2-270.1	46.2-301
18.2-268.2	18.2-271	46.2-301.1
18.2-268.3	18.2-271.1	46.2-302
18.2-268.4	18.2-272	46.2-329
18.2-268.5	46.2-100*	46.2-334.001
18.2-268.6	46.2-102	46.2-341.21
18.2-268.7	46.2-104	46.2-346
18.2-268.8	46.2-108	46.2-349
18.2-268.9	46.2-109	46.2-357
18.2-268.10	46.2-110	46.2-371
18.2-268.11	46.2-111	46.2-373
18.2-268.12	46.2-112	46.2-376

46.2-379
46.2-380
46.2-391.2
46.2-391.3
46.2-392
46.2-393
46.2-398
46.2-602.3*
46.2-613
46.2-616
46.2-617
46.2-618
46.2-704
46.2-715
46.2-716
46.2-724
46.2-730
46.2-800
46.2-801
46.2-802
46.2-803
46.2-804
46.2-805
46.2-806
46.2-807
46.2-808
46.2-808.1
46.2-810
46.2-811
46.2-812
46.2-814
46.2-816
46.2-817
46.2-818
46.2-819.4
46.2-820
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46.2-833
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46.2-868.1
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46.2-940
46.2-942
46.2-1001.1*
46.2-1001
46.2-1002
46.2-1003
46.2-1004
46.2-1010
46.2-1011
46.2-1012
46.2-1013
46.2-1014
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46.2-1016
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46.2-1077.01
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46.2-1079
46.2-1080
46.2-1081
46.2-1082
46.2-1083
46.2-1084
46.2-1088
46.2-1088.1
46.2-1088.2
46.2-1088.5
46.2-1088.6
46.2-1090
46.2-1091
46.2-1092
46.2-1093
46.2-1102
46.2-1105
46.2-1110
46.2-1111
46.2-1112
46.2-1115
46.2-1116
46.2-1118
46.2-1120
46.2-1121
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46.2-1157
46.2-1158*
46.2-1158.01
46.2-1158.02
46.2-1158.1
46.2-1172
46.2-1173
46.2-1218
46.2-1219.2
46.2-1234
46.2-1240
46.2-1242
46.2-1250
46.2-1309
46.2-1508.2
46.2-1552
46.2-1561
46.2-2812

References to "highways of the state" contained in such provisions and requirements hereby adopted shall be deemed to refer to the streets, highways and other public ways within the County. Such provisions and requirements are hereby adopted, mutatis mutandis, and made a part of this chapter as fully as though set forth at length herein; and it shall be unlawful for any person, within the county, to violate or fail, neglect or refuse to comply with any provision of Title 46.2 or Title 18.2-266, 18.2-266.1, 18.2-267, 18.2-268.1 through 18.2-268.12, 18.2-269, 18.2-270, 18.2-270.01, 18.2-270.1, 18.2-271, 18.2-271.1 and 18-2.272 of the *Code of Virginia* which is adopted by this section; provided, that in no event shall the penalty imposed for the violation of any provision or requirement hereby adopted exceed the penalty imposed for a similar offense under Title 46.2 or Title 18.2-266, 18.2-266.1, 18.2-267, 18.2-268.1 through 18.2-268.12, 18.2-269, 18.2-270, 18.2-270.01, 18.2-271, 18.2-270.1, 18.2-271.1 and 18.2-272 of the *Code of Virginia*.

* <u>To become effective on October 1, 2012, per 2012 Acts of General Assembly Chapter 177</u>

ATTACHMENT 2

SUMMARY OF 2012 GENERAL ASSEMBLY
AMENDMENTS AFFECTING CHAPTER 82

The information presented below summarizes changes to Title 18.2 and Title 46.2 of the *Code of Virginia*, portions of which are adopted by reference into Chapter 82 of the *Code of the County of Fairfax*.

Sections 18.2-270 and 18.2-271.1 amended. Punishment for underage drinking and driving; penalty. Provides that a person who is convicted of DUI may drive only with an ignition interlock after the first offense, as a condition of a restricted license and is required to have an ignition interlock installed in each vehicle owned by or registered to him after a second offense. The bill also provides that the court may authorize a restricted license for travel to and from the interlock installer and a person can pre-qualify for an ignition interlock prior to conviction. Currently, the requirement for an ignition interlock is imposed only upon a second or subsequent offense or when the offender's BAC is 0.15 percent or above.

Sections 46.2-100, 46.2-1049, and 46.2-1158 amended. Sections 46.2-602.3 and 46.2-1001.1 added. Converted vehicles. Creates a definition for vehicles converted from gas to electric power and provides that such vehicles, when accompanied by certain documents, need not be examined by the Department of Motor Vehicles prior to the issuance of a title. The bill also provides for the titling and registration of and special equipment required for a converted electric vehicle. The bill contains technical amendments. **The bill has a delayed effective date of October 1, 2012**.

Section 46.2-112 amended. Odometer tampering. Increases the minimum civil penalty for odometer tampering from $1,500 to $3,000.

Section 46.2-618 amended. Motor vehicle dealers; the Motor Vehicle Transaction Recovery Fund. Provides a new mechanism whereby a person who purchases a vehicle from a dealer may recover the title to that vehicle if the title is in the possession of someone other than the dealer. The bill also provides a mechanism by which awards against dealers' bonds from the Motor Vehicle Transaction Recovery Fund will be adjusted to keep pace with inflation and allows recovery against a dealer to include attorney fees. The bill also permits the Fund to drop below the previously mandated $250,000 balance requirement but not to register a negative balance and allows the Board to await a positive balance in the Fund before paying claims so long as they do not go unpaid for more than 60 days.

Section 46.2-828 amended. Funeral processions; sheriff and police escorts. Provides that either the sheriff or the police department in a locality may provide traffic control for funeral processions. Currently, sheriffs may only provide traffic control in localities that do not have a separate police department.

Section 46.2-857 amended. Driving two abreast in a single lane. Allows two-wheeled motorcycles to drive two abreast in a single lane.

Section 46.2-878.1 amended. Highway work zones. Requires highway work zones to be clearly marked with warning signs and attached flashing lights for projects covered by contracts entered into on or after July 1, 2012.

Section 46.2-885 amended. Railroad grade crossings. Provides that where vehicles are required to stop for trains at railroad grade crossings, they must stop for other self-propelled machinery or automobile type vehicles using the rails as well.

Section 46.2-924 amended. Right-of-way of pedestrians; posting of signs in certain localities. Adds Falls Church to the list of localities authorized to post highway signs requiring motorists to yield the right-of-way to pedestrians.

Board Agenda Item
May 22, 2012

ADMINISTRATIVE – 8

Authorization for the Fairfax County Police Department to Apply for and Accept Grant Funding from the U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance and Office of Victims of Crime

ISSUE:
Board authorization is requested for the Fairfax County Police Department to apply for and accept funding, if received, from the U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance and Office of Victims of Crime Enhanced Collaborative Model to Combat Human Trafficking Grant in the amount of $495,995. Funding will be allocated between Fairfax County ($285,475) and Prince William County ($214,520) and will help support the overtime expenses for the detectives assigned to the Northern Virginia Human Trafficking Task Force. Additionally, the funding specifically allocated to Fairfax County will support a new 1/1.0 SYE grant Police Officer II position. Funding allocated to Prince William County will also support a police officer position. The award period is October 1, 2012 to September 30, 2014. No Local Cash Match is required; however, an in-kind match totaling 25 percent or $166,665 is required. Fairfax County's share of the in-kind match ($95,158) will be met within existing General Fund resources. Prince William County will provide the remaining in-kind match of $71,507. If the actual award received is significantly different from the application amount, another item will be submitted to the Board requesting appropriation of grant funds. Otherwise, staff will process the award administratively as per Board policy.

RECOMMENDATION:
The County Executive recommends that the Board authorize the Police Department to apply for and accept funding, if received, in the amount of $495,995 from the U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance.

TIMING:
Board authorization is requested on May 22, 2012. Due to an application deadline of March 29, 2012, the grant application was submitted pending Board approval. If the Board does not approve this request, the application will be immediately withdrawn.

BACKGROUND:
The U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance, Enhanced Collaborative Model to Combat Human Trafficking grant program provides awards of federal funding up to $500,000 to support collaborative initiatives between law enforcement agencies, victim service providers, and the U.S. Attorney's Office (USAO) in identifying, rescuing, and assisting victims of all forms of human trafficking. The Northern Virginia Human Trafficking Task Force, co-supervised by the Police Department and the U.S. Attorney's Office of the Eastern

District of Virginia, is a multi-disciplinary effort to investigate and prosecute human trafficking crimes, identify, rescue, and assist victims, and develop a sound strategy of collaboration that may be replicated nationwide to combat human trafficking. It should be noted that, if federal funding is awarded, the Northern Virginia Human Trafficking Task Force has partnered with Youth for Tomorrow, a local non-profit organization, for the provision of victim services, under a separate grant application.

FISCAL IMPACT:
If awarded, the Police Department will receive $495,995 in federal funding to be allocated between Fairfax County ($285,475) and Prince William County ($214,520). These funds will be used to support existing detectives from Fairfax County and Prince William County assigned to the Northern Virginia Human Trafficking Task Force, as well as 1/1.0 SYE new grant position. No Local Cash Match is required; however, an in-kind match totaling $166,665 is required. Fairfax County's share of the in-kind match ($95,158) will be met within existing General Fund resources. This action does not increase the expenditure level in the Federal-State Grant Fund, as funds are held in reserve for unanticipated grant awards. This grant does not allow for the recovery of indirect costs.

CREATION OF NEW POSITIONS:
The grant will support 1/1.0 SYE new Police Officer II grant position. The County has no obligation to continue funding this position when the grant period ends.

ENCLOSED DOCUMENTS:
Attachment 1 – Grant Application

STAFF:
Robert A. Stalzer, Deputy County Executive
David M. Rohrer, Chief of Police
Karen L. Gibbons, Assistant County Attorney

Fairfax County Police Department
Northern Virginia Human Trafficking Task Force
Budget Narrative

A. Personnel – Total: $259,710 (75% Grant = $194,892; 25% In-kind = $64,818)

Fairfax County Human Trafficking Detective (1 FTE) will spend 100% of their time in direct law enforcement activities related to human trafficking in the assigned jurisdiction. In addition, 750 hours of overtime is included for additional support in direct law enforcement activities. This individual's annual salary as well as overtime incurred is and will be covered for the 24 months of the grant totaling $228,140.

Task Force Administrative Assistant (Financial Specialist I) (.25 FTE) will spend 25% of their time providing administrative and financial management support for the Northern Virginia Human Trafficking Task Force Initiative. This individual's annual salary is and will be covered for the 24 months of the grant totaling $31,570.

B. Fringe Benefits) – Total: $81,393 (*75% Grant = $61,045; 25% In-kind = $20,348)*

Fairfax County Human Trafficking Detective	$69,144
Task Force Administrative Assistant	12,249

C. Travel – Total: $35,480 *(75% Grant = $26,610; 25% In-kind = $8,870)*

OJJDP Training in Washington D.C. (any additional cost will be covered by individual agencies).	$10,040
DVS – Fuel (In-kind)	7,440
Vehicle Rental (In-Kind)	18,000

D. Equipment– Total: $ 0

E. Supplies - $4050 *(75% Grant = $3,038; 25% In-kind = $1013)*

Supply Ordinance, including postage. Includes general office supplies (i.e., binders, file folders, printer paper, toner, staples, etc. as well as mailing, postage of flyers, program announcements, correspondence, reports etc.)	$2,000
Uniforms (In-Kind)	800
Uniform Maintenance Allowance (In-Kind)	1,250

F. Construction – N/A Total: $0

G. Consultants/Fees - $286,027 *(75% Grant = $214,520; 25% In-kind = $71,507)*

Prince William County Police Department

Jurisdiction Designees or Human Trafficking Detectives (1 FTE) will spend 100% of their time in direct law enforcement activities related to human trafficking in the assigned jurisdiction. In addition, 750 hours of overtime is included for additional support in direct law enforcement activities. This individual's annual salary and benefits as well as overtime incurred is and will be covered for the 24 months of the grant totaling $251,517. Also, includes:

- **Training (In-kind)** $5,020
- **DVS – Fuel (In-kind)** 7,440
- **Vehicle Rental (In-Kind)** 18,000
- **Supply Ordinance, including postage.** Includes general office supplies (i.e., binders, file folders, printer paper, toner, staples, etc. as well as mailing, postage of flyers, program announcements, correspondence, reports etc. 2,000
- **Uniforms (In-Kind)** 800
- **Uniform Maintenance Allowance (In-Kind)** 1,250

H. Other Costs – 0

L. Indirect Costs – N/A Total: $0

Total Project: $666,660

Covered by Grant: $499,995

In-kind: $166,665

FCPD PO II	1	SYE ($34.7231 O18/08)
FCPD Finan Spec I	0.25	SYE ($29.6151 S-21 Midpoint)
Total	1.25	SYE
# of Vehicles:	1	
Miles per Year:	12,000	
PWPD PO II	1	SYE($30.1322)
# of Vehicles:	1	
Miles per Year:	12,000	

FCPD Budget Summary:	FY2013	FY2014	Total
Personnel Expenses:	$126,688	$133,022	$259,710
Operating Expenses:	$19,765	$19,765	$39,530
Fringe Benefit:	$39,704	$41,689	$81,393
Subtotal:	**$186,157**	**$194,476**	**$380,633**

PWPD Budget Summary:	FY2013	FY2014	Total
Personnel Expenses:	$96,574	$99,471	$196,045
Operating Expenses:	$17,255	$17,255	$34,510
Fringe Benefit:	$27,326	$28,146	$55,472
Subtotal:	**$141,155**	**$144,872**	**$286,027**
Total:	**$327,312**	**$339,348**	**$666,660**

Entity	Qty	Subobj Title	Cost/Rate	Per	Unit Cost	FY2013	FY2014	Subtotal		
FCPD	1	Regular Salary	$34.7231	/hr	$72,224	$72,224	$75,835	$148,059		
FCPD	1	Fringe Benefit	46.70%		$33,729	$33,729	$35,415	$69,144		
FCPD	750	Overtime	$52.0847	/hr	$39,064	$39,064	$41,017	$80,081		
FCPD	0.25	Salary for B-status position	$29.6151	/hr	$15,400	$15,400	$16,170	$31,570		
FCPD	0.25	Fringe Benefit for B-status position	38.80%		$5,975	$5,975	$6,274	$12,249		
FCPD	2	Training	$2,510		$5,020	$5,020	$5,020	$10,040		
FCPD	1	Supply- Ordnance	$1,000		$1,000	$1,000	$1,000	$2,000		
FCPD	1	Uniforms	$625		$625	$625	$625	$1,250		
FCPD	1	Uniform Maintenance Allowance	$400		$400	$400	$400	$800		
FCPD	1	DVS - Fuel	$0.310	/mile	$3,720	$3,720	$3,720	$7,440		
FCPD	1	Rental Vehicle	$750	/month	$9,000	$9,000	$9,000	$18,000		
Subtotal						**$186,157**	**$194,476**	**$380,633**	**$285,475**	**$95,158**
PWPD	1	Regular Salary	$30.1322	/hr	$62,675	$62,675	$64,555	$127,230		
PWPD	1	Fringe Benefit	43.60%		$27,326	$27,326	$28,146	$55,472		
PWPD	750	Overtime	$45.1983	/hr	$33,899	$33,899	$34,916	$68,815		
PWPD	1	Training	$2,510		$2,510	$2,510	$2,510	$5,020		
PWPD	1	Supply- Ordnance	$1,000		$1,000	$1,000	$1,000	$2,000		
PWPD	1	Uniforms	$625		$625	$625	$625	$1,250		
PWPD	1	Uniform Maintenance Allowance	$400		$400	$400	$400	$800		
PWPD	1	DVS - Fuel	$0.310	/mile	$3,720	$3,720	$3,720	$7,440		
PWPD	1	Rental Vehicle	$750	/month	$9,000	$9,000	$9,000	$18,000		
Subtotal						**$141,155**	**$144,872**	**$286,027**	**$214,520**	**$71,507**
Total						**$327,312**	**$339,348**	**$666,660**	**$499,995**	**$166,665**

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ADMINSTRATIVE – 9

Authorization for the Health Department to Apply for and Accept Funding from the Virginia Department of Health for the Maternal, Infant, and Early Childhood Home Visiting Grant

ISSUE:
Board approval is requested for the Health Department to apply for and accept funding, if received, from the Virginia Department of Health (VDH) for the Maternal, Infant, and Early Childhood Home Visiting (MIECHV) Grant. If awarded, these funds would be used to implement the Nurse-Family Partnership® (NFP) evidence-based early childhood home visiting service delivery model. If funded, the total amount of grant funds received by the County would be $ 1,041,827 over 16 months, with the option to renew for four consecutive years. The initial award period for this grant is June 15, 2012 to September 29, 2013. Funding will support the establishment of 6/6.0 SYE Public Health Nurse II grant positions and 0.5/0.5 SYE Administrative Assistant IV grant position. No Local Cash Match is required; however, the NFP National Service Office requires that the Health Department continue this model beyond the grant funding period. The Health Department plans to continue to support and maintain the NFP program and associated positions in the General Fund once grant funding expires through natural attrition of existing positions and potentially redesigning the Maternal Child Health field services program. Additional General Fund resources will not be requested once grant funding expires. If the actual award received is significantly different from the application amount, another item will be submitted to the Board requesting appropriation of grant funds. Otherwise, staff will process the award administratively as per Board policy.

RECOMMENDATION:
The County Executive recommends that the Board authorize the Health Department to apply for and accept funding, if received, from the Virginia Department of Health in the amount of $ 1,041,827 for the MIECHV Grant.

TIMING:
Board authorization is requested on May 22, 2012. Due to an application deadline of May 1, 2012, the grant application was submitted pending Board approval. If the Board does not approve this request, the application will be immediately withdrawn.

BACKGROUND:
Since 1990, the Fairfax County Health Department (FCHD), through a private-public partnership with the Fairfax County Department of Family Services (DFS), Northern

Virginia Family Service (NVFS), Reston Interfaith, Inc. (RII), and United Community Ministries (UCM), has provided voluntary home-visiting services to vulnerable first-time expectant and new parents, including high-risk pregnant and parenting teens, residing in Fairfax County vis-à-vis *Healthy Families Fairfax* (HFF). HFF uses the Healthy Families America evidence-based home visiting service delivery model and is affiliated with Healthy Families Virginia State System, coordinated by Prevent Child Abuse Virginia. The HFF model uses paraprofessionals - Family Support Workers (FSWs) – to provide regular home visits to fragile families who may be at risk for child abuse and neglect due to a variety of risk factors, including poverty, history of single-parent households, illiteracy, language barriers, unstable housing, domestic violence, sexual abuse, chronic medical issues, low educational attainment, and unemployment.

HFF has and will continue to provide critical assistance to expectant and postpartum women living in our community, but the capacity of the program faces challenges and limitations that affect its ability to fully serve the Fairfax population. The number of clients that would benefit from home visiting services far exceeds the program's existing capacity, and greater health disparities and poor birth outcomes persist in our African American communities.

The Nurse-Family Partnership® (NFP), an evidence-based early childhood home visiting service delivery model, draws on the expertise of Bachelor's-prepared Registered Nurses (RNs) to improve pregnancy outcomes, child health and development, and family economic self-sufficiency for low-income, first-time mothers. NFP participants voluntarily enroll in the program, ideally by the 16th week of pregnancy, but no later than the 28th week. NFP clients are visited one-on-one in their homes by a nurse home visitor. Prenatal visits occur throughout pregnancy; and postpartum visits continue through the first 24 months of the child's life.

Nurse home visitors promote preventive health and prenatal practices for expecting mothers, including identifying routine prenatal care, improving diets, and physical activity levels, in addition to reducing/eliminating use of cigarettes, alcohol and illegal substances. Home visitors help mothers prepare emotionally for their babies' arrival while educating them on the birth process and challenges they may face post-delivery. During the post-partum period, individualized parent coaching increases mothers' awareness of developmental milestones and responsible, competent care techniques and strategies. Home visitors also work with families to encourage continuing their education, identifying employment opportunities and career goals, all while planning for future pregnancies so that they can become economically self-sufficient.

The Health Department has selected the NFP model to expand and enhance the County's continuum of home visiting services, with the goal of improving health and early childhood outcomes for vulnerable children and families living in the Fairfax County – Bailey's Crossroads (comprised of zip codes 22003, 22041, 22042, 22043, and 22044) and South County (comprised of zip codes 22306 and 22309) communities – areas that have been determined to be "at greater risk" by the Health Department.

The NFP program's outcomes-based model aligns seamlessly with the County's Economic Self Sufficiency and Healthy People results areas. Factors that lead to self-sufficient, healthy families – stable employment, educational attainment, supportive family structures, community engagement, and healthy lifestyles/behaviors – are embedded in the NFP Theory of Change and Implementation Logic Models. Fidelity to the NFP model will ensure that physical, environmental, and behavioral impediments to self-efficacy are mitigated and that individuals are empowered to make and sustain long-lasting, positive change.

If approved for funding, Fairfax County would be the first jurisdiction in Northern Virginia to implement the NFP model. In its proposal to VDH, the Health Department is planning to serve 150 families living in the Bailey's Crossroads and South County communities. The Health Department is required to demonstrate its ability to sustain the NFP program model beyond the grant funding period. The Health Department is confident that through attrition (e.g. holding public health nurse positions vacant prior to the end of the funding cycle) and restructuring of the Maternal Child Health field services program, it will be able to provide home visiting services using the NFP model beyond the grant funding period.

FISCAL IMPACT:
If awarded, the Health Department would receive $ 1,041,827 to implement the Nurse-Family Partnership® (NFP) evidence-based early childhood home visiting service delivery model in the Bailey's Crossroads and South County communities of the County. No Local Cash Match is required. This action does not increase the expenditure level of Federal-State Grant Fund, as funds are held in reserve for unanticipated grant awards. This grant does allow the recovery of indirect costs; but because of the highly competitive nature of the MIECHV program, the Health Department has elected to omit inclusion of indirect costs in its proposal to enhance the County's competitive position.

CREATION OF NEW POSITIONS:
If awarded, this grant will support 6.5/6.5 SYE new grant positions (6/6.0 SYE Public Health Nurse II positions and 0.5/0.5 SYE Administrative Assistant IV position). The NFP National Service Office requires that the Health Department continue this model beyond the grant funding period. The Health Department plans to continue to support and maintain the NFP program and associated positions in the General Fund once grant funding expires through natural attrition of existing positions and potentially redesigning the Maternal Child Health field services program.

ENCLOSED DOCUMENTS:
Attachment I – Nurse-Family Partnership Theory of Change Logic Model
Attachment II – Nurse-Family Partnership Implementation Logic Model

STAFF:
Patricia D. Harrison, Deputy County Executive
Gloria Addo-Ayensu, MD, MPH, Health Director
Rosalyn Foroobar, Deputy Director for Health Services
Michelle Milgrim, Director, Patient Care Services
Esther Walker, Assistant Director, Patient Care Services
Laura Suzuki, Maternal and Child Health Program Coordinator

Attachment I

Nurse-Family Partnership Theory of Change Logic Model

PROGRAM GOAL	ACTIVITIES	SHORT-TERM OUTCOMES	INTERMEDIATE OUTCOMES	LONG-TERM OUTCOMES
IMPROVE pregnancy outcomes by helping women improve prenatal health	Home visits weekly the first month following program enrollment, then every other week until birth of infant. Nurses address: • Effects of smoking, alcohol and illicit drugs on fetal growth, and assist women in identifying goals and plans for reducing cigarette smoking, etc.; • Nutritional and exercise requirements during pregnancy and monitor and promote adequate weight gain; • Other risk factors for pre-term delivery/low birth weight (e.g., genitourinary tract infections, pre-eclampsia); • Preparation for labor and delivery/childbirth education; • Basics of newborn care and newborn states; • Family planning/birth control following delivery of infant; • Adequate use of office-based prenatal care; and • Referrals to other health and human services as needed.	Pregnant women display improved health behaviors. ↓ cigarette smoking ↓ pregnancy-induced hypertension ↑ use of community resources ↓ Newborns are ≥37 weeks gestation & weigh 2500 grams or more. ↓ pre-term delivery among smokers ↑ birth weight among young teens (<17 years) ↓ neurodevelopmental impairment		
IMPROVE child health and development by helping parents provide sensitive and competent caregiving	Home visits weekly postpartum period, every 2 weeks until toddler is 21 months, monthly until child is 2 years. Nurses: • Educate parent on infant/toddler nutrition, health, growth, development and environmental safety; • Role model PIPE activities to promote sensitive parent-child interactions facilitative of developmental progress; • Assess parent-child interaction, using NCAST sleeping and teaching scales and provide guidance as needed; • Assess infant/toddler's developmental progress at selected intervals using Ages and Stages Questionnaire or DDSII, and provide guidance as needed; • Promote adequate use of well-child care; • Guidance to new parents in building and fostering social support networks; • Guidance assessing safety of potential/actual child care arrangements; and • Referrals to other health and human services as needed.	Parents demonstrate sensitive and competent caregiving for infants and toddlers. ↓ childrearing beliefs associated with child maltreatment (Bavolek AAPI) ↓ verified cases of child abuse& neglect ↓ incidents of child injuries or ingestions ↑ stimulating home environments, i.e., increase in appropriate play materials (HOME Inventory) ↓ Child displays age and gender appropriate development. ↓ language & cognitive/mental delays ↑ more responsive in interactions with mothers (NCAST)/less distress to fear stimuli	Early Childhood (4-6 yrs): ↓ safety hazards in home ↑ stimulating home environment - HOME score ↓ incidents of injuries & ingestions noted in medical records ↑ Preschool Language Scale scores ↑ Executive Functioning Composite scores ↓ problems in clinical range on Achenbach CBCL	Adolescence (15 yrs): ↓ state-verified reports of child abuse and neglect from 0-15 years ↓ arrests and adjudication for incorrigible behavior (e.g. truancy, destroying property)
IMPROVE parental life-course by helping parents develop a vision for their future, plan subsequent pregnancies, continue their education and find work	Home visits weekly during postpartum period, every 2 weeks until toddler is 21 months, monthly until child is 2 years. Nurses: • Facilitate decision-making regarding planning of future children and selection of birth control to achieve goals; • Assist parents to set realistic goals for education and work, and identify strategies for attaining goals; • Coaching parents in building and fostering relationships with other community services; • Parents' family planning, education and work goals; and • Referrals to other health and human services as needed.	Parents have developed plans for economic self-sufficiency. ↓ subsequent pregnancies ↑ interval between 1st and 2nd child ↑ number of months women employed during child's 2nd year ↓ months on welfare ↑ father involvement in child care and support	Early parental life course (3-4 yrs following program completion): ↓ additional pregnancies and live births ↓ months on AFDC and Food Stamps ↑ rates of living with father of child ↑ rates of marriage	Later parental life course (13 yrs following program completion): ↓ additional pregnancies and live births ↑ spacing between 1st and 2nd child ↓ months on AFDC and Food Stamps ↓ arrests and convictions ↓ day

What is a logic model?

A logic model provides a visual depiction of a program's "theory of change" - the way in which a set of services to a particular population are linked to expected outcomes of the program. The articulation of a program's theory of change can help program staff and families stay focused on the outcome goals rather than just focusing on program activities and services. A logic model is also a tool to assist program stakeholders in gathering data to facilitate effective program implementation and evaluation.

This model flows from left to right, as depicted by arrows, and shows how program goals are translated into home visit activities with families, which in turn, facilitate families to create change needed to attain program outcomes. The theory behind a logic model is a series of "If…then" statements. For example, If women who are smokers at entry into the program quit smoking, then they are more likely to have a full-term infant weighing greater than 2500 Grams.

What are the major elements of the Nurse-Family Partnership logic model?

The major elements of the logic model include the program's goals, activities, and outcomes.

Program Goals are broad statements of expected outcomes for the problem(s) that the program is attempting to prevent or reduce. The program goals are color coded to illustrate how they correspond to program activities and outcomes.

Activities are interventions designed to facilitate change in families' attitude, knowledge and skills in order to help them attain the intended program results.

Short-term Outcomes are changes that occur by completion of the program. The specific outcomes delineated are those observed in the three randomized, controlled trials in Elmira, New York (1977), Memphis, Tennessee (1988) and Denver, Colorado (1994).

Intermediate Outcomes are changes that result over time from short-term outcomes and are measurable at a later timeframe, usually within 2-6 years following completion of the program. The specific outcomes delineated are those observed in the 4-year and 6-year follow-ups of families from the randomized, controlled trials in Elmira, Memphis and Denver.

Long-term Outcomes refer to changes that have a greater community impact and require a greater time to measure, often 10 or more years following program completion. The specific outcomes delineated are those observed in the 15-year follow-up of families who participated in the trial conducted in Elmira.

Who does Nurse-Family Partnership serve?

Nurse-Family Partnership serves low-income, first-time mothers and their children, by providing nurse home visitation services beginning early in pregnancy and continuing through the first two years of the child's life. Women voluntarily enroll as early as possible in pregnancy, but no later than the 28th week of gestation.

The majority of participants are unmarried women with less than a high school education. The focus on women who have had no previous live births stems from the belief that individuals undergoing a major role change are more likely to seek information and support from others than are women who have already given birth. Moreover, the skills first-time mothers learn through the program, will help them provide better care for subsequent children, generating even broader salutary effects.

Other family members are invited and encouraged to participate if the mother wants them to be present.

How does Nurse-Family Partnership work?

Central to the successful implementation of Nurse-Family Partnership is the establishment of a trusting relationship with the family. Registered Nurse Home Visitors work together with their clients, engaging them in activities associated with the three Nurse-Family Partnership goals during each home visit. These goals are:

- **Improve pregnancy outcomes;**
- **Improve child health and development; and**
- **Improve the economic self-sufficiency of the family.**

These goals are achieved by helping women engage in good preventive health practices, including obtaining thorough prenatal care from their healthcare providers, improving their diet, and reducing their use of cigarettes, alcohol and illegal substances. Child health and development is improved by helping parents provide responsible and competent care for their children. The economic self-sufficiency of the family is improved by helping parents develop a vision for their own future, plan future pregnancies, continue their education and find work.

Nurse Home Visitors utilize a strength-based approach directed toward optimizing the family's sense of efficacy. They are guided in their work through detailed visit-by-visit guidelines that reflect the challenges parents are likely to confront during pregnancy and the first two years of the child's life. Within this framework, however, nurses use their professional judgment to address those areas where needs are greatest.

Guided by the above principals, and implemented with fidelity to the program model which has undergone extensive research over the past three decades, Nurse-Family Partnership is transforming lives through the power of relationships. For more information, please visit the Nurse-Family Partnership national website at: www.nursefamilypartnership.org

Nurse-Family Partnership's Theory of Change Logic Model was developed by Ruth O'Brien, Ph.D, RN, through a grant from the Harvard University Family Research Project - Home Visit Forum.

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Nurse-Family Partnership (NFP) Implementation Logic Model

Attachment 2

ASSUMPTIONS - Implementing Nurse-Family Partnership with fidelity to the model requires implementing agencies, nurse supervisors, and nurse home visitors to make program decisions guided by the theories of self-efficacy, attachment and human ecology. Nursing practice is central to all aspects of the nurse-client relationship.

Inputs - Resources What Implementing Agency Invests	Output - Participation Who NFP Implementing Agency reaches	Output - Activities What NFP Implementing Agency does	Short-Term Outcomes Learning	Medium-Term Outcomes Action	Long-Term Outcomes Conditions
Team of registered nurses with BSN, educated in the Nurse-Family Partnership model Team supervisor who is a registered nurse with BSN/MS, educated in the Nurse-Family Partnership model Clerical support trained for Nurse-Family Partnership Implementing agency (IA) supports team in implementing and sustaining Nurse-Family Partnership services IA works with National Service Office to ensure implementation is in fidelity with Nurse-Family Partnership model Long-term, stable funding Builds and maintains community partnerships that support implementation and provide resources	**Client Household** Voluntary, low-income, first-time mother, up through 28 weeks pregnant Their first infant (birth-age 2) Individuals in client's social network **Community and Institution** Implementing agency Sponsor agencies of Implementing agency Community partners Experts Champions **Social Structures, Policies and/or Practices** Representatives of federal, state and local governments Federal, state and local governments; corporations; and non-profit funding streams Formal and informal community service networks and advisory boards	Nurse home visitors (NHV) and nurse supervisor (NS) network with community service providers so that potential clients can be referred to, recruited into and enrolled into the program early in pregnancy. NS provides administrative & clinical supervision using reflective practice, demonstrating integration of the theories and facilitating professional development of NHV. NHV engages in a therapeutic nurse-client relationship focused on promoting the client's abilities and behavior change to protect and promote her own health and well-being and that of her child. NHV provides service coordination based on each client's identified needs, referring to available community services, as needed. NHV follows *Nurse-Family Partnership Visit Guidelines* individualizing them to the strengths and challenges of each family and apportioning time across the NFP domains. NHV works with client in supporting a healthy pregnancy, by recognizing and reducing risk factors and by promoting prenatal health care, healthy diet, exercise, stress management, and ongoing well-woman care. NHV helps client envision how she would like life to be for herself and her child, promoting pregnancy planning, education, and employment as a means of accomplishing client's goals. NHV works with client to envision how she wants to care for her child using the guidelines and program materials to promote her ability to accurately read and respond to her infant's cues; to promote infant's trust and attachment, child's language skills, behavioral regulation and emotional, physical and cognitive development. In collaboration with her client, the NHV promotes engaging other appropriate individuals in the client's family and social networks, promoting healthy relationships and nurturance of the child. NHV assesses and promotes positive infant and toddler health, screens development, and works with parents and community providers to obtain supportive services. NFP team gathers data on program implementation, and maternal and child health; enters data into the national database; and utilizes reports for quality assurance.	**Personal Health** Client increases knowledge of and confidence in her ability to engage in positive prenatal health related behavior **Maternal Role** Client increases knowledge of and confidence in her ability to provide sensitive and competent child care **Life Course Development** Client increases knowledge of and hope for her future options; and her confidence and ability to identify and accomplish her goals, including planning for subsequent pregnancies, educational attainment and employment **Family & Friends; Health & Human Services** Client increases knowledge of other supportive individuals and services for herself and her family, and her confidence in her ability to access them **Environmental Health** Client increases awareness of her and her child's environments, and her confidence in her ability to improve those environments and avoid dangerous situations	Client demonstrates positive behaviors related to personal health Client assumes the role of sensitive and competent parent Client increases planning, goal setting and engagement in pregnancy planning, education and employment Client demonstrates initiative in identifying and engaging additional, supportive individuals and/or services	Good pregnancy outcomes Healthy infant and toddler growth and development Self-sufficient, healthy families

Nurse-Family Partnership
Helping First-Time Parents Succeed®

EXTERNAL FACTORS - The following factors can affect funding, sustainability and the degree to which an agency is able to implement Nurse-Family Partnership with fidelity to the model: national, state and local political climates; issues within professional communities of practice; structures of IAs and their systems; physical and cultural environments of individual families.

Nurse-Family Partnership

Helping First-Time Parents Succeed®

Early Intervention Makes the Difference

Nurse-Family Partnership (NFP) is an evidence-based, nurse home visiting program that improves the health, well-being, and self-sufficiency of low-income, first-time parents and their children. From pregnancy through the child's second birthday, registered nurses thoroughly educated in the NFP model work with their clients to achieve three important goals:

- **Good pregnancy outcomes;**
- **Healthy infant and toddler growth and development; and**
- **Self-sufficient, healthy families.**

Research, Evidence, and Integrity

Nurse-Family Partnership is the most rigorously tested program of its kind. Three decades of research have proven that the program, when implemented with fidelity, reduces child abuse and neglect, reduces juvenile delinquency and criminal activity, improves prenatal health, improves maternal employment and improves school readiness.

These outcomes produce enduring benefits for program participants, and they also benefit society economically and reduce longer-term social services expenditures that extend across multiple generations. Several independent studies have substantiated that the Nurse-Family Partnership program reduces health care, criminal justice, and welfare costs, and increases tax revenues.

For the higher-risk families now served by the program, a 2005 RAND Corporation analysis found a net benefit (benefits minus costs) to society of $34,148 (in 2003 dollars) per family served, with the bulk of the savings accruing to government which equates to a $5.70 return per dollar invested in Nurse-Family Partnership.*

Nurses are the Cornerstone

Experienced, registered nurses are critical to the successful delivery of the Nurse-Family Partnership model. Pregnant women have many questions and concerns about their health and the baby's health, and highly value the expertise that nurses can bring to them during this critical life transition.

NFP's "Implementation Logic Model"

This logic model is a systematic and visual way to present and share our understanding of the relationships among the resources an Implementing Agency needs to have to operate the Nurse-Family Partnership program, the activities the Implementing Agency and the Nurse-Family Partnership team will engage in, and the outcomes participants are likely to achieve based on the randomized clinical trial research of Dr. David Olds.

In general, this logic model reads from left to right, showing how a community's investment in a Nurse-Family Partnership team and the Nurse-Family Partnership model translates into client services, which lead to families and communities achieving the desired outcomes.

The major elements of the logic model include the Inputs (what an Implementing Agency Invests), Outputs (who the Implementing Agency reaches and what the Implementing Agency does), and Outcomes (what learning and actions happen to create the desired results). Though they take up little space in the logic model, the Assumptions and External Factors influence every aspect of program implementation from Inputs to Outputs to Outcomes.

This logic model is a working draft that will be refined as the model is enhanced and refined through continuing research.

NFP's "Theory of Change Logic Model"

There is an additional logic model developed by Dr. Ruth O'Brien that provides a visual depiction of a program's theory of change - the way in which services to NFP clients are linked to expected program outcomes. The articulation of a program's theory of change can help communities, agencies, program staff and families stay focused on the outcome goals. The "Theory of Change Logic Model" can be downloaded from the NFP website > Research Evidence > NFP Logic Model.

Replication Services

The National Service Office of Nurse-Family Partnership provides service to communities in implementing and sustaining this program. These services include:

- Program implementation support;
- Education of nurse home visitors and nurse supervisors and ongoing clinical support;
- Agency management and operations support;
- Evaluation, reporting and quality improvement systems and support designed to ensure quality services and progress toward program goals;
- Federal policy and program financing support; and
- Marketing and community outreach resources.

For more information, please visit the Nurse-Family Partnership national website at: www.nursefamilypartnership.org

Nurse-Family Partnership's Implementation Logic Model was developed by Maurene Flory, Ph.D.

Nurse-Family Partnership National Service Office
1900 Grant Street, Suite 400, Denver, CO 80203-4304
Direct 303.327.4240 Fax 303.327.4260 Toll Free 866.864.5226

* Karoly, L., Kilburn, M., Cannon, J. (2005). *Early Childhood Interventions: Proven Results, Future Promise.* Santa Monica, CA: RAND Corporation.

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Board Agenda Item
May 22, 2012

ACTION – 1

Resolution to Adopt the Updated Northern Virginia Regional Hazard Mitigation Plan

ISSUE:
The purpose of this regional initiative has been to develop a comprehensive multi-jurisdictional plan aimed at all hazards mitigation. This is a prerequisite for continued area funding under the Federal Pre-Disaster and Hazard Mitigation Grant Programs under the Disaster Mitigation Act of 2000.

RECOMMENDATION:
The County Executive recommends the adoption of the Updated Northern Virginia Regional Hazard Mitigation Plan.

TIMING:
Board action is requested on May 22, 2012. Local approval by each governing body is required to put the plan into effect.

BACKGROUND:
The Disaster Mitigation Act of 2000, as amended, requires that local governments, develop, adopt and update natural hazard mitigation plans in order to receive certain federal assistance.

Arlington County received a grant to update the previous plan and over the course of two years, a Mitigation Advisory Committee (*MAC), comprised of representatives from the Counties of Arlington, Fairfax, Loudon, and Prince William; the Cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park; and their inclusive towns was convened in order to assess the risks of hazards facing the Northern Virginia region, and to make recommendations on actions to be taken to mitigate these hazards.

The Fairfax County Office of Public Affairs posted the draft plan to the Fairfax County external website, Twitter and Facebook for a public comment period of thirty days. Each jurisdiction made similar arrangements through their own resources for a public comment period. Once all the relevant updates were made and new information applied, the draft plan was forwarded to the Virginia Department of Emergency Management for review and subsequent submittal to FEMA.

Having a FEMA approved Hazard Mitigation Plan makes the participating jurisdictions eligible for Pre and Post Hazard Mitigation Grant funding from FEMA. Unfortunately,

the recent events of the Virginia Earthquake, Hurricane Irene, and Tropical Storm Lee are not captured in the current draft plan because those events occurred after the plan was forwarded to VDEM and FEMA for approval. To go back and revise the plan would have required starting the evaluation process all over again and thus the plan would not have been updated in time to make the adoption deadline of May 31, 2012.
Being committed to mitigation planning and activities, the jurisdictions will, as part of the next update, identify, evaluate, and include these and other events and their impacts as part of the next update cycle.

Local approval by each local governing body is required to put the plan into effect in that jurisdiction.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment 1: Resolution to adopt the Northern Virginia Regional Hazard Mitigation Plan
Attachment 2: Northern Virginia Regional Hazard Mitigation Plan (available on-line at: http://www.fairfaxcounty.gov/oem/northern-virginia-hazard-mitigation-plan-update.pdf)

STAFF:
Robert A. Stalzer, Deputy County Executive
David M. McKernan, Office of Emergency Management

Attachment I

RESOLUTION OF THE BOARD OF SUPERVISORS TO APPROVE THE ADOPTION OF THE NORTHERN VIRGINIA REGIONAL HAZARD MITIGATION PLAN

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the County Government Center at 12000 Government Center Parkway in Fairfax, Virginia, on Tuesday, May 22, 2012, at which a quorum was present and voting, the following resolution was adopted in public session.

WHEREAS, the Disaster Mitigation Act of 2000, as amended, requires that local governments, develop and adopt natural hazard mitigation plans in order to be eligible for funding under the Pre-Disaster and Hazard Mitigation Grant Programs; and,

WHEREAS, the Virginia Department of Emergency Management (VDEM) awarded a grant to the County of Arlington in 2009 to develop a comprehensive Regional Hazard Mitigation Plan Update for Northern Virginia; and

WHEREAS, Arlington County has coordinated this plan in collaboration with the Northern Virginia Hazard Mitigation Planning Committee (which includes representatives from local planning an emergency management staffs as well as VDEM); and a request for proposals was issued to hire an experienced consulting firm to work with the committee to update the current hazard mitigation plan for the Northern Virginia region; and,

WHEREAS, the plan incorporates the comments, ideas and concerns of the community and of the public in general, which this plan is designed to protect, ascertained through a series of public meetings, publication of the draft plan, press releases, and other outreach activities; and

WHEREAS, VDEM and the Federal Emergency Management Agency (FEMA) have conditionally approved the Northern Virginia Regional Hazard Mitigation Plan Update.

RESOLVED – the Fairfax County Board of Supervisors recognizes that such recent events as the Virginia Earthquake, Hurricane Irene, and Tropical Storm Lee are not captured in the current pending adoption Northern Virginia Regional Hazard Mitigation Plan Update. Being committed to mitigation planning and activities, the Fairfax County Board of Supervisors calls on the Office of Emergency Management and other affected agencies, as part of the next update, to fully endeavor to identify, evaluate, and include these events and their impacts as part of the next update cycle.

RESOLVED by the Fairfax County Board of Supervisors that the Northern Virginia Hazard Mitigation Plan Update dated January 2012, is hereby approved and adopted for Fairfax County.

GIVEN under my hand this 22 day of May, 2012.

By:_____

Catherine A. Chianese

Clerk to the Board of Supervisors

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Board Agenda Item
May 22, 2012

ACTION - 2

Approval of a Standard Project Administration Agreement with the Virginia Department of Transportation for the Richmond Highway Public Transportation Initiative (UPC67772) (Lee and Mount Vernon Districts)

ISSUE:
Board approval is requested for the Department of Transportation (DOT) to enter into an updated funding agreement with the Virginia Department of Transportation (VDOT) for the Richmond Highway Public Transportation Initiative (00001-029-R27, UPC67772). This approval will be for an update to the Standard Project Administration Agreement and an updated Appendix A that will replace and supersede the original agreement.

RECOMMENDATION:
The County Executive recommends the Board authorize the Department of Transportation to enter into the Standard Project Administration Agreement, for VDOT to administer the Richmond Highway Public Transportation Initiative, and approval of the Agreement Execution Resolution.

TIMING:
Board approval is requested on May 22, 2012.

DISCUSSION:
The original agreement was executed on May 18, 2004. The updated agreement will update the format to the current VDOT standard form and supersede the original agreement and all amendments to date. The updated Project Administration Agreement will be in line with the format used by VDOT with other projects currently under administration by Fairfax County. There has been no substantial change in the language of the agreement. This agreement updates revenue sharing funds allocated to the project. The original agreement in 2004 was for $500,000 in revenue sharing, $250,000 designated to Fairfax County funds and $250,000 designated to state matching funds. In the same year, $55,000 was transferred to Richmond Highway Intersection Improvements (UPC82857). Therefore, the total revenue sharing amount became $445,000, with $222,500 designated to both the County and the State.

In FY2005, VDOT allocated an additional $963,118 in revenue sharing funds to UPC67772 with $481,559 designated to the County, and $481,559 designated to VDOT.

FISCAL IMPACT:
The updated agreement in FY2012 will reflect VDOT's new standard agreement form, and all funding adjustments made since FY2004. The updated total amount of local and state match will be $704,059 each, for a revenue sharing total of $1,408,118. The funding for the local match was previously approved by the Board of Supervisors, and is available at the Northern Virginia Transportation Commission.

CREATION OF POSITIONS:
No positions will be created through this agreement.

ENCLOSED DOCUMENTS:
Attachment 1: Project Agreement for Richmond Highway Public Transportation Initiative with VDOT
Attachment 2: Original Signed Agreement
Attachment 3: Resolution to Execute Agreement

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Todd Wigglesworth, Acting Chief, Coordination and Funding Division, FCDOT
Ray Johnson, Sr. Transportation Planner, Coordination and Funding Division, FCDOT
Janet Nguyen, Transportation Planner, Coordination and Funding Division, FCDOT

STANDARD PROJECT ADMINISTRATION AGREEMENT
State-aid Projects

Project Number	UPC	Local Government
0001-029-R27	67772	Fairfax County

THIS AGREEMENT, made and executed in triplicate this ____ day of _____, 2012, by and between the County of Fairfax, Virginia, hereinafter referred to as the LOCALITY and the Commonwealth of Virginia, Department of Transportation, hereinafter referred to as the DEPARTMENT.

WHEREAS, the LOCALITY has expressed its desire to administer the work described in Appendix A, and such work for each improvement shown is hereinafter referred to as the Project; and

WHEREAS, the funds shown in Appendix A have been allocated to finance the Project(s) and the funding currently allocated or proposed for the project(s) does not include Federal-aid Highway funds; and

WHEREAS, both parties have concurred in the LOCALITY's administration of the phase(s) of work for the respective Project(s) listed in Appendix A in accordance with applicable federal, state and local laws and regulations.

NOW THEREFORE, in consideration of the mutual premises contained herein, the parties hereto agree as follows:

1. The LOCALITY shall:

   a. Be responsible for all activities necessary to complete the noted phase(s) of each Project shown in Appendix A, except for activities, decisions, and approvals which are the responsibility of the DEPARTMENT, as required by federal or state laws and regulations or as otherwise agreed to, in writing, between the parties.

   b. Receive prior written authorization from the DEPARTMENT to proceed with the project.

   c. Administer the project(s) in accordance with guidelines applicable to Locally Administered Projects as published by the DEPARTMENT.

   d. Provide certification by a LOCALITY official of compliance with applicable laws and regulations on the **State Certification Form for State Funded Projects** or in another manner as prescribed by the DEPARTMENT.

   e. Maintain accurate and complete records of each Project's development of all expenditures and make such information available for inspection or auditing by the DEPARTMENT. Records and documentation for items for which reimbursement will be requested shall be maintained for not less than three (3) years following acceptance of the final voucher on each Project.

f. No more frequently than monthly, submit invoices with supporting documentation to the DEPARTMENT in the form prescribed by the DEPARTMENT. The supporting documentation shall include copies of related vendor invoices paid by the LOCALITY and also include an up-to-date project summary and schedule tracking payment requests and adjustments.

g. Reimburse the DEPARTMENT all Project expenses incurred by the DEPARTMENT if due to action or inaction solely by the LOCALITY the project becomes ineligible for state reimbursement, or in the event the reimbursement provisions of Section 33.1-44 or Section 33.1-70.01 of the Code of Virginia, 1950, as amended, or other applicable provisions of state law or regulations require such reimbursement.

h. On Projects that the LOCALITY is providing the required match to state funds, pay the DEPARTMENT the LOCALITY's match for eligible Project expenses incurred by the DEPARTMENT in the performance of activities set forth in paragraph 2.a.

i. Administer the Project in accordance with all applicable federal, state, and local laws and regulations. Failure to fulfill legal obligations associated with the project may result in forfeiture of state-aid reimbursements

j. If legal services other than that provided by staff counsel are required in connection with condemnation proceedings associated with the acquisition of Right-of-Way, the LOCALITY will consult the DEPARTMENT to obtain an attorney from the list of outside counsel approved by the Office of the Attorney General. Costs associated with outside counsel services shall be reimbursable expenses of the project.

k. For Projects on facilities not maintained by the DEPARTMENT, provide, or have others provide, maintenance of the Project upon completion, unless otherwise agreed to by the DEPARTMENT.

2. The DEPARTMENT shall:

a. Perform any actions and provide any decisions and approvals which are the responsibility of the DEPARTMENT, as required by federal or state laws and regulations or as otherwise agreed to, in writing, between the parties.

b. Upon receipt of the LOCALITY's invoices pursuant to paragraph 1.f, reimburse the LOCALITY the cost of eligible Project expenses, as described in Appendix A. Such reimbursements shall be payable by the DEPARTMENT within 30 days of an acceptable submission by the LOCALITY.

c. If appropriate, submit invoices to the LOCALITY for the LOCALITY's share of eligible project expenses incurred by the DEPARTMENT in the performance of activities pursuant to paragraph 2.a.

d. Audit the LOCALITY's Project records and documentation as may be required to verify LOCALITY compliance with applicable laws and regulations.

e. Make available to the LOCALITY guidelines to assist the parties in carrying out responsibilities under this Agreement.

3. Appendix A identifies the funding sources for the project, phases of work to be administered by the LOCALITY, and additional project-specific requirements agreed to by the parties. There may be additional elements that, once identified, shall be addressed by the parties hereto in writing, which may require an amendment to this Agreement.

4. If designated by the DEPARTMENT, the LOCALITY is authorized to act as the DEPARTMENT's agent for the purpose of conducting survey work pursuant to Section 33.1-94 of the Code of Virginia, 1950, as amended.

5. Nothing in this Agreement shall obligate the parties hereto to expend or provide any funds in excess of funds agreed upon in this Agreement or as shall have been included in an annual or other lawful appropriation. In the event the cost of a Project is anticipated to exceed the allocation shown for such respective Project on Appendix A, both parties agree to cooperate in providing additional funding for the Project or to terminate the Project before its cost exceeds the allocated amount, however the DEPARTMENT and the LOCALITY shall not be obligated to provide additional funds beyond those appropriated pursuant to an annual or other lawful appropriation.

6. Nothing in this agreement shall be construed as a waiver of the LOCALITY's or the Commonwealth of Virginia's sovereign immunity.

7. The Parties mutually agree and acknowledge, in entering this Agreement, that the individuals acting on behalf of the Parties are acting within the scope of their official authority and the Parties agree that neither Party will bring a suit or assert a claim against any official, officer, or employee of either party, in their individual or personal capacity for a breach or violation of the terms of this Agreement or to otherwise enforce the terms and conditions of this Agreement The foregoing notwithstanding, nothing in this subparagraph shall prevent the enforcement of the terms and conditions of this Agreement by or against either Party in a competent court of law.

8. The Parties mutually agree that no provision of this Agreement shall create in the public, or in any person or entity other than parties, rights as a third party beneficiary hereunder, or authorize any person or entity, not a party hereto, to maintain any action for, without limitation, personal injury, property damage, breach of contract, or return of money, or property, deposit(s), cancellation or forfeiture of bonds, financial instruments, pursuant to the terms of this of this Agreement or otherwise. Notwithstanding any other provision of this Agreement to the contrary, unless otherwise provided, the Parties agree that the LOCALITY or the DEPARTMENT shall not be bound by any agreements between the either party and other persons or entities concerning any matter which is the subject of this Agreement, unless and until the LOCALITY or the DEPARTMENT has, in writing, receive a true copy of such agreement(s) and has affirmatively agreed, in writing, to be bound by such Agreement.

9. This agreement may be terminated by either party upon 30 days advance written notice. Eligible Project expenses incurred through the date of termination shall be reimbursed in accordance with paragraphs 1.f, 1.g, and 2.b, subject to the limitations established in this Agreement and Appendix A. Upon termination and unless otherwise agreed to, the DEPARTMENT shall retain ownership of plans, specifications, and right of way for which state funds have been provided, unless all state funds provided for the Project have been reimbursed to the DEPARTMENT by the LOCALITY, in which case the LOCALITY will have ownership of the plans, specifications, and right of way.

THE LOCALITY and DEPARTMENT acknowledge and agree that this Agreement has been prepared jointly by the parties and shall be construed simply and in accordance with its fair meaning and not strictly for or against any party.

THE LOCALITY and the DEPARTMENT further agree that should Federal-aid Highway funds be added to the project, this agreement is no longer applicable and shall be terminated. The LOCALITY and the DEPARTMENT mutually agree that they shall then enter into a Standard Project Administration Agreement for Federal-aid Projects.

THIS AGREEMENT, when properly executed, shall be binding upon both parties, their successors, and assigns.

THIS AGREEMENT may be modified in writing by mutual agreement of both parties.

The remainder of this page is BLANK

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written.

COUNTY OF FAIRFAX, VIRGINIA:

_____

_____
Typed or printed name of signatory

_____ _____
Title Date

_____ _____
Signature of Witness Date

NOTE: The official signing for the LOCALITY must attach a certified copy of his or her authority to execute this agreement.

COMMONWEALTH OF VIRGINIA, DEPARTMENT OF TRANSPORTATION:

_____ _____
Commissioner of Highways Date
Commonwealth of Virginia
Department of Transportation

_____ _____
Signature of Witness Date

Attachment
Appendix A – UPC 67772

Project Number:	0001-029-R27	UPC:	67772	Locality:	County of Fairfax

Project Location ZIP+4:	Locality DUNS# 074837626	Locality Address (incl ZIP+4): 4050 Legato Rd,Suite 400 Fairfax, VA22033-2895

Project Narrative

Scope:	PE Only to install crosswalks
From:	Route 7100
To:	Route 1332 (Huntington Avenue)
Locality Project Manager Contact info:	michael.quarino@fairfaxcounty.gov
Department Project Coordinator Contact Info:	Steve.evans@vdot.virginia.gov

Project Estimates

	Preliminary Engineering	Right of Way and Utilities	Construction	Total Estimated Cost
Estimated Locality Project Expenses	$1,318,118	$0	$0	$1,318,118
Estimated VDOT Project Expenses	$90,000	$0	$0	$90,000
Estimated Total Project Costs	$1,408,118	$0	$0	$1,408,118

Project Cost and Reimbursement

Phase	Estimated Project Costs	Funds type *(Choose from drop down box)*	Local % Participation for Funds Type	Local Share Amount	Maximum Reimbursement (Estimated Cost - Local Share)	Estimated Reimbursement to Locality (Max. Reimbursement - Est. VDOT Expenses)
Preliminary Engineering	$90,000	Revenue Sharing	50%	$45,000	$45,000	
	$1,318,118	Revenue Sharing	50%	$659,059	$659,059	
				$0	$0	
				$0	$0	
Total PE	$1,408,118			$704,059	$704,059	$614,059
Right of Way & Utilities			0%	$0	$0	
				$0	$0	
Total RW	$0			$0	$0	$0
Construction			0%	$0	$0	
			0%	$0	$0	
Total CN	$0			$0	$0	$0
Total Estimated Cost	$1,408,118			$704,059	$704,059	$614,059

Total Maximum Reimbursement by VDOT to Locality (Less Local Share)	$704,059
Estimated Total Reimbursement by VDOT to Locality (Less Local Share and VDOT Expenses)	$614,059

Project Financing

Revenue Sharing State Match	Revenue Sharing Local Match					**Aggregate Allocations (A+B+C+D+E+F)**
$704,059	$704,059					$1,408,118

Program and project Specific Funding Requirements

- This project shall be administered in accordance with VDOT's Locally Administered Projects Manual
- This project is a Revenue Sharing project and must follow the procedures set forth in the Guide to the Revenue Sharing Program.
- This is a limited funds project. The Locality shall be responsible for any additional funding in excess of $704,059 (if applicable)
- Estimated eligible VDOT expenses are based on VDOT processing SERP (if applicable) and inspection. Any additional assistance may result in additional VDOT charges.
- In accordance with §33.1-23.05 of the *Code of Virginia*, this project utilized revenue sharing funds which should already have been expended. This project is progressing according to schedule; any delays could result in the funds being de-allocated.
- Revenue Sharing Funds above consist of the following Fiscal Years:
  - FY 04 - $445,000 ($222,500 locality & $222,500 VDOT)
  - FY 05 - $963,118 ($481,559 locality & $481,559 VDOT)
- **Total project allocations: $1,408,118**

This Appendix A supersedes all previous Appendix A's for this project.

Authorized Locality Official and date

Typed or printed name of person signing

Authorized VDOT Official Recommendation and Date

Typed or printed name of person signing

COMMONWEALTH of VIRGINIA
DEPARTMENT OF TRANSPORTATION
14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

PHILIP A. SHUCET
COMMISSIONER

THOMAS F. FARLEY
DISTRICT ADMINISTRATOR

June 3, 2004

Mr. Young Ho Chang
Director, Fairfax County Department of Transportation
12055 Government Center Pkwy
Suite 1034, 10th Floor
Fairfax, VA 22035-5511

Dear Mr. ~~Chang~~ Ho:

Enclosed are executed agreements for the following Fairfax County administered projects:

- Governor's Congestion Relief (UPC 70601)
- Richmond Highway Public Transportation Initiative (UPC 67772)
- Lee Highway Widening (UPC 59094)
- Van Dorn Street Interchange (UPC 53313)
- Burke Centre VRE (UPC 72295)
- Fairfax County Parkway Widening (UPC 57167)

We are in the process of getting authorization from preliminary engineering and will inform staff once it is obtained.

I would like to take this opportunity to thank our VDOT staff, especially Mr. Robert Hofrichter of Central Office for the development of a standard agreement and helping with the approval process; and Mr. Douglas Miller, Special Programs Manager in NOVA District, who worked hard to resolve issues associated with these documents.

As these are the first of many, I look forward to the continued coordination between Fairfax County and VDOT. Please let me know if you have any questions or need additional information.

Very truly yours,

Leonard Siegel

Leonard Siegel, P.E.
Manager Arlington/Fairfax Preliminary Engineering

Enclosures

Copy: Mr. Robert Hofrichter
Mr. Douglas Miller

COMMONWEALTH of VIRGINIA
DEPARTMENT OF TRANSPORTATION
14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

PHILIP A. SHUCET
COMMISSIONER

THOMAS F. FARLEY
DISTRICT ADMINISTRATOR

bcc: Mr. Michael A. Estes, P.E., Local Assistance Director (VDOT)
Mr. Thomas F. Farley, District Administrator (VDOT)
Mr. E. E. Hull, Deputy District Administrator (VDOT)
Mr. William C. Cuttler, P.E., ADE, Preliminary Engineering (VDOT)
Ms. Renee Hamilton, Fairfax Transportation Manager (VDOT)

FAIRFAX COUNTY
Project 0001-029-R27, PE101 (UPC 67772)
Richmond Highway Public Transportation Initiative

THIS AGREEMENT, made and executed in triplicate as of this 18TH day of MAY, 2004, by and between the Board of Supervisors of Fairfax County, Virginia, a body politic, hereinafter referred to as the COUNTY, party of the first part, and the Commonwealth of Virginia, Department of Transportation, hereinafter referred to as the DEPARTMENT, party of the second part; and

WHEREAS, the COUNTY has requested that the DEPARTMENT establish a project for feasibility study and preliminary engineering of public transportation improvements along Route 1, and that Fairfax County general funds and state matching funds, pursuant to Section 33.1-75.1 of the Code of Virginia, 1950, as amended, (hereinafter referred to as the "Revenue Sharing Fund"), be utilized in this project's financing; and

WHEREAS, pursuant to Section 33.1-75.1 of the Code of Virginia, Fairfax County's general funds (**$250,000**) and state matching funds (**$250,000**) have been designated for this activity in the Revenue Sharing Programs for Fiscal Year 2003-04 and Supplemental Revenue Sharing Program for Fiscal Year 2002-2003; and

WHEREAS, it is likely that federal funds will be used to finance the succeeding phases of this improvement; and

WHEREAS, pursuant to subsection B of Section 33.1-75.1 of the Code of Virginia, 1950, as amended, both parties have concurred in the COUNTY's general administration of the study and design of this improvement; and

WHEREAS, the improvement is defined as the feasibility study and design of improvements to Route 1 to enhance public transportation from Huntington Avenue to Lorton Road and is designated as project number 0001-029-R27, PE101 (UPC 67772), hereafter referred to as the "Project" and shall be designed to DEPARTMENT standards.

The parties hereto agree as follows:

A. The COUNTY shall:

1. Arrange for any additional necessary survey and design of the Project in accordance with the DEPARTMENT's standards and specifications and the DEPARTMENT's Location and Design Informational and Instructional Memorandum LD-216. In the event such design work necessitates the services of personnel other than employees of the COUNTY, the selection of such services shall be administered in accordance with applicable provisions of the Fairfax County Purchasing Resolution adopted in accordance with the Virginia Public Procurement Act. The plans developed shall specifically identify the contract items and the estimated quantity of each such item and the Project's official estimate shall be determined by the DEPARTMENT's

Project Cost Estimating System. Any such item(s) not eligible for financing from the Federal funds shall be so designated on the plans.

2. At a minimum, submit one preliminary design to the DEPARTMENT for approval and submit one final design to the DEPARTMENT for approval.

3. Prescribe that all items of work and material for this Project's construction will be in compliance with applicable DEPARTMENT standards and specifications.

4. Be responsible for all environmental work, except the State Environmental Review Process (SERP), and to comply with the applicable requirements of Appendix A.1, and provide copies of all environmental documents and approvals to the DEPARTMENT.

5. Maintain all records of appraisals, negotiation reports, relocation assistance files, closing statements, eminent domain proceedings, and the like for a period of five (5) years after final completion of the Project.

6. Present the DEPARTMENT with proper certification of all costs incurred and paid and billing for its share not to exceed $235,000 or one-half of the total actual cost incurred in the study and design of the project's eligible items, as herein prescribed. Quarterly progress billings may be submitted prior to final acceptance. The DEPARTMENT will pay the COUNTY within 30 days as per paragraph B (3). This paragraph may be amended from time to time as additional Federal or other funds become available to carry the Project to completion.

7. To the extent applicable, insure compliance with all applicable zoning laws and regulations including but not necessarily limited to any hearings required by Section 15.2-2232, of the Code of Virginia 1950, as amended.

B. The DEPARTMENT shall:

1. Provide the results of the SERP to the COUNTY, and provide necessary coordination with the Federal Highway Administration as well as assistance and guidance to the COUNTY relative to environmental documentation and coordination, as appropriate.

2. Review the plans and specifications, if required, and related documents presented by the COUNTY pursuant to paragraphs A (2) and A (4), and approve them with whatever modifications, if any, may be needed to comply with current DEPARTMENT requirements.

3. Upon receipt of COUNTY's quarterly invoices, reimburse the COUNTY in an amount not to exceed the lesser of one-half of the actual cost of eligible items or the amount of state funds appropriated and allocated to the Project reduced by $15,000. However, in no case shall the total of such reimbursement, including progress payments, exceed **$235,000.** Any such progress payment or reimbursement shall be

payable by the DEPARTMENT within 30 days of submission by the COUNTY. DEPARTMENT work and reviews throughout the project such as SERP and design reviews will be financed through **$30,000** (state and county match) allocation withheld for such purpose. This paragraph may be amended from time to time as additional funds become available to continue the Project to completion.

C. Subject to annual appropriations by the Fairfax County Board of Supervisors, the COUNTY will reimburse 100% of all expenses incurred by the DEPARTMENT in the event that the Recipient cancels the project. All other requirements for funds to be borne by Fairfax County shall be subject to annual appropriations by the Fairfax County Board of Supervisors. All requirements for funds to be borne by the DEPARTMENT shall be subject to appropriation by the General Assembly and, if necessary, approval by the Commonwealth Transportation Board.

D. Both parties pledge to make every effort to ensure commencement of this Project's construction at the earliest possible date.

THIS AGREEMENT shall not be construed as creating any personal liability on the part of any officer, employee, agent of the parties, nor shall it be construed as giving any rights or benefits to anyone other than the parties hereto.

THIS AGREEMENT shall not be construed as a waiver of Fairfax County's or the Commonwealth of Virginia's sovereign immunity.

THIS AGREEMENT, when properly executed, shall be binding upon parties, their successors, and assigns. It may be modified in writing by mutual agreement of both parties.

THIS AGREEMENT may be modified in writing by mutual agreement of both parties.

IN WITNESS WHEREOF, each party hereto has caused this Agreement for the administration of project 0001-029-R27, PE101 (UPC 67772) to be executed in triplicate in its name and on behalf of its duly authorized officer as of the day, month, and year first herein written.

BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA:

County Executive — Date: 4/28/04

Signature of Witness — Date: 4/28/04

COMMONWEALTH OF VIRGINIA, DEPARTMENT OF TRANSPORTATION:

Commonwealth Transportation Commissioner — Date: 5/18/04

Signature of Witness — Date: 5/18/04

Appendix A.1

LOCALLY ADMINISTERED PROJECTS

General Environmental Conditions for all Agreements

A. *Locality* Will:

1. Meet with VDOT personnel (and other agency personnel at the Division's discretion) prior to selection of a consultant or the commitment of any resources to scope the project, discuss the environmental clearances necessary and the procedure for submitting these environmental clearances to the Environmental Division in order to allow the project to proceed to construction.
2. Provide qualified staff to manage the environmental process
3. Provide VDOT Environmental Division an opportunity to review and comment on qualifications of consultants to perform the environmental studies.
4. Provide VDOT Environmental Division an opportunity to review and comment on the scope of work for the study.
5. Schedule meetings with VDOT Environmental Division at appropriate milestones in the study as identified during scoping to review study progress and adequacy.
6. Provide all requests to VDOT Environmental Division for technical and coordination assistance from Locality staff and not from the Locality's consultant.

B. *VDOT* Will:

1. VDOT Environmental Division will identify a representative for environmental decisions.
2. VDOT Environmental Division will review and comment to Locality on the environmental scope of work, including the level of effort and man-hours allotted for the study if the Locality uses the services of a consultant.
3. VDOT Environmental Division will review and comment to Locality on the qualifications of consultants responsible for conducting environmental work.

LOCALLY ADMINISTERED PROJECTS:

Environmental Conditions for PE

I. Preliminary Engineering Performed by Local Government

A. *Locality* **Will:**

1. Prepare and submit an electronic copy of the completed Early Notification form (EQ-429) to begin the State Environmental Review Process (SERP) and any other necessary information to the VDOT Project Manager regarding the scope of the proposed project. The VDOT Project Manger will provide the EQ-429 to the VDOT District Environmental Manager.
2. Implement the SERP environmental commitments identified in the SERP Preliminary Environmental Inventory (PEI) form pertaining to the development of the project.
3. Prepare and submit an electronic copy of the National Environmental Policy Act (NEPA) concurrence form to VDOT Environmental Division.
4. Prepare the NEPA document:
   a) Provide VDOT Environmental Division with a proposed project-specific public involvement plan prior to public involvement activities. This plan will demonstrate compliance with all items identified in The VDOT Location and Design Public Involvement Policy and Procedures Manual as required by environmental regulation. The public hearing notice will include all appropriate references to environmental notifications such as NEPA document availability, Section 106 compliance, and compliance with the Agricultural and Forestal District Act.
   b) Provide VDOT Environmental Division with an electronic preliminary review draft of the environmental document: Categorical Exclusion (CE), Draft Environmental Assessment (DEA), Draft Environmental Impact Statement (DEIS), Final EA, or Final EIS.
   c) Provide VDOT Environmental Division with a copy of all technical study documents that support the environmental document. Also provide copies of all project-related correspondence.
   d) Provide VDOT Environmental Division with a copy of the public hearing transcript and responses to comments with the review copy of the environmental document.
   e) Provide VDOT Environmental Division with the appropriate number of copies of the approved environmental document as identified during project scoping.
   f) Implement the NEPA commitments identified in the environmental document pertaining to the development of the project.
5. Secure all necessary water quality permits in the locality's name.
   a) Implement all water quality permit conditions
6. Prepare any post-NEPA documentation required by changes that occur during the development of the project.

B. *VDOT* **will:**

1. VDOT District Environmental Manager will perform the administrative portion of the SERP.

2. VDOT District Environmental Manager will provide the SERP Preliminary Environmental Inventory (PEI) form to the VDOT Project Manager, who will forward the results to the Locality.

3. VDOT Environmental Division will recommend a level of NEPA documentation to the locality for compilation of the NEPA concurrence form. Upon receipt of the form, the VDOT will coordinate with the lead Federal agency after review and solicit their participation in the study. This will entail notifying the federal agency of the project development milestones and inviting the federal agency to attend key meetings.

4. VDOT Environmental Division will provide review and comment on the NEPA document compilation by the Locality as requested.

5. VDOT Environmental Division will coordinate with the lead federal agency to publish the notice of intent in the case of Environmental Impact Statements (EIS).

6. VDOT Environmental Division will review the following items to ensure compliance with applicable federal and state requirements:

   a) Verify the projects compliance with the Department's public involvement procedures as outlined in *The VDOT Location and Design Public Involvement Policy and Procedures Manual* as it relates to the environmental process.

   b) Review the preliminary environmental document, provide comments to the Locality, and, as appropriate, coordinate with the Federal Highway Administration (FHWA).

   c) Indicate state acceptance of the environmental document by signing and adopting the document as a VDOT product.

   d) Recommend lead federal agency approval of the environmental document.

7. VDOT District Environmental Manager will conduct a Right-of-Way re-evaluation after design approval and prior to Right-of-Way purchase authorization from FHWA. This only applies to projects utilizing federal-aid funds for Right-of-Way acquisition.

Fairfax County Board of Supervisors Resolution

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Fairfax County Government Center of Fairfax, Virginia on Tuesday, May 22, 2012, at which meeting a quorum was present and voting, the following resolution was adopted.

AGREEMENT EXECUTION RESOLUTION

WHEREAS, in accordance with Virginia Department of Transportation project agreement procedures, it is necessary that a resolution be received from the local government authorizing execution of an agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of Fairfax County, Virginia, authorize County staff to execute on behalf of the County of Fairfax a Project Administration Agreement with the Virginia Department of Transportation for the Richmond Highway Public Transportation Initiative (UPC 67772) by the County of Fairfax.

Adopted this_____day of_____, 2012, Fairfax, Virginia

ATTEST _____
Catherine A. Chianese
Clerk to the Board of Supervisors

Board Agenda Item
May 22, 2012

ACTION - 3

Approval of an Agreement Execution Resolution for Supplemental Appropriation Resolution 12057 and a Standard Project Administration Agreement for Bus Stop and Intersection Improvements for the Richmond Highway Public Transportation Initiative (UPC 98753 and 99054) (Lee and Mount Vernon Districts)

ISSUE:
The Board approved the Supplemental Appropriation Resolution 12057, and execution of a Standard Project Administration Agreement with the Virginia Department of Transportation (VDOT) to administer the design and construction of Bus Stop and Intersection Improvements along Richmond Highway (UPC 98753 and 99054) on October 18, 2011. The scope of this agreement entails the installation of crosswalks and other improvements along Richmond Highway from Route 7100 (Fairfax County Parkway) to Route 1332 (Huntington Avenue). The approval on October 18, 2011, did not include the Agreement Execution Resolution, and VDOT cannot execute and release the funding without the signed resolution. Staff requests approval of the Agreement Execution Resolution authorizing County staff to execute the Supplemental Appropriation Resolution and Standard Project Administration Agreement.

RECOMMENDATION:
The County Executive recommends that the Board authorize County staff to execute the Agreement Execution Resolution, so that VDOT can execute Supplemental Resolution 12057 for the Department of Transportation to accept VDOT funding to administer the design and construction of Bus Stop and Intersection Improvements along Richmond Highway. No Local Cash Match is required.

TIMING:
The Board of Supervisors approval is requested on May 22, 2012, so that the projects can move forward as expeditiously as possible.

BACKGROUND:
On October 17, 2005, the Board approved an agreement with VDOT for the use of Congestion Mitigation and Air Quality (CMAQ) funds on the Richmond Highway Public Transportation Initiative (RPHTI). Since then, staff has been implementing the design and construction of multiple stages of the RHPTI. To implement the next phase of construction, previously approved CMAQ funds have been transferred to new Universal

Project Codes (UPC's) for the RHPTI within the VDOT Six Year Program. This transfer requires that new agreements be executed, and will track with the new UPC's.

On October 18, 2011, the Board of Supervisors approved Supplemental Appropriation Resolution 12057, and execution of Standard Project Administration Agreement for Bus Stop and Intersection Improvements along Richmond Highway (UPC98753 and UPC99054 (Attachment 2)). The Agreement Execution Resolution was not included in that action, and VDOT requires this resolution to execute the agreement and release funding.

FISCAL IMPACT:
All funding for this grant was previously approved by the Board of Supervisors on October 18, 2011. No additional funding is required by this action. Budget appropriation for the grant will be requested in Fund 102, Federal/State Grant Fund, as part of a quarterly review. This grant does not allow for the recovery of indirect costs.

CREATION OF POSITIONS:
No positions are created by this grant award.

ENCLOSED DOCUMENTS:
Attachment 1: Agreement Execution Resolution
Attachment 2: Agreement for Richmond Highway Bus Stop Intersection Improvements (UPC 98753 and 99054)
Attachment 3: Supplemental Appropriation Resolution 12057

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Todd Wigglesworth, Acting Chief, Coordination and Funding Division, FCDOT
Todd Minnix, Chief, Transportation Design Division, FCDOT
Ray Johnson, Sr. Transportation Planner, Coordination and Funding Division, FCDOT
Janet Nguyen, Transportation Planner, Coordination and Funding Division, FCDOT

Fairfax County Board of Supervisors Resolution

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Fairfax County Government Center of Fairfax, Virginia on Tuesday, May 22, 2012, at which meeting a quorum was present and voting, the following resolution was adopted.

AGREEMENT EXECUTION RESOLUTION

WHEREAS, in accordance with Virginia Department of Transportation project agreement procedures, it is necessary that a resolution be received from the local government authorizing execution of an agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of Fairfax County, Virginia, authorizes County staff to execute Supplemental Appropriation Resolution 12057 on behalf of the County of Fairfax a Standard Project Administration Agreement with the Virginia Department of Transportation for Bus Stops and Intersection Improvements as part of the Richmond Highway Public Transportation Initiative Project (UPC 98753 and 99054) by the County of Fairfax.

Adopted this_____day of_____, 2012, Fairfax, Virginia

ATTEST _____
Catherine A. Chianese
Clerk to the Board of Supervisors

STANDARD PROJECT ADMINISTRATION AGREEMENT
Federal-aid Projects

Project Number	UPC	Local Government
0001-029-930,P101,R201 0001-029-933,R201	98753 99054	Fairfax County

THIS AGREEMENT, made and executed in triplicate this 11th day of January, 2012, by and between the COUNTY of FAIRFAX, Virginia, hereinafter referred to as the LOCALITY and the Commonwealth of Virginia, Department of Transportation, hereinafter referred to as the DEPARTMENT.

WHEREAS, the LOCALITY has expressed its desire to administer the work described in Appendix A, and such work for each improvement shown is hereinafter referred to as the Project; and

WHEREAS, the funds shown in Appendix A have been allocated to finance each Project; and

WHEREAS, the LOCALITY is committed to the development and delivery of each Project described in Appendix A in an expeditious manner; and;

WHEREAS, both parties have concurred in the LOCALITY's administration of the phase(s) of work for the respective Project(s) listed in Appendix A in accordance with applicable federal, state, and local law and regulations.

NOW THEREFORE, in consideration of the mutual premises contained herein, the parties hereto agree as follows:

1. The LOCALITY shall:

   a. Be responsible for all activities necessary to complete the noted phase(s) of each Project shown in Appendix A, except for activities, decisions, and approvals which are the responsibility of the DEPARTMENT, as required by federal or state laws and regulations or as otherwise agreed to, in writing, between the parties. Each Project will be designed and constructed to meet or exceed current American Association of State Highway and Transportation Officials standards or supplementary standards approved by the DEPARTMENT

   b. Meet all funding obligation and expenditure timeline requirements in accordance with all applicable federal and state laws and regulations, and Commonwealth Transportation Board and DEPARTMENT policies and as identified in Appendix A to this Agreement. Noncompliance with this requirement can result in deallocation of the funding, rescinding of state funding match and/or termination of this Agreement

c. Receive prior written authorization from the DEPARTMENT to proceed with preliminary engineering, right-of-way acquisition and utility relocation, and construction phases of each Project.

d. Administer the project(s) in accordance with guidelines applicable to Locally Administered Projects as published by the DEPARTMENT.

e. Maintain accurate and complete records of each Project's development and documentation of all expenditures and make such information available for inspection or auditing by the DEPARTMENT. Records and documentation for items for which reimbursement will be requested shall be maintained for no less than three (3) years following acceptance of the final voucher on each Project.

f. No more frequently than monthly, submit invoices with supporting documentation to the DEPARTMENT in the form prescribed by the DEPARTMENT. The supporting documentation shall include copies of related vendor invoices paid by the LOCALITY and an up-to-date project summary and schedule tracking payment requests and adjustments. A request for reimbursement shall be made within 90 days after any eligible project expenses are incurred by the Locality. For federally funded projects and pursuant to the Code of Federal Regulations, Title 49, Section 18.43, violations of the provision may result in the imposition of sanctions including but not limited to possible denial or delay of payment of all or a part of the costs associated with the activity or action not in compliance.

g. Reimburse the DEPARTMENT all Project expenses incurred by the DEPARTMENT if, due to action or inaction solely by the LOCALITY, federally funded Project expenditures incurred are not reimbursed by the Federal Highway Administration (FHWA), or reimbursements are required to be returned to the FHWA, or in the event the reimbursement provisions of Section 33.1-44 or Section 33.1-70.01 of the Code of Virginia, 1950, as amended, or other applicable provisions of federal, state, or local law or regulations require such reimbursement.

h. On Projects that the LOCALITY is providing the required match to state or federal funds, pay the DEPARTMENT the LOCALITY's match for eligible Project expenses incurred by the DEPARTMENT in the performance of activities set forth in paragraph 2.a.

i. Administer the Project in accordance with all applicable federal, state, or local laws and regulations. Failure to fulfill legal obligations associated with the project may result in forfeiture of federal or state-aid reimbursements

j. Provide certification by a LOCALITY official that all LOCALITY administered Project activities have been performed in accordance with all federal, state, and local laws and regulations. If the locality expends over $500,000 annually in federal funding, such certification shall include a copy

of the LOCALITY's single program audit in accordance with Office of Management and Budget Circular A-133.

k. If legal services other than that provided by staff counsel are required in connection with condemnation proceedings associated with the acquisition of Right-of-Way, the LOCALITY will consult the DEPARTMENT to obtain an attorney from the list of outside counsel approved by the Office of the Attorney General. Costs associated with outside counsel services shall be reimbursable expenses of the project.

l. For Projects on facilities not maintained by the DEPARTMENT, provide, or have others provide, maintenance of the Project upon completion, unless otherwise agreed to by the DEPARTMENT.

m. Ensure compliance with the provisions of Title VI of the Civil Rights Act of 1964, regulations of the United States Department of Transportation (USDOT), Presidential Executive Orders and the Code of Virginia relative to nondiscrimination.

2. The DEPARTMENT shall:

a. Perform any actions and provide any decisions and approvals which are the responsibility of the DEPARTMENT, as required by federal and state laws and regulations or as otherwise agreed to, in writing, between the parties and provide necessary coordination with the FHWA as determined to be necessary by the DEPARTMENT.

b. Upon receipt of the LOCALITY's invoices pursuant to paragraph1.f., reimburse the LOCALITY the cost of eligible Project expenses, as described in Appendix A. Such reimbursements shall be payable by the DEPARTMENT within 30 days of an acceptable submission by the LOCALITY.

c. If appropriate, submit invoices to the LOCALITY for the LOCALITY's share of eligible project expenses incurred by the DEPARTMENT in the performance of activities pursuant to paragraph 2.a.

d. Audit the LOCALITY's Project records and documentation as may be required to verify LOCALITY compliance with federal and state laws and regulations.

e. Make available to the LOCALITY guidelines to assist the parties in carrying out responsibilities under this Agreement.

3. Appendix A identifies the funding sources for the project, phases of work to be administered by the LOCALITY, and additional project-specific requirements agreed to by the parties. There may be additional elements that, once identified, shall be addressed by the parties hereto in writing, which may require an amendment to this Agreement.

4. If designated by the DEPARTMENT, the LOCALITY is authorized to act as the DEPARTMENT's agent for the purpose of conducting survey work pursuant to Section 33.1-94 of the Code of Virginia, 1950, as amended.

5. Nothing in this Agreement shall obligate the parties hereto to expend or provide any funds in excess of funds agreed upon in this Agreement or as shall have been included in an annual or other lawful appropriation. In the event the cost of a Project is anticipated to exceed the allocation shown for such respective Project on Appendix A, both parties agree to cooperate in providing additional funding for the Project or to terminate the Project before its costs exceed the allocated amount, however the DEPARTMENT and the LOCALITY shall not be obligated to provide additional funds beyond those appropriated pursuant to an annual or other lawful appropriation.

6. Nothing in this Agreement shall be construed as a waiver of the LOCALITY's or the Commonwealth of Virginia's sovereign immunity.

7. The Parties mutually agree and acknowledge, in entering this Agreement, that the individuals acting on behalf of the Parties are acting within the scope of their official authority and the Parties agree that neither Party will bring a suit or assert a claim against any official, officer, or employee of either party, in their individual or personal capacity for a breach or violation of the terms of this Agreement or to otherwise enforce the terms and conditions of this Agreement The foregoing notwithstanding, nothing in this subparagraph shall prevent the enforcement of the terms and conditions of this Agreement by or against either Party in a competent court of law.

8. The Parties mutually agree that no provision of this Agreement shall create in the public, or in any person or entity other than the Parties, rights as a third party beneficiary hereunder, or authorize any person or entity, not a party hereto, to maintain any action for, without limitation, personal injury, property damage, breach of contract, or return of money, or property, deposit(s), cancellation or forfeiture of bonds, financial instruments, pursuant to the terms of this Agreement or otherwise. Notwithstanding any other provision of this Agreement to the contrary, unless otherwise provided, the Parties agree that the LOCALITY or the DEPARTMENT shall not be bound by any agreements between the either party and other persons or entities concerning any matter which is the subject of this Agreement, unless and until the LOCALITY or the DEPARTMENT has, in writing, receive a true copy of such agreement(s) and has affirmatively agreed, in writing, to be bound by such Agreement.

9 This Agreement may be terminated by either party upon 30 days advance written notice. Eligible Project expenses incurred through the date of termination shall be reimbursed in accordance with paragraphs 1.f, 1.g., and 2.b, subject to the limitations established in this Agreement and Appendix A. Upon termination, the DEPARTMENT shall retain ownership of plans, specifications, and right of way, unless all state and federal funds provided for the Project have been reimbursed to

the DEPARTMENT by the LOCALITY, in which case the LOCALITY will have ownership of the plans, specifications, and right of way, unless otherwise mutually agreed upon in writing.

10. Prior to any action pursuant to paragraphs 1.b or 1.g of this Agreement, the DEPARTMENT shall provide notice to the LOCALITY with a specific description of the breach of agreement provisions. Upon receipt of a notice of breach, the LOCALITY will be provided the opportunity to cure such breach or to provide a plan to cure to the satisfaction to the DEPARTMENT. If, within sixty (60) days after receipt of the written notice of breach, the LOCALITY has neither cured the breach, nor is diligently pursuing a cure of the breach to the satisfaction of the DEPARTMENT, then upon receipt by the LOCALITY of a written notice from the DEPARTMENT stating that the breach has neither been cured, nor is the LOCALITY diligently pursuing a cure, the DEPARTMENT may exercise any remedies it may have under this Agreement.

THE LOCALITY and DEPARTMENT acknowledge and agree that this Agreement has been prepared jointly by the parties and shall be construed simply and in accordance with its fair meaning and not strictly for or against any party.

THIS AGREEMENT, when properly executed, shall be binding upon both parties, their successors, and assigns.

THIS AGREEMENT may be modified in writing by mutual agreement of both parties.

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written.

County of Fairfax, VIRGINIA:

Anthony H. Griffin
Typed or printed name of signatory

County Executive Date 1/18/12
Title

JoAnn Havach 1/18/12
Signature of Witness Date

NOTE: The official signing for the LOCALITY must attach a certified copy of his or her authority to execute this Agreement.

COMMONWEALTH OF VIRGINIA, DEPARTMENT OF TRANSPORTATION:

Commissioner of Highways Date
Commonwealth of Virginia
Department of Transportation

Signature of Witness Date

Attachments

Appendix A (UPC 98753 and UPC 99054)

Project Number: 0001-029-933, RW201 UPC: 99054 Locality: County of Fairfax

Project Location ZIP+4:	Locality DUNS# 074837626	Locality Address (incl ZIP+4):
22306-7834		4050 Legato Road, Suite 400 Fairfax, VA 22033-2895

Project Narrative

Scope:	Rte 1 - Install Crosswalks - RW Phase 1
From:	7100 - Subprojects 06002 and 06011
To:	1332 - Rte 1 and Lukens, Ladson, Frye Ph 2, Bedford, and Mohawk
Locality Project Manager Contact info:	Michael Guarino, 703-877-5731 michael.guarino@fairfaxcounty.gov
Department Project Coordinator Contact Info:	Steve Evans, 703-259-2377 stephen.evans@vdot.virginia.gov

Project Estimates

	Preliminary Engineering	Right of Way and Utilities	Construction	Total Estimated Cost
Estimated Locality Project Expenses	$0	$1,730,000	$1,660,000	$3,390,000
Estimated VDOT Project Expenses	$0	$15,000	$0	$15,000
Estimated Total Project Costs	$0	$1,745,000	$1,660,000	$3,405,000

Project Cost and Reimbursement

Phase	Estimated Project Costs	Funds type (Choose from drop down box)	Local % Participation for Funds Type	Local Share Amount	Maximum Reimbursement (Estimated Cost - Local Share)	Estimated Reimbursement to Locality (Max. Reimbursement - Est. VDOT Expenses)
Preliminary Engineering	$0		0%	$0	$0	
				$0	$0	
				$0	$0	
				$0	$0	
Total PE	$0			$0	$0	$0
Right of Way & Utilities	$1,745,000	CMAQ	0%	$0	$1,745,000	
Total RW	$1,745,000		0%	$0	$1,745,000	$1,730,000
Construction	$1,660,000	Local Funds	100%	$1,660,000	$0	
			0%	$0	$0	
Total CN	$1,660,000		100%	$1,660,000	$0	$0
Total Estimated Cost	$3,405,000			$1,660,000	$1,745,000	$1,730,000

Total Maximum Reimbursement by VDOT to Locality (Less Local Share)	$1,745,000
Estimated Total Reimbursement by VDOT to Locality (Less Local Share and VDOT Expenses)	$1,730,000

Project Financing

CMAQ	State Match	Local Funds				Aggregate Allocations (A+B+C+D+E+F)
$1,396,000	$349,000	$1,660,000				$3,405,000

Program and project Specific Funding Requirements

- This project shall be administered in accordance with VDOT's Locally Administered Projects Manual
- This is a limited funds project. The Locality shall be responsible for any additional funding in excess of $1,745,000
- This project is funded with federal-aid Congestion Mitigation and Air Quality Program (**CMAQ**) funds. By Appropriations Act, these funds must be obligated within 24 months of allocation and expended within 48 months of the obligation.
  - $1,745,000 Previous Allocation by the CTB, Obligation deadline 7/01/2012, Expenditure deadline 7/1/2016
- **Total project allocations:** **$3,405,000**

Tom Biesiadny 1/11/12
Authorized Locality Official and date

Tom Biesiadny
Typed or printed name of person signing

Leonard (Bud) Sieger Jr 31 JAN 2012
Authorized VDOT Official
Recommendation and Date

LEONARD (BUD) SIEGER JR
Typed or printed name of person signing

Version 8/19/11

Appendix A

Project Number: 001-029-930,P101,RW2C UPC: 98753 Locality: County of Fairfax

Project Location ZIP+4:	Locality DUNS# 074837626	Locality Address (incl ZIP+4):
22306-1804		4050 Legato Road, Suite 400 Fairfax, VA 22033-2895

Project Narrative

Scope:	Rte 1 - Install Crosswalks - Ph 2 @ Various Sites
From:	Route 7100
To:	Route 1332 Huntington Avenue

Locality Project Manager Contact Info: Michael Guarino, 703-877-5731 michael.guarino@fairfaxcounty.gov

Department Project Coordinator Contact Info: Steve Evans, 703-259-2377 stephen.evans@vdot.virginia.gov

Project Estimates

	Preliminary Engineering	Right of Way and Utilities	Construction	Total Estimated Cost
Estimated Locality Project Expenses	$691,200	$1,626,800	$1,500,000	$3,818,000
Estimated VDOT Project Expenses	$28,800	$33,200	$0	$62,000
Estimated Total Project Costs	$720,000	$1,660,000	$1,500,000	$3,880,000

Project Cost and Reimbursement

Phase	Estimated Project Costs	Funds type (Choose from drop down box)	Local % Participation for Funds Type	Local Share Amount	Maximum Reimbursement (Estimated Cost - Local Share)	Estimated Reimbursement to Locality (Max. Reimbursement - Est. VDOT Expenses)
Preliminary Engineering	$720,000	CMAQ	0%	$0	$720,000	
				$0	$0	
				$0	$0	
Total PE	$720,000			$0	$720,000	$691,200
Right of Way & Utilities	$1,660,000	CMAQ	0%	$0	$1,660,000	
	$0			$0	$0	
Total RW	$1,660,000			$0	$1,660,000	$1,626,800
Construction	$1,500,000	Local Funds	100%	$1,500,000	$0	
			0%	$0	$0	
Total CN	$1,500,000			$1,500,000	$0	$0
Total Estimated Cost	$3,880,000			$1,500,000	$2,380,000	$2,318,000

Total Maximum Reimbursement by VDOT to Locality (Less Local Share)	$2,380,000
Estimated Total Reimbursement by VDOT to Locality (Less Local Share and VDOT Expenses)	$2,318,000

Project Financing

CMAQ	State Match	Local Funds				Aggregate Allocations (A+B+C+D+E+F)
$1,904,000	$476,000	$1,500,000				$3,880,000

Program and Project Specific Funding Requirements

- This project shall be administered in accordance with VDOT's Locally Administered Projects Manual
- This project is funded with federal-aid Congestion Mitigation and Air Quality Program (CMAQ) funds. By Appropriations Act, these funds must be obligated within 24 months of allocation and expended within 48 months of the obligation.
  - $2,380,000 Previous Allocation by the CTB, Obligation deadline 7/01/2012, Expenditure deadline 7/1/2016
- This is a limited funds project. The Locality shall be responsible for any additional funding in excess of $2,380,000 (if applicable)
- **Total project allocations:** $3,880,000

Tom Biesiadny 1/11/12
Authorized Locality Official and date

Tom Biesiadny
Typed or printed name of person signing

Leonard (Bud) Siegel 31 JAN 2012
Authorized VDOT Official
Recommendation and Date

LEONARD (BUD) SIEGEL JR
Typed or printed name of person signing

Version 8/19/11

CLERK'S BOARD SUMMARY

REPORT OF ACTIONS OF THE
FAIRFAX COUNTY BOARD OF SUPERVISORS

TUESDAY

October 18, 2011

A-6 – APPROVAL OF SUPPLEMENTAL APPROPRIATION RESOLUTION (SAR) AS 12057 AND A STANDARD PROJECT ADMINISTRATION AGREEMENT FOR BUS STOP AND INTERSECTION IMPROVEMENTS ALONG ROUTE 1 AS PART OF THE RICHMOND HIGHWAY PUBLIC TRANSPORTATION INITIATIVE (LEE AND MOUNT VERNON DISTRICTS) (12:18 p.m.)

(SAR) On motion of Supervisor McKay, seconded by Supervisor Gross, and carried by a vote of nine, Supervisor Cook, Supervisor Foust, Supervisor Frey, Supervisor Gross, Supervisor Herrity, Supervisor Hudgins, Supervisor McKay, Supervisor Smyth, and Chairman Bulova voting "AYE," Supervisor Hyland being out of the room, the Board concurred in the recommendation of staff and approved:

- The Standard Project Administration Agreement, in substantial form, between DOT and VDOT.

http://www.fairfaxcounty.gov/bosclerk/summary/2011/11-10-18.pdf

10-18-11 #20 A-6

Attachment 3

SUPPLEMENTAL APPROPRIATION RESOLUTION AS 12057

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Government Center at 12000 Government Center Parkway, Fairfax Virginia on October 18, 2011, at which meeting a quorum was present and voting, the following resolution was adopted:

BE IT RESOLVED by the Board of Supervisors of Fairfax County, Virginia, that in addition to appropriations made previously for FY 2012, the following supplemental appropriation is authorized and the Fiscal Planning Resolution is amended accordingly:

Appropriate to:

Agency:	40, Department of Transportation	$2,125,000
Fund:	102, Federal/State Grant Fund	
Grant:	26006G, Richmond Highway Transit Improvements	

Reduce Appropriation to:

Agency:	87, Unclassified Administrative Expenses	$2,125,000
Fund:	102, Federal/State Grant Fund	
Grant:	87107G, Unclassified Administrative Expenses	

Source of Funds: Virginia Department of Transportation $2,125,000

A Copy -Teste:

Nancy Vehrs

Nancy Vehrs
Clerk to the Board of Supervisors

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Board Agenda Item
May 22, 2012

ACTION - 4

Approval of the Fall 2012 Bond Referendums for Parks and Parks Facilities, Public Safety, and Libraries

ISSUE:
Board approval for three bond referendums on November 6, 2012, totaling $155 million, and adoption of the enclosed resolutions requesting the Circuit Court to order special elections on the issuance of such bonds. These bond funds, if approved, would be used to pay for capital improvements and replacement of existing County facilities associated with Parks, Public Safety, and Libraries.

RECOMMENDATION:
The County Executive recommends that the Board:

1. Adopt three proposed resolutions (Attachment 1), requesting the County Attorney to petition the Circuit Court to schedule three bond referendums on November 6, 2012.
2. Authorize the preparation and distribution of an informational pamphlet about the bonds that is mailed to all County households.

TIMING:
Board action is requested now in order to provide sufficient time to petition the Circuit Court to order special elections for three bond referendums, to complete the federal preclearance process, and prepare absentee ballots. Absentee ballots must be available no later than 45 days prior to the election and ballots cannot be printed until receipt of preclearance from the U.S. Department of Justice. The federal preclearance procedure usually requires 61 days to complete. Attachment 2 is the proposed fall 2012 Bond Referendum Schedule.

BACKGROUND:
Board approval is sought to put three bond referendums totaling $155 million on the ballot on November 6, 2012. The Board approved this dollar figure during the Board's budget mark-up and approval of the FY 2013 – FY 2017 Adopted Capital Improvement Program (with Future Fiscal Years to 2022).

Parks and Parks Facilities - $75 million
(County Park Authority $63 million + NVRPA $12 million)

In FY 2004, to address a growing population and evolving recreation desires of County residents, the Park Authority implemented a comprehensive Needs Assessment study that resulted in a 10-Year Action Plan, including a 10-year Capital Improvement Program. Indexed for inflation and adjusted land values, completion of this Plan requires $435 million. This amount includes funding required over the next 10 years to address the decline of facilities and infrastructure due to age, high usage, and limited resources to perform required life-cycle maintenance. The Needs Assessment was a significant part of the justification for the 2004, 2006, and 2008 voter-approved park bond referendums totaling $155 million. “Great Parks, Great Communities,” a comprehensive park planning effort to develop district-level long range plans, was initiated in 2007 and will continue to serve as a guide for future park development and resource protection to better address changing needs and growth forecasts through 2020. The County Park Authority had originally been allocated $38 million for the fall 2012 bond referendum, but the Board increased this amount by $25 million to $63 million as part of the Board’s approval of the FY 2013 – FY 2017 Capital Improvement Program.

In addition, FY 2012 represented the last year of a four-year bond program to sustain the County’s contribution to the NVRPA capital budget for fiscal years 2009 through 2012. The fall 2012 bond referendum is proposed to include $12.0 million to sustain the County's capital contribution to the NVRPA for an additional four years, beginning in FY 2013.

Public Safety - $55 million
An amount of $55 million, including $35 million for three aging fire stations and $20 million to renovate 22 courtrooms at the Jennings Judicial Center is also proposed for inclusion in the fall 2012 referendum. The Bailey’s Crossroads ($9 million), Jefferson ($14 million) and Herndon ($12 million) Fire Stations are all old facilities, requiring replacement of major building subsystems, such as HVAC and electrical systems, which have reached the end of their useful life. In addition to the outdated major building systems, the building envelope systems and other infrastructure are old and outdated, and the existing fire station spaces and layout are outdated. As a result, the three stations will be replaced to enable the Fire and Rescue Department to meet current operational requirements including equipment bays that provide the flexibility for future equipment, living and operations areas for larger station staff, and bunkroom and locker facilities for female personnel.

In addition, funding of $20 million in bond support is proposed to renovate 22 of the existing courtrooms within the original portion of the Jennings Judicial Center which were not renovated as part of the Judicial Center Expansion/Renovation Project. The

original Jennings Building was completed in the early 1980's and the courtrooms have been in constant use by the public since that time. To keep them operational and enhance their efficiency, these courtrooms require improved lighting, ductwork realignment, ADA upgrades, carpeting, wall and ceiling replacement/repairs, refinishing of the gallery benches, installation of security system elements, renovation of the jury rooms and technology upgrades. Staff recommends the Public Safety resolution be stated consistent with past versions to allow for the flexibility to utilize savings, if any, as a contingency for all public safety projects or move forward with additional projects not specifically cited above (e.g. police facilities) but included in the next round of projects in the Capital Improvement Program. Any such allocation would be entirely at the discretion and approval of the Board of Supervisors.

Libraries - $25 million
Four of the County's libraries are recommended to be renovated and are included in the fall 2012 referendum, including Pohick Regional ($5 million), John Marshall Community ($5 million), Tysons Pimmit Regional ($5 million) and Reston Regional ($10 million), which is being considered for possible relocation. These existing facilities were built between 1974 and 1986 and are in need of renovations to meet the needs of the community and prolong the life of building and building subsystems. Renovations will provide for a more efficient layout and use of the available space, upgrades to the building systems for operations and energy efficiency, and updates to the power and technology capacity for more public access computers and wireless networking to meet the technological demands of patrons.

Public Information Materials
To help inform the public about the referendums, the Office of Public Affairs traditionally prepares and distributes an informational pamphlet that is mailed to all County households. The Board is asked to authorize this pamphlet's development and distribution.

The pamphlet will describe the intended use for the bond funds, as well as offer information on bond financing, the cost of borrowing, the effect of borrowing on the tax rate, and other financial information. A copy of the pamphlet used in 2008 is attached for reference (See Attachment 3).

Virginia law does not permit local governments to use the list of registered voters to provide information to voters on referendums, although it does permit parties and candidates to use the list. Therefore, the County will use a commercial mailing firm to deliver the pamphlet to all County households in October.

As in past years, the pamphlet will be translated into some of the most widely spoken non-English languages in the County, including Korean, Spanish, and Vietnamese. As required by Section 203 of the Voting Rights Act of 1965, as amended, and the 2011

designation of the Director of the Bureau of the Census, the County will provide all election information in Spanish as well as in English.

Both the English and non-English language versions of the pamphlet will be posted on the County's Web site and distributed at County facilities. However, only the English language version of the pamphlet will be mailed to County households.

To inform the public, the Office of Public Affairs also will work with the County agencies involved in the referendums. This includes providing information to the media, publishing information in print and electronic newsletters, outreach to residents, posting information online and using social media sites, including blogs, Twitter and Facebook.

FISCAL IMPACT:
The bonds are expected to be sold according to actual cash requirements over the next several years. These costs have been included in the FY 2013-FY 2017 debt capacity calculations adopted by the Board in connection with the Capital Improvement Program. The Office of Public Affairs will pay for printing, translating and mailing the information pamphlet out of its existing budget.

ENCLOSED DOCUMENTS:
Attachment 1: Bond Resolutions for Parks and Park Facilities, Public Safety, and Libraries
Attachment 2: Proposed Fall 2012 Bond Referendum Schedule
Attachment 3: 2008 Bond Information Pamphlet

STAFF:
Susan Datta, Chief Financial Officer
David Molchany, Deputy County Executive
Robert Stalzer, Deputy County Executive
Samuel Clay, Director, Fairfax County Public Library
John Dargle, Director, Fairfax County Park Authority
Merni Fitzgerald, Director, Office of Public Affairs
Ronald Mastin, Chief, Fairfax County Fire and Rescue Department
Leonard Wales, County Financing Advisor, Department of Management and Budget
Martha Reed, Capital Projects Coordinator, Department of Management and Budget
Joseph LaHait, Debt Coordinator, Department of Management and Budget
Erin C. Ward, Assistant County Attorney

REVISED

ACTION 4 – Attachment 1

Parks

Resolution To Request the Fairfax County Circuit Court to Order a Referendum on the Question of Whether Fairfax County, Virginia, Should be Authorized to Contract a Debt, Borrow Money, and Issue Bonds, In Addition To The Parks and Park Facilities Bonds Previously Authorized, in the Maximum Aggregate Principal Amount of $75,000,000 to Finance the Cost of Parks and Park Facilities

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board auditorium in the Government Center at 12000 Government Center Parkway, Fairfax, Virginia on May 22, 2012, at which meeting a quorum was present and voting, the following resolution was adopted by roll call:

WHEREAS, the Board of Supervisors of Fairfax County, Virginia has determined that bonds in a maximum aggregate principal amount not to exceed $75,000,000 should be ~~provided~~issued to finance parks and park facilities including financing the cost of the acquisition, construction, development and equipment of additional parks and park facilities, including the purchase, pursuant to the Open-Space Land Act, Virginia Code §§ 15.2-2600 *et seq.*, as amended, of permanent easements for the preservation of open-space land, and the development and improvement of existing parks and park facilities by the Fairfax County Park Authority, and including an amount not to exceed $12,000,000 allocable to the County as its share of the costs of parks and park facilities to be acquired, constructed, developed and equipped by the Northern Virginia Regional Park Authority ("Parks and Park Facilities"); and

WHEREAS, the Board of Supervisors has determined that the Parks and Park Facilities cannot be provided for from current revenues; and

WHEREAS, the Board of Supervisors has determined that for the purpose of providing funds, with any other available funds, to finance, including reimbursement to the County for temporary financing for, the cost of Parks and Park Facilities, Fairfax County should contract a

debt, borrow money and issue bonds, in addition to the parks and park facilities bonds previously authorized, in the maximum aggregate principal amount of $75,000,000; and

WHEREAS, Virginia Code §§ 15.2-2610, 15.2-2611, and 24.2-684 provide the Fairfax County Circuit Court with the authority to issue an order for the conduct of a referendum on the question of approving such bonds; now therefore,

BE IT RESOLVED by the Board of Supervisors of Fairfax County, Virginia:

Section 1. The Circuit Court of Fairfax County, Virginia, is hereby requested to order an election on November 6, 2012, on the question of whether the Board shall contract a debt, borrow money and issue bonds of Fairfax County, Virginia, in addition to the parks and park facilities bonds previously authorized, in the maximum aggregate principal amount of $75,000,000 for the purpose of providing funds with any other available funds to finance the cost of providing parks and park facilities including the acquisition, construction, development and equipment of additional parks and park facilities, and the purchase of permanent easements for the preservation of open-space land and the development and improvement of existing parks and park facilities by the Fairfax County Park Authority, and including an amount not to exceed $12,000,000 allocable to the County as its share of the cost of parks and park facilities to be acquired, constructed, developed and equipped by the Northern Virginia Regional Park Authority.

Section 2. The County Attorney is hereby requested to provide the Fairfax County Circuit Court with certified copies of this resolution and to petition the Fairfax County Circuit Court for an order to conduct such a referendum as a special election in conjunction with the general election on November 6, 2012.

Section 3. The members, officers, legal counsel, agents and employees of the Board of Supervisors and Fairfax County are hereby authorized and directed to do all acts and things required of them under Virginia law to ensure that the referendum will be held as a special election in conjunction with the general election on November 6, 2012.

Given under my hand on this _____ day of May 2012.

_____
Catherine A. Chianese
Clerk, Board of Supervisors

Document comparison by Workshare Compare on Friday, May 18, 2012 9:46:42 AM

Input:	
Document 1 ID	interwovenSite://NADMS/DC1/2448606/3
Description	#2448606v3<DC1> - 2012 Referendum Resolution : Parks and Park facilities
Document 2 ID	interwovenSite://NADMS/DC1/2448606/4
Description	#2448606v4<DC1> - 2012 Referendum Resolution : Parks and Park facilities
Rendering set	standard

Legend:	
Insertion	
~~Deletion~~	
~~Moved from~~	
Moved to	
Style change	
Format change	
~~Moved deletion~~	
Inserted cell	
Deleted cell	
Moved cell	
Split/Merged cell	
Padding cell	

Statistics:	
	Count
Insertions	3
Deletions	3
Moved from	0
Moved to	0
Style change	0
Format changed	0
Total changes	6

Resolution To Request the Fairfax County Circuit Court to Order a Referendum on the Question of Whether Fairfax County, Virginia, Should be Authorized to Contract a Debt, Borrow Money, and Issue Bonds, In Addition To The Public Safety Facilities Bonds Previously Authorized, in the Maximum Aggregate Principal Amount of $55,000,000 to Finance the Cost of Public Safety Facilities

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board auditorium in the Government Center at 12000 Government Center Parkway, Fairfax, Virginia on May 22, 2012, at which meeting a quorum was present and voting, the following resolution was adopted by roll call:

WHEREAS, the Board of Supervisors of Fairfax County, Virginia has determined that bonds in a maximum aggregate principal amount not to exceed $55,000,000 should be ~~provided~~issued to finance the cost of projects to provide additional public safety facilities, including the construction, reconstruction, enlargement, renovation and equipment of civil and criminal justice facilities, police training facilities and stations, fire and rescue training facilities and stations, including fire and rescue stations owned by volunteer organizations, and the acquisition of necessary land ("Public Safety Facilities"); and

WHEREAS, the Board of Supervisors has determined that the Public Safety Facilities cannot be provided for from current revenues; and

WHEREAS, the Board of Supervisors has determined that for the purpose of providing funds, with any other available funds, to finance, including reimbursement to the County for temporary financing for, the cost of Public Safety Facilities, Fairfax County should contract a debt, borrow money and issue bonds, in addition to the public safety facilities bonds previously authorized, in the maximum aggregate principal amount of $55,000,000; and

WHEREAS, Virginia Code §§ 15.2-2610, 15.2-2611, and 24.2-684 provide the Fairfax County Circuit Court with the authority to issue an order for the conduct of a referendum on the question of approving such bonds; now therefore,

BE IT RESOLVED by the Board of Supervisors of Fairfax County, Virginia:

Section 1. The Circuit Court of Fairfax County, Virginia, is hereby requested to order an election on November 6, 2012, on the question of whether the Board shall contract a debt, borrow money and issue bonds of Fairfax County, Virginia, in addition to the public safety facilities bonds previously authorized, in the maximum aggregate principal amount of $55,000,000, for the purpose of providing funds, with any other available funds, to finance the cost of providing public safety facilities, including the construction, reconstruction, enlargement, renovation and equipment of civil and criminal justice facilities, police training facilities and stations, fire and rescue training facilities and stations, including fire and rescue stations owned by volunteer organizations, and the acquisition of necessary land.

Section 2. The County Attorney is hereby requested to provide the Fairfax County Circuit Court with certified copies of this resolution and to petition the Fairfax County Circuit Court for an order to conduct such a referendum as a special election in conjunction with the general election on November 6, 2012.

Section 3. The members, officers, legal counsel, agents and employees of the Board of Supervisors and Fairfax County are hereby authorized and directed to do all acts and things required of them under Virginia law to ensure that the referendum will be held as a special election in conjunction with the general election on November 6, 2012.

Given under my hand on this _____ day of May 2012.

_____
Catherine A. Chianese
Clerk, Board of Supervisors

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REVISED
ACTION 4 – Attachment 1
Libraries

Resolution To Request the Fairfax County Circuit Court to Order a Referendum on the Question of Whether Fairfax County, Virginia, Should be Authorized to Contract a Debt, Borrow Money, and Issue Bonds, In Addition To The Public Library Facilities Bonds Previously Authorized, in the Maximum Aggregate Principal Amount of $25,000,000 to Finance the Cost of Public Library Facilities

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board auditorium in the Government Center at 12000 Government Center Parkway, Fairfax, Virginia on May 22, 2012, at which meeting a quorum was present and voting, the following resolution was adopted by roll call:

WHEREAS, the Board of Supervisors of Fairfax County, Virginia has determined that bonds in a maximum aggregate principal amount not to exceed $25,000,000 should be ~~provided~~issued to finance public library facilities including financing the cost of additional public library facilities, the reconstruction, enlargement and equipment of existing library facilities and the acquisition of necessary land ("Public Library Facilities"); and

WHEREAS, the Board of Supervisors has determined that the Public Library Facilities cannot be provided for from current revenues; and

WHEREAS, the Board of Supervisors has determined that for the purpose of providing funds, with any other available funds, to finance, including reimbursement to the County for the temporary financing for, the cost of Public Library Facilities, Fairfax County should contract a debt, borrow money and issue bonds, in addition to the public library facilities bonds previously authorized, in the maximum aggregate principal amount of $25,000,000; and

WHEREAS, Virginia Code §§ 15.2-2610, 15.2-2611, and 24.2-684 provide the Fairfax County Circuit Court with the authority to issue an order for the conduct of a referendum on the question of approving such bonds; now therefore,

BE IT RESOLVED by the Board of Supervisors of Fairfax County, Virginia:

Section 1. The Circuit Court of Fairfax County, Virginia, is hereby requested to order an election on November 6, 2012, on the question of whether the Board shall contract a debt, borrow money and issue bonds of Fairfax County, Virginia, in addition to the public library facilities bonds previously authorized, in the maximum aggregate principal amount of $25,000,000 for the purpose of providing funds, with any other available funds, to finance the cost of additional public library facilities, the reconstruction, enlargement and equipment of existing library facilities and the acquisition of necessary land.

Section 2. The County Attorney is hereby requested to provide the Fairfax County Circuit Court with certified copies of this resolution and to petition the Fairfax County Circuit Court for an order to conduct such a referendum as a special election in conjunction with the general election on November 6, 2012.

Section 3. The members, officers, legal counsel, agents and employees of the Board of Supervisors and Fairfax County are hereby authorized and directed to do all acts and things required of them under Virginia law to ensure that the referendum will be held as a special election in conjunction with the general election on November 6, 2012.

Given under my hand on this _____ day of May 2012.

_____
Catherine A. Chianese
Clerk, Board of Supervisors

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Attachment 2

PROPOSED
FALL 2012 BOND REFERENDUM SCHEDULE

Date	Item
May 1, 2012	Board adopts Capital Improvement Program
May 22, 2012	Board Approves County Bond Referendum
June 1, 2012	Petition filed with Fairfax County Circuit Court for Referendums on Bond Issues
June 8, 2012	Circuit Court orders Referendums on Bond Issues
June 11, 2012	Submit County Referendums to DOJ for review (61-day pre-clearance period usually required – August 11, 2012)
September 11, 2012	Board Consideration Item on Explanatory Bond Referendum Statement (Plain Language Text)
September 22, 2012	Absentee ballots available (required 45 days prior to election)
October 1, 2012	Publication of notice of election
November 6, 2012	Election Day; referendums held
November 13, 2012	Last day Referendum Results may be certified by County Electoral Board

FAIRFAX COUNTY BOARD OF SUPERVISORS

2008 Bond Referendum Information for Residents

Fairfax County voters will be asked to vote YES or NO on a parks and park facilities bond question in the Nov. 4, 2008, general election. If a majority of voters approve the question, Fairfax County would be allowed to issue up to $77 million in bonds to acquire new parks or improve existing parks. Of this total amount, the county plans to use $65 million for parks operated by the Fairfax County Park Authority, and $12 million is expected to be used to fund the county's share of capital improvements for the Northern Virginia Regional Park Authority.

Fairfax County Park Authority — $65 Million

The Fairfax County Park Authority currently administers over 24,000 acres of parkland and 420 individual parks. These include county parks that provide countywide services, such as family playgrounds, picnic facilities, golf, camping, skating, boating, stream valley trails, natural resource areas and historic sites. District parks provide areawide services, such as athletic field complexes, RECenters, dog parks and athletic courts. Local-serving parks offer playgrounds, fields, courts, picnic areas and open space. Approximately one-half of the Park Authority's operating costs are covered by fees charged by revenue-producing facilities, including RECenters and golf courses. The remaining operating funds are appropriated from Fairfax County's combined general fund and constitute approximately 1% of the county's general fund.

The Park Authority's user fees do not cover the cost of developing new facilities or the major renovation of existing facilities. These improvements are mainly funded through general obligation bonds.

According to a survey conducted as part of the 2004 Parks and Recreation Needs Assessment process, 80% of county households visited at least one of the county's parks during the preceding year, and 80% of county residents endorse the renovation of existing facilities, as well as the acquisition and preservation of open space.

The Park Authority plans to spend the bonds on the following areas:

LAND ACQUISITION PROGRAM $14.38 MILLION

This program expects to spend $14.38 million to acquire new parkland through purchase, conservation easements and other mechanisms, such as trail easements. It targets sites that meet established criteria, such as areas where more parkland is needed, areas next to existing parks to expand recreation opportunities, and areas with significant natural and cultural resources. Private sector and community-based cooperation will be sought to leverage the cost-effectiveness of acquisition monies through easements and donations of land and funds. During the past five years, park bond funds have contributed to the acquisition of 588 acres of parkland or conservation easements. Acquisitions included the purchase of the 140-acre Old Colchester Park and Preserve, a 31-acre addition to the Mason Neck West Park, a one-acre Merilee Park in Merrifield, the six-acre Hogge property in Baileys Crossroads, a conservation easement on the Salona historic site, and significant acquisitions of more than 100 acres in the Sully Woodlands region.

PARK DEVELOPMENT PROGRAM $19.23 MILLION

The Park Authority plans to spend a total of $19.23 million to develop new park facilities and infrastructure. These improvements are classified in the following categories:

1. Athletic Fields $6.23 Million

It is planned to add capacity at existing athletic fields by converting four natural-turf rectangular fields to synthetic turf and adding state-of-the art lighting systems to eight fields. Locations for turf improvements include Oak Marr Park, Pine Ridge Park and an oversized field at Greenbriar Park. The 2004 Parks and Recreation Needs Assessment identified a higher shortage of rectangular fields across the county than any other type of field. By converting natural-turf fields to artificial turf, the playing capacity is estimated to increase by approximately 62% without additional land costs. These fields also provide a safer playing surface and require fewer maintenance dollars.

The addition of lights to athletic fields allows for their use into the evening, expanding their capacity. Locations for field lights include two rectangular fields at Oak Marr Park, if a master plan revision is approved, and three diamond fields and three rectangular fields at Pine Ridge Park

Funds are also expected to be used to continue the planning, design and site preparation of a countywide sportsplex at Laurel Hill Park through a public-private partnership. A feasibility study was completed in 2008 to determine under what conditions a sportsplex partnership might be considered.

2. Trails and Stream Crossings $1.48 Million

The Park Authority's goal is to add 75 miles of trails and trail connections by 2013. A total of $1.48 million is planned to further develop a countywide comprehensive trail network and for a substantial stream crossing over Clark's Branch in Riverbend Park. Expanding trail networks, trail connections and stream crossings provides access to highly used recreation facilities that enhance residents' quality of life and health.

The following are some pro and con arguments about financing capital projects through bond funding.

PRO

Some county residents feel that bond referendums are a vital part of the county's comprehensive approach to the problem of funding needed infrastructure and capital facilities and should be passed. Here are the arguments used by proponents of bond funding:

- Bonding spreads the cost of major projects of general benefit to county residents over future years and ensures that both current and future residents and users share in the payment.
- Spreading the cost of major projects permits the county to accomplish more projects sooner than other methods of financing.
- Constructing the proposed parks and park facility improvement projects from current general tax dollars cannot be accomplished without substantial cuts to current programs or increased revenues from taxes and fees.
- Prudent use of long-term debt can be accomplished without having any adverse impact on the county or the tax rate.

CON

Some county residents feel that the issuing of general obligation bonds is neither justified nor a viable solution to the county's capital infrastructure and facility needs. Here are the arguments used by opponents:

- Issuing general obligation bonds results in a long-term future obligation for the county that may create an unmanageable burden on future taxpayers. Pay-as-you-go financing would not create long-term debt.
- Costs for infrastructure and facilities should be carried by those directly using or benefiting from them, not by all taxpayers.
- These facilities could be fully or partially paid for out of the current revenues by cutting or eliminating other programs.
- The funds currently spent on debt service could support a substantial pay-as-you-go program of capital construction adequate to meet the county's needs.

3. Park Facility Development $11.52 Million

A total of $11.52 million is planned to develop new park facilities. Phased development of several new and existing parks throughout the county include passive and active types of recreational facilities. For example, funding is planned for the Mastenbrook Matching Fund Grant Program, creation of a new community skate park at Lake Fairfax Park and expansion of Wakefield Skate Park. Other funded projects include a contribution to the Spring Hill RECenter gymnasium addition; a small rolltop observatory at Observatory Park in Great Falls; infrastructure improvements to support the future Family Recreation Area at Lee District Park; picnic shelters at Lake Fairfax Park; continuation of stable replacements at Frying Pan Farm Park; clubhouse replacement at Burke Lake Golf Course. Site amenities, such as parking, entrances, landscaping and stormwater management, are planned to be completed at Hooes Road Park, Arrowhead Park and Great Falls Nike Park.

PARK AND BUILDING RENOVATIONS $19.74 MILLION

It is planned to replace aging infrastructure at RECenters built in the 1980s and 1990s, such as roofs, HVAC and pool systems. These RECenters include Spring Hill, Lee District, Oak Marr and Providence. Parking and entrance improvements are also planned at Spring Hill RECenter. An engineering study is also planned to assess renewal requirements for Mount Vernon RECenter and Ice Rink built in 1981. Additionally, the 41-year-old train track at Burke Lake and the irrigation system at Jefferson Golf Course are expected to be replaced, and renovations are planned at Ossian Hall Park and Kings Park Park.

STEWARDSHIP PROJECTS $11.64 MILLION

These projects include planning, design and construction of capital and improvement projects that carry out the Park Authority's stewardship mission, support the Natural and Cultural Resource Management Plans or sustain the county's environmental or cultural resource initiatives. Capital projects promote the protection, enhancement and interpretation of natural, cultural and general park resources. Improvement projects are planned to include Phase II of the Huntley Meadows Wetlands restoration and boardwalk replacement; Phase II of the Historic Huntley restoration to allow public accessibility; mandatory dam repairs at Pinecrest and Twin Lakes golf courses; design for the Colvin Run Mill visitor's center; concept design for the Stewardship Education Center and other natural resource protection projects in Sully Woodlands and Laurel Hill; and cultural resource and archaeology projects to protect cultural resource sites across the county.

For more information, contact the Fairfax County Park Authority, 12055 Government Center Parkway, Suite 927, Fairfax, VA 20035, 703-324-8662, TTY 711, or visit www.fairfaxcounty.gov/parks or www.fairfaxcounty.gov/bond.

Northern Virginia Regional Park Authority — $12 Million

The Northern Virginia Regional Park Authority (NVRPA) is a unique park agency. Founded in 1959 with a focus on land conservation, NVRPA is supported by Fairfax, Arlington and Loudoun counties, and the cities of Alexandria, Fairfax and Falls Church. These six jurisdictions have worked cooperatively to develop a regional park system encompassing 21 parks and more than 10,000 acres of land. In Fairfax County, NVRPA owns nearly 8,000 acres — most of which protect environmentally sensitive watersheds along the Potomac, Bull Run and Occoquan rivers.

NVRPA provides a wide variety of recreational and educational opportunities for many Fairfax County and Northern Virginia residents. As a regional agency, NVRPA primarily develops destination sites that serve the public from across the area and complement the parklands and facilities managed by its member jurisdictions. Some of NVRPA's unique regional amenities include the 45-mile W&OD Trail; the scholastic rowing facility at

Sandy Run; the Atrium at Meadowlark Botanical Gardens; the skeet, trap and archery center at Bull Run; Great Waves Waterpark at Cameron Run; the Center for Outdoor Education at Hemlock Overlook; and family campgrounds at Bull Run and Pohick Bay. NVRPA also operates more than 100 miles of trails, three golf courses, five marinas, youth group camping areas, four historic parks, riverfront cottages, public meeting and reception facilities, nature centers and five outdoor pools/waterparks.

NVRPA generates more than 80% of its operating budget through user fees and grants. NVRPA's capital improvement and land acquisition costs are shared by its six member jurisdictions, and each jurisdiction contributes money based upon its population. Fairfax County plans to use $12 million to fund its share of the costs of parks and park facilities to be acquired, constructed, developed and equipped by NVRPA.

The bond funds are planned to be used to expand and improve the regional park system in accordance with NVRPA's Strategic Plan, adopted in 2007. This plan was prepared based upon community input and park needs survey data of NVRPA's six jurisdictions. Goals of the plan include expanding public open space and trails; protecting natural, cultural and historic resources; maintaining and improving existing facilities; and providing additional regional recreational opportunities.

For more information, contact the Northern Virginia Regional Park Authority, 5400 Ox Road, Fairfax Station, VA 22039, 703-352-5900, TTY 711, or visit www.nvrpa.org or www.fairfaxcounty.gov/bond.

What Are Bonds?

Bonds are a form of long-term borrowing used by most local governments to finance public facilities and infrastructure. Bond financing makes it possible to build facilities and infrastructure with capacities based on future population estimates and to spread the cost over the useful life of the facilities. This kind of financing allows the cost of a facility to be spread over a number of years so that each generation of taxpayers contributes a proportionate share for the use of these long-term investments.

Q Why referendums?

A Because bonds constitute a future obligation of the county, Virginia law requires that voters in Fairfax County approve bonds through a referendum. You have the opportunity to vote either YES or NO on the question. If the majority votes YES, then the Fairfax County Board of Supervisors will be authorized to sell bonds in the future to generate the funds for parks and park facility projects as needed. If the majority votes NO, the county cannot issue general obligation bonds to finance these projects, but may seek other forms of financing.

Q What is the cost of borrowing?

A Borrowing always entails interest costs. Since the interest earned by holders of municipal bonds is exempt from federal taxes, interest rates for these bonds generally are lower than the rate charged for private loans. Because of our county's reputation for sound financial management, Fairfax County has the highest credit rating possible for a local government: Triple-A from Moody's Investors Service Inc.; from Standard & Poor's Corp.; and from Fitch Ratings. As of June 21, 2008, Fairfax County is one of only seven states, 22 counties and 23 cities to hold a Triple-A rating from all three rating agencies. For this reason, Fairfax County's bonds sell at low interest rates, even compared with other tax-free bonds.

Q What are the benefits from the county's Triple-A rating?

A The county's Triple-A rating also makes the cost of borrowing very low for the county. The county's policy of rapid debt retirement and strong debt management guidelines serves to keep debt per capita and net debt as a percentage of estimated market value of taxable property at low levels. Since 1978, the county has saved approximately $257.931 million on bond sales due to its Triple-A rating on new public improvement bonds. Including refunding sales, the county has saved more than $358.392 million as a result of the AAA rating.

Q Will these bonds cause a tax rate increase?

A The bond program, as designed, will not contribute to an increase in your tax rate. Fairfax County has adopted a prudent financial management policy designed to protect its Triple-A rating. It calls for the county's net long-term debt to not exceed 3% of the total market value of taxable real and personal property in the county. It also provides that annual debt service (the cost of principal and interest payments) be kept below 10% of annual combined general fund spending, and that bond sales shall not exceed an average of $275 million per year or $1.375 billion over 5 years.

For Fiscal Year 2008, the county's actual net long-term debt as of June 30, 2008, was 0.94% of the market value of all taxable real and personal property. Debt service costs in Fiscal Year 2008 were 8.2% of the combined general fund disbursements. The Fiscal Year 2009-2013 Capital Improvement Program adopted by the Fairfax County Board of Supervisors on April 21, 2008, anticipates issuance of an average of $275 million of bonds per year. The county expects to keep debt service at approximately 8% of general fund disbursements, which will maintain a balance between operating expenses and long-term capital needs.

As long as debt service remains a constant or near-constant percentage of general fund disbursements, the county's debt for acquisition and construction of public facilities would not cause any increase in the property tax rate. If the county were to eliminate or reduce the amount of bonds sold annually and continue to pay off outstanding debts, this ratio would decrease and possibly allow a decrease in tax rates, but it could also necessitate stopping all or most capital construction. If capital construction continued on a pay-as-you-go basis out of current tax revenues, expenditures would be limited to a much shorter time frame, which could necessitate tax rate increases or a significant reduction in other county services.

Q What percentage of my taxes goes toward paying for the bonds?

A Over the past 20 years, the share of taxes used to pay debt service has fluctuated from 7.5% to a high of 9.3%. Currently, the rate is about 8% and is projected to remain as such under current market and revenue forecasts even with passage of this bond referendum.

Q What is the county's total bonded indebtedness?

A As of June 30, 2008, the total of general obligation bond and other tax-supported

debt from FY 2009 through FY 2035, or for the next 26 years, is $2.26 billion in principal. The total interest payments on the outstanding debt is $0.79 billion. Over the next five years, $1.4 billion or approximately 45% of the total debt is scheduled to be paid off.

Q Can the bonds on the Nov. 4 ballot be used for projects other than parks and park facility improvements?

A No. Proceeds of the sale of bonds authorized for a specific purpose may not, by law, be used to finance projects for any purpose other than the purpose specified in the referendum question. In other words, the proceeds of the sale of park bonds may not be used to finance other projects, such as libraries or storm drainage projects.

Q Why put forth additional referendums if there are still unsold bonds?

A Fairfax County bond packages are planned to fund specific projects. This means that all previous bond authorizations were planned for or are anticipated to fund specific projects. These projects often take several years to complete, thus leaving outstanding or unissued bonds. Bonds are sold only as the money is needed. Prudent financial management dictates bonds should not be sold until the actual cash is required.

Fairfax County is committed to nondiscrimination in all county programs, services and activities. To request this document in an alternate format, call the Office of Public Affairs at 703-324-3187, TTY 711.

FAIRFAX COUNTY BOARD OF SUPERVISORS

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FAIRFAX COUNTY BOARD OF SUPERVISORS

2008 Bond Referendum Information for Residents

Fall 2008

Board Agenda Item
May 22, 2012

ACTION – 5

Approval of Tysons Metrorail Station Access Management Study (TMSAMS) Recommended Projects and Responses to TMSAMS Advisory Group Recommendations

ISSUE:
Board approval of Recommended List of TMSAMS Transportation Improvements with Associated Cost Estimates and review of Staff Responses to TMSAMS Advisory Group Recommendations.

RECOMMENDATION:
The County Executive recommends that the Board approve the Recommended List of TMSAMS Transportation Improvements with Associated Cost Estimates (Attachment I) and FCDOT Staff Responses to TMSAMS Advisory Group Recommendations (Attachment II).

TIMING:
The Board should act on this item on May 22, 2012, so staff can move forward with recommended TMSAMS transportation improvements.

BACKGROUND:
To create a multimodal access management plan for the Tysons Metrorail stations, the Board approved funding for the Tysons Metrorail Station Access Management Study (TMSAMS) on June 1, 2009. When the Comprehensive Plan Amendment for Tysons Corner was approved in June 2010, the Board included a “Follow On” motion directing staff to continue the work already begun on TMSAMS and to engage the public in identifying and prioritizing projects that provide multi-modal access to the four new Metrorail stations in Tysons Corner.

The ultimate objective of the study was to create a document that can be used as a tool to make funding decisions on multi-modal transportation improvement projects to access the Metrorail stations in Tysons Corner, as funding becomes available. A TMSAMS Advisory Group was formed to guide the study in determining how best to present information to the public and collect public input. This advisory group included representatives, citizens and staff from the three Magisterial districts that encompass and surround Tysons Corner (Hunter Mill, Dranesville and Providence). It also included

representatives from the Town of Vienna, including the Mayor, TYTRAN, the Fairfax County Park Authority, the Fairfax County Office of Public Affairs and from the Chairman's Office. It was staffed by the Fairfax County Department of Transportation (FCDOT).

Along with the Comprehensive Plan for the Tysons Corner Urban Center, three recently completed FCDOT studies provided the basis for recommended alternative mode transportation improvements in the TMSAMS effort. These studies were: the Fairfax County Transit Development Plan (TDP), the Tysons Corner Sidewalk Analysis, and the Tysons Corner Bicycle Master Plan.

The Perspectives Group was hired by the County to conduct a comprehensive public involvement process for TMSAMS. This public involvement process included four initial public meetings, approximately 20 key stakeholder interviews, as well as the development of a TMSAMS website with an online survey. In March 2011, evening public meetings were held in the Providence, Hunter Mill and Dranesville Magisterial Districts. A fourth daytime meeting was held in central Tysons (Providence District) to allow the greatest number of employees in the Tysons core to participate. Key stakeholder interviews were conducted throughout spring 2011, and the TMSAMS online survey was conducted in March and April 2011. Over 250 people attended the four public meetings, and over 1,900 people participated in the TMSAMS online survey.

After this extensive public involvement process was complete, the Perspectives Group compiled the results of the input collected and produced the TMSAMS Final Report, including summaries from all areas of the outreach effort, public meetings, key stakeholder interviews, electronic surveys and e-mail responses. Based on the public input received, this report highlighted and prioritized the bus transit, pedestrian and bicycle facility improvement recommendations, specifically improving access to the four new rail stations, from the Comprehensive Plan for the Tysons Corner Urban Center, the TDP, the Tysons Corner Sidewalk Analysis and the Tysons Corner Bicycle Master Plan. In addition to preferences identified through the public outreach process, the TMSAMS Advisory Group developed a list of 33 recommendations intended to guide FCDOT staff on areas that need further analysis or study. These recommendations were also included in the TMSAMS Final Report.

The TMSAMS Final Report was presented to the Board at their December 6, 2011, meeting. The Board directed FCDOT to develop a recommended list of TMSAMS transportation improvements, with cost estimates, as well as to respond to the 33 TMSAMS Advisory Group recommendations. Using the TMSAMS Final Report, along with knowledge of development proffers associated with active rezoning applications, right-of-way availability, accessibility and other factors, FCDOT created the attached Recommended List of TMSAMS Transportation Improvements with Associated Cost

Estimates and FCDOT Staff Responses to TMSAMS Advisory Group Recommendations.

Initial funding for TMSAMS and related projects has been approved by the Board and is included in the VDOT Six-Year Improvement Program, which allocates approximately $37.7 million dollars, over the next six years, to fund transportation improvements included in the TMSAMS effort as well as other related efforts in the vicinity of Tysons Corner.

FISCAL IMPACT:
Cost estimates for each recommended TMSAMS project are provided in Attachment I. Funding for these projects will be considered on an annual basis as funding for transportation improvements is approved.

ENCLOSED DOCUMENTS:
Attachment I: FCDOT Staff Recommended List of TMSAMS Improvements with Associated Cost Estimates
Attachment II: FCDOT Staff Responses to TMSAMS Advisory Group Recommendations

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Daniel B. Rathbone, Chief, Transportation Planning Division, FCDOT
Leonard Wolfenstein, Chief, Transportation Planning Section, FCDOT
Kris Morley-Nikfar, Transportation Planner, Transportation Planning Division, FCDOT

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Attachment I
Action 5

FCDOT Staff Recommended List of TMSAMS Projects with Associated Cost Estimates

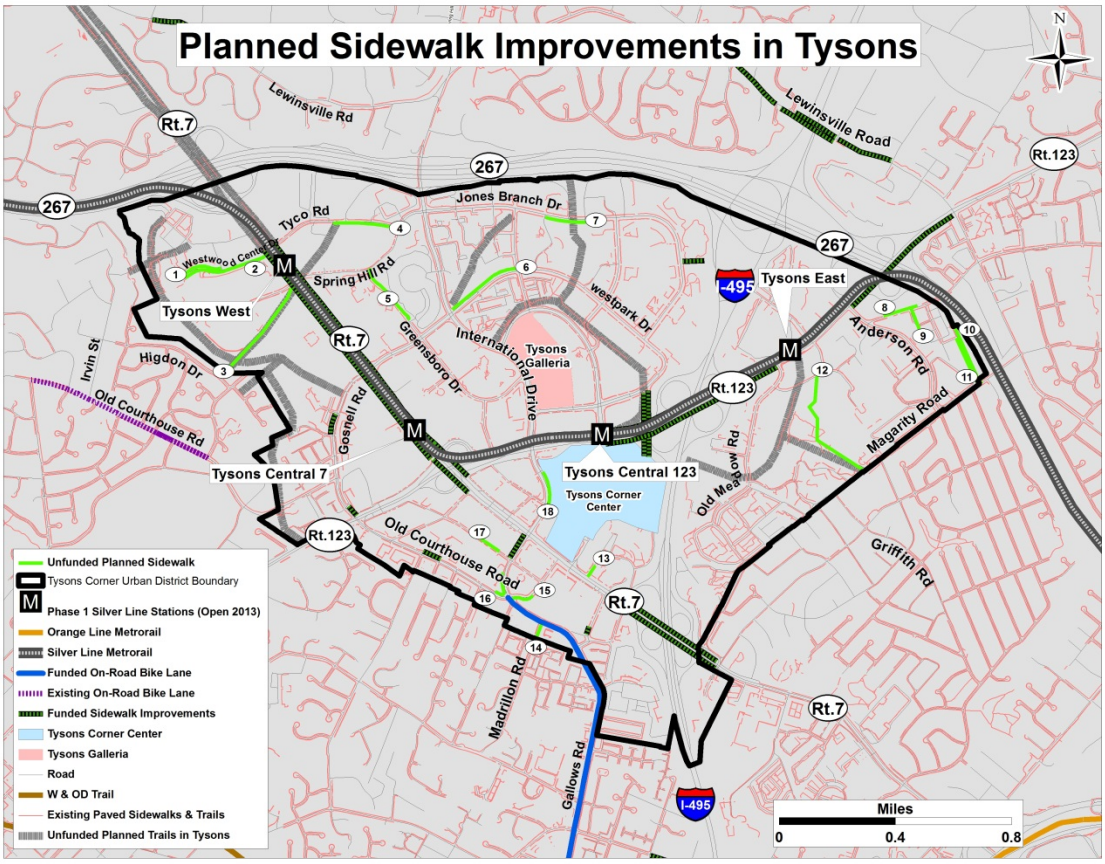
In the spring of 2011, the Fairfax County Department of Transportation (FCDOT) and the Tysons Metrorail Station Access Management Study (TMSAMS) Advisory Group conducted public outreach for the study. During this outreach effort, the public was asked to prioritize recommended pedestrian, bicycle and bus service improvements to provide better access to the new Silver Line Metrorail stations in Tysons Corner. This outreach included four public meetings, over 20 key stakeholder interviews with public and private organizations in the Tysons Corner area, and an online survey that was completed by over 1,800 people.

In addition to preferences identified through the public outreach process, the TMSAMS Advisory Group developed a list of 33 recommendations intended to guide FCDOT staff on areas that need further analysis or study. After the extensive public outreach process was complete, all input obtained from the public was compiled with the TMSAMS Advisory Group Recommendations into the TMSAMS Final Report.

The TMSAMS Final Report was completed in November 2011 and was presented to the Fairfax County Board of Supervisors (BOS) on December 6, 2011. The BOS accepted the TMSAMS Final Report and instructed FCDOT staff to develop a staff recommended list of TMSAMS transportation improvements, with cost estimates, as well as to respond to the 33 TMSAMS Advisory Group Recommendations. This document contains lists of TMSAMS pedestrian, bicycle and bus service transportation improvements recommended for funding by FCDOT staff, with associated cost estimates. Responses to the 33 TMSAMS Advisory Group recommendations are provided in a separate document “FCDOT Staff Responses to TMSAMS Advisory Group Recommendations.”

TMSAMS Sidewalk Projects

During the TMSAMS public outreach process, the public was asked to refer to the map below to prioritize planned sidewalk improvements providing access to the new Silver Line Metrorail stations in Tysons Corner. Using the input collected during this process, as well as considering project constructability, near term benefit to Metro passengers, near-term development activity, existing proffer agreements and right-of-way challenges, the Fairfax County Department of Transportation has developed the "FCDOT Staff Recommended List of Sidewalk Projects to Fund" and "FCDOT Staff List of Sidewalk Projects Recommended Not to Fund," with associated cost estimates. Projects that are not recommended were either already planned under a funded project/development, determined to be unbuildable by the public sector without site redevelopment, assumed to be best constructed as part of redevelopment projects in Tysons Corner, or are unfeasible due to engineering or cost-benefit considerations.



FCDOT Staff Recommended List of Sidewalk Projects to Fund
(In order of priority)

1. SW#12
   Cost (millions): $1.50
   Description: This sidewalk runs through the Scotts Run Community Park and connects Colshire Meadow Drive to Magarity Road. Although portions of this improvement could be implemented by future redevelopment near its intersection with Colshire Meadow Drive, FCDOT staff has prioritized this improvement due to the level of connectivity it provides between Magarity Road and the McLean (Tysons East) Metrorail Station, the level of public support behind the project and the uncertainty of the timing of a future redevelopment along Colshire Meadow Drive.

2. SW#3
   Cost (millions): $1.00
   Description: This sidewalk runs along the Virginia Dominion Power easement connecting Higdon Drive and Leesburg Pike (Rt.7). This project overlaps with TMSAMS Trail segment D which was identified as a top priority trail segment through the TMSAMS public outreach process. Although portions of this improvement could be implemented by future redevelopment near its intersection with Rt.7, FCDOT staff has prioritized this improvement due to the high level of connectivity it provides directly to a Metrorail station, the level of public support behind the project and the uncertainty of the timing of a future redevelopment along Rt.7.

3. SW#8
   Cost (millions): $0.75
   Description: This sidewalk project is located on the north side of Chain Bridge Road between Anderson Road and Colonial Lane. Although portions of this improvement could be implemented by future redevelopment near its intersection with Anderson Road, FCDOT staff has prioritized this improvement due to the level of connectivity it provides, the level of public support behind the project and the uncertainty of the timing of a future redevelopment along Anderson Road.

4. SW#16
   Cost (millions): $0.25
   Description: This sidewalk project is located on the northwest corner of the Gallows Road and Old Courthouse Road intersection and wraps around the corner of this intersection with a portion of sidewalk on the north side of Old Courthouse Road and a portion on the west side of Gallows Road.

5. SW#15
   Cost (millions): $0.25
   Description: This sidewalk project is located on the south side of Aline Avenue between Gallows Road and the first driveway entrance on Aline Avenue.

6. SW#14
   Cost (millions): $0.25
   Description: This sidewalk project is located on the east side of Madrillon Road between Gallows Road and Boss Street.

7. SW#7
   Cost (millions): $0.40
   Description: This sidewalk project is located on the south side of Jones Branch Drive between Park Run Drive and Westbranch Drive.

Sidewalk Projects Recommended Not to Fund by FCDOT

SW#1
Cost (millions): $0.50
Description: This sidewalk project is located on the north side of Westwood Center Drive between the cul-de-sac and Sheraton Tysons Drive.
Reason not to recommend funding: Likely to be implemented through redevelopment.

SW#2
Cost (millions): $0.50
Description: This sidewalk project is located on the south side of Westwood Center Drive between the cul-de-sac and Leesburg Pike (Rt.7).
Reason not to recommend funding: Likely to be implemented through redevelopment.

SW#4
Cost (millions): $5.00
Description: This sidewalk project is located on the south side of Tyco Road between the Virginia Dominion Power easement and Spring Hill Road.
Reason not to recommend funding: Likely to be implemented through redevelopment.

SW#5
Cost (millions): $2.00
Description: This sidewalk project is located on the north side of Greensboro Drive between Spring Hill Road and the Rotunda Condominium entrance.
Reason not to recommend funding: The Rotunda retaining wall is a major obstacle and this improvement would require the narrowing of a four-lane roadway.

SW#6
Cost (millions): $0.50
Description: This sidewalk project is located on the north side of Westpark Drive between International Drive and Park Run Drive.
Reason not to recommend funding: This project is likely to be implemented through redevelopment.

SW#9
Cost (millions): $0.50
Description: This sidewalk project is located on the east side of Colonial Lane between Chain Bridge Road and the cul-de-sac.
Reason not to recommend funding: This improvement would serve a dead-end residential street with low levels of vehicular and pedestrian traffic.

SW#10
Cost (millions): $2.00
Description: This sidewalk project is located on the east side of La Salle Avenue between the cul-de-sac and Magarity Road.
Reason not to recommend funding: This improvement would serve a dead-end residential street with low levels of vehicular and pedestrian traffic. This project would also require obtaining right-of-way from 31 different properties.

SW#11
Cost (millions): $2.00
Description: This sidewalk project is located on the west side of La Salle Avenue between the cul-de-sac and Magarity Road.
Reason not to recommend funding: This improvement would serve a dead-end residential street with low levels of vehicular and pedestrian traffic. This project would also require obtaining right-of-way from 31 different properties.

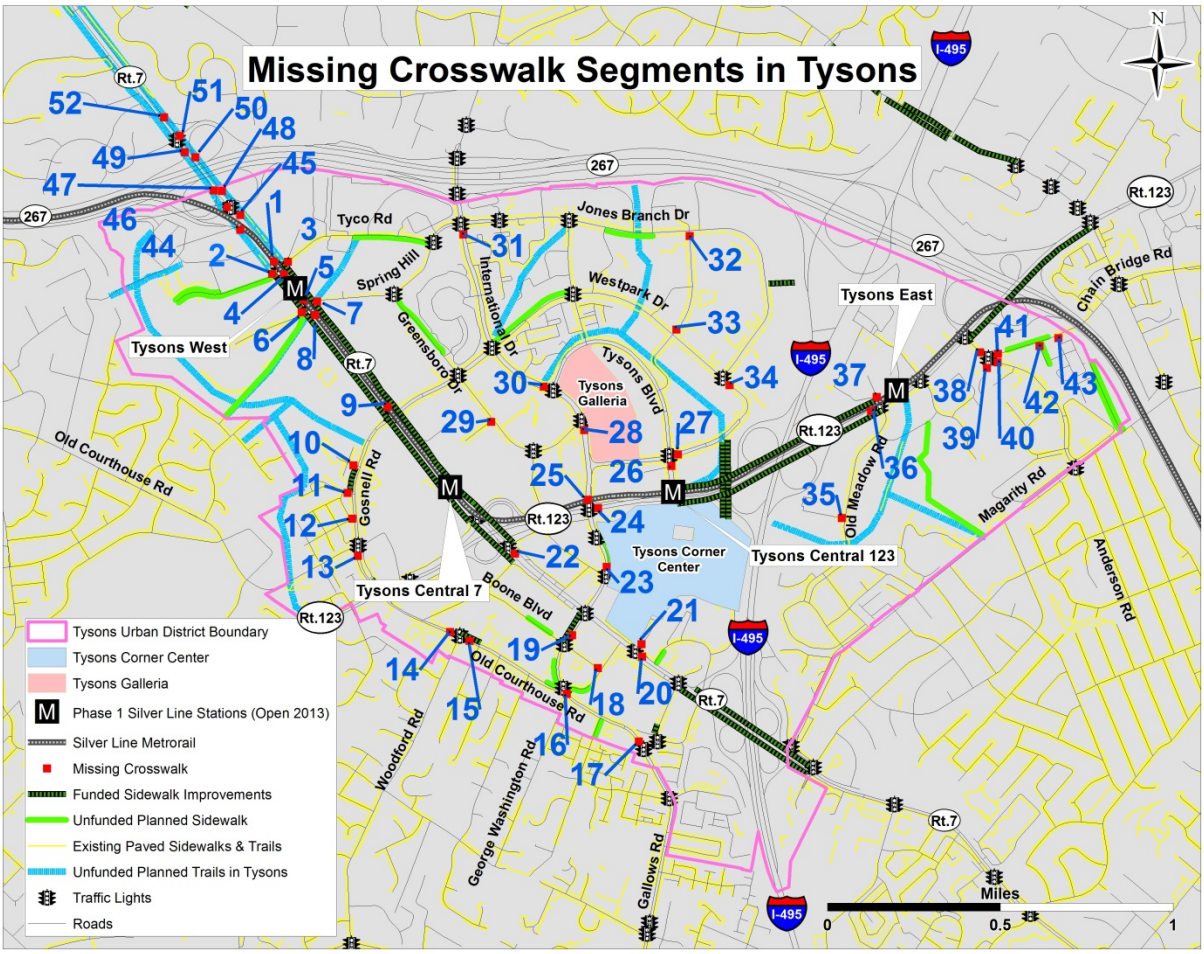
SW#13
Cost (millions): $0.25
Description: This sidewalk project is located on Towers Crescent Drive between Leesburg Pike (Rt.7) and the Marriot Hotel entrance.
Reason not to recommend funding: This improvement has major impacts to parking serving existing uses.

SW#17
Cost (millions): $0.50
Description: This sidewalk project is located on the north side of Boone Boulevard between Howard Avenue and Gallows Road.
Reason not to recommend funding: Likely to be implemented through redevelopment.

SW#18
Cost (millions): $2.00
Description: This sidewalk project is located on the east side of International Drive between Fletcher Street and Ring Road.
Reason not to recommend funding: This improvement is included in the Tysons Corner Center proffers.

TMSAMS Crosswalk Projects

During the TMSAMS public outreach process, the public was asked to refer to the map below to prioritize planned crosswalk improvements providing access to the new Silver Line Metrorail stations in Tysons Corner. Using the input collected during this process, as well as considering project constructability, near term benefit to Metro passengers, near-term development activity, existing proffer agreements and right-of-way challenges, the Fairfax County Department of Transportation has developed the "FCDOT Staff Recommended List of Crosswalk Projects to Fund" and "FCDOT Staff List of Crosswalk Projects Recommended Not to be Fund," with associated cost estimates and list of "Already Funded Crosswalk Projects." Projects that are not recommended were either already planned under a funded project/development, determined to be unbuildable by the public sector without site redevelopment, assumed to be best constructed as part of redevelopment projects in Tysons Corner, or are unfeasible due to engineering or cost-benefit considerations.



FCDOT Staff Recommended List of Crosswalk Projects to Fund
(In order of priority)

1. CW#9
   Cost (millions): $0.25
   Description: Crosses Leesburg Pike (Rt.7) on the north side of the Leesburg Pike (Rt.7)/Gosnell Road/Westpark Drive intersection.

2. CW#8
   Cost (millions): $0.25
   Description: Crosses Leesburg Pike (Rt.7) on the south side of the Leesburg Pike (Rt.7)/Spring Hill Road intersection.

3. CW#1
   Cost (millions): $0.25
   Description: Crosses Leesburg Pike (Rt.7) on the north side of the Leesburg Pike (Rt.7)/Tyco Road/Westwood Center Drive intersection.

4. CW#29
   Cost (millions): $0.05
   Description: Crosses Solutions Drive on the southwest side of the Solutions Drive/Greensboro Boulevard intersection.

5. CW#17
   Cost (millions): $0.25
   Description: Crosses Gallows Road on the northwest side of the Gallows Road/Gallows Branch Drive intersection.

6. CW#15
   Cost (millions): $0.20
   Description: Crosses Old Courthouse Road on the east side of the Woodford Road/Old Courthouse Road intersection.

7. CW#19
   Cost (millions): $0.15
   Description: Crosses Gallows Road on the northeast side of the Gallows Road/Boone Boulevard intersection.

8. CW#18
   Cost (millions): $0.05
   Description: Crosses Boone Boulevard on the northwest side of the Boone Boulevard/Aline Drive intersection.

9. CW#31
   Cost (millions): $0.15
   Description: Crosses International Drive on the south side of the International Drive/Jones Branch Drive/Spring Hill Road intersection.

10. CW#30
    Cost (millions): $0.15
    Description: Crosses International Drive on the northwest side of the International Drive/Tysons Boulevard intersection.

11. CW#34
    Cost (millions): $0.15
    Description: Crosses Westpark Drive on the east side of the Westpark Drive/Jones Branch Drive intersection.

12. CW#33
    Cost (millions): $0.10
    Description: Crosses Westbranch Drive on the north side of the Westbranch Drive/ Westpark Drive intersection.

13. CW#32
    Cost (millions): $0.10
    Description: Crosses Westbranch Drive on the south side of the Westbranch Drive/Jones Branch Drive intersection.

14. CW#35
    Cost (millions): $0.05
    Description: Crosses Old Meadow Rd on the south side of the Old Meadow Road/Old Meadow Lane intersection.

15. CW#42
    Cost (millions): $0.05
    Description: Crosses Colonial Lane on the south side of the Colonial Lane/Chain Bridge Road intersection.

16. CW#43
    Cost (millions): $0.05
    Description: Crosses Seneca Avenue on the south side of the Seneca Avenue/Chain Bridge Road intersection.

17. CW#10
    Cost (millions): $0.05
    Description: Crosses Tyspring Street on the west side of the Tysping Street/Gosnell Road intersection.

18. CW#11
    Cost (millions): $0.05
    Description: Crosses Raglan Road on the west side of the Raglan Road/Gosnell Road intersection.

19. CW#12
    Cost (millions): $0.05
    Description: Crosses Wall Street on the west side of the Wall Street/Gosnell Road intersection.

Crosswalk Projects Recommended Not to Fund by FCDOT

CW#14
Cost (millions): $0.15
Description: Crosses Old Courthouse Rd on the west side of the Woodford Rd/Old Courthouse Rd intersection.
Reason Not to Recommend Funding: Left-turn conflict.

CW#16
Cost (millions): $0.15
Description: Crosses Gallows Rd on the east side of the Gallows Rd/Aline Dr/Old Courthouse Rd intersection.
Reason Not to Recommend Funding: Right-turn conflict.

CW#23
Cost (millions): $0.15
Description: Crosses International Dr on the north side of the International Dr/Fletcher St intersection.
Reason Not to Recommend Funding: Tysons Corner Center property.

CW#20
Cost (millions): $0.15
Description: Crosses Leesburg Pike (Rt.7) on the southeast side of the Leesburg Pike (Rt.7)/Fashion Blvd intersection.
Reason Not to Recommend Funding: Tysons Corner Center right-turn conflict.

CW#38, 39, 40, 41
Cost (millions): $0.25
Description: #38 Crosses Anderson Rd on the north side of the Anderson Rd/Chain Bridge Rd/Ambergate Pl intersection. #39 crosses Ambergate Pl on the west side of the Anderson Rd/Chain Bridge Rd/Ambergate intersection. #40 crosses Anderson Rd on the south side of the Anderson Rd/Chain Bridge Rd/Ambergate Pl intersection. #41 crosses Chain Bridge Rd on the east side of the Anderson Rd/Chain Bridge Rd/Ambergate Pl intersection.
Reason Not to Recommend Funding: Likely to be implemented through redevelopment.

CW#44, 45, 47, 48, 49, 50, 51, 52,
Cost (millions): $N/A
Description: #44 crosses the Eastbound Dulles Toll Road (DTR) Off-Ramp to Southbound Leesburg Pike (Rt.7) on the west side of the Eastbound DTR Off-Ramp to Southbound Leesburg Pike (Rt.7)/Leesburg Pike (Rt.7). #45 crosses the Eastbound DTR On-Ramp from Northbound Leesburg Pike (Rt.7) on the east side of the Eastbound DTR On-Ramp from Northbound Leesburg Pike (Rt.7)/Leesburg Pike (Rt.7) intersection. #47 crosses the Eastbound DTR On-Ramp from Southbound Leesburg Pike (Rt.7) on the west side of the Eastbound DTR On-Ramp from Southbound Leesburg Pike (Rt.7)/Leesburg Pike (Rt.7) intersection. #48 crosses the Eastbound DTR Off-Ramp to Northbound Leesburg Pike (Rt.7) on the east side of the Eastbound DTR Off-Ramp to Northbound Leesburg Pike (Rt.7)/Leesburg Pike (Rt.7) intersection. #49 crosses the Westbound DTR On-Ramp from Southbound Leesburg Pike (Rt.7) on the west side of the Westbound DTR On-Ramp from Southbound Leesburg Pike (Rt.7)/Leesburg Pike (Rt.7) intersection. #50 crosses the Westbound DTR On-Ramp from Northbound Leesburg Pike (Rt.7) on the east side of the Westbound DTR On-Ramp from Northbound Leesburg Pike (Rt.7)/Leesburg Pike (Rt.7) intersection. #51 crosses the Westbound DTR Off-Ramp onto Southbound Leesburg Pike (Rt.7) on the east side of the Jarrett Valley Dr/Leesburg Pike (Rt.7)/Westbound DTR Off-Ramp onto Southbound Leesburg Pike (Rt.7) intersection. #52 crosses the Westbound DTR Off-Ramp onto Northbound Leesburg Pike (Rt.7) on the east side of the Westbound DTR Off-Ramp onto Northbound Leesburg Pike (Rt.7)/Leesburg Pike (Rt.7) intersection.
Reason Not to Recommend Funding: Likely to be included in VDOT's redesign of the Rt.7 bridge over the Dulles Toll Road.

Already Funded Crosswalk Projects

CW#2, 3, 4
Description: #2 crosses Westwood Center Dr on the west side of the Leesburg Pike (Rt.7)/Tyco Rd/Westwood Center Dr intersection. #3 crosses Tyco Rd on the east side of the Leesburg Pike (Rt.7)/Tyco Rd/Westwood Center Dr intersection. #4 crosses Leesburg Pike (Rt.7) on the south side of the Leesburg Pike (Rt.7)/Tyco Rd/Westwood Center Dr intersection.

CW#5, 6, 7
Description: #5 crosses Leesburg Pike (Rt.7) on the north side of the Leesburg Pike (Rt.7)/Spring Hill Rd intersection. #6 crosses Spring Hill Rd on the west side of the Leesburg Pike (Rt.7)/Spring Hill Rd intersection. #7 crosses Spring Hill Rd on the east side of the Leesburg Pike (Rt.7)/Spring Hill Rd intersection.

CW#26, 27
Description: #26 crosses Tysons Blvd on the south side of the Tysons Blvd/Galleria Dr intersection. #27 crosses Galleria Dr on the east side of the Tysons Blvd/Galleria Dr intersection.

CW#28
Description: Crosses International Dr on the south side of the International Dr/Greensboro Dr intersection.

CW#24, 25
Description: #24 crosses Chain Bridge Rd (Rt.123) on the east side of the Chain Bridge Rd (Rt.123)/International Dr intersection. #25 crosses International Dr on the north side of the Chain Bridge Rd (Rt.123)/International Dr intersection.

CW#13
Description: Crosses Gosnell Rd on the south side of the Gosnell Rd/Old Courthouse Rd intersection.

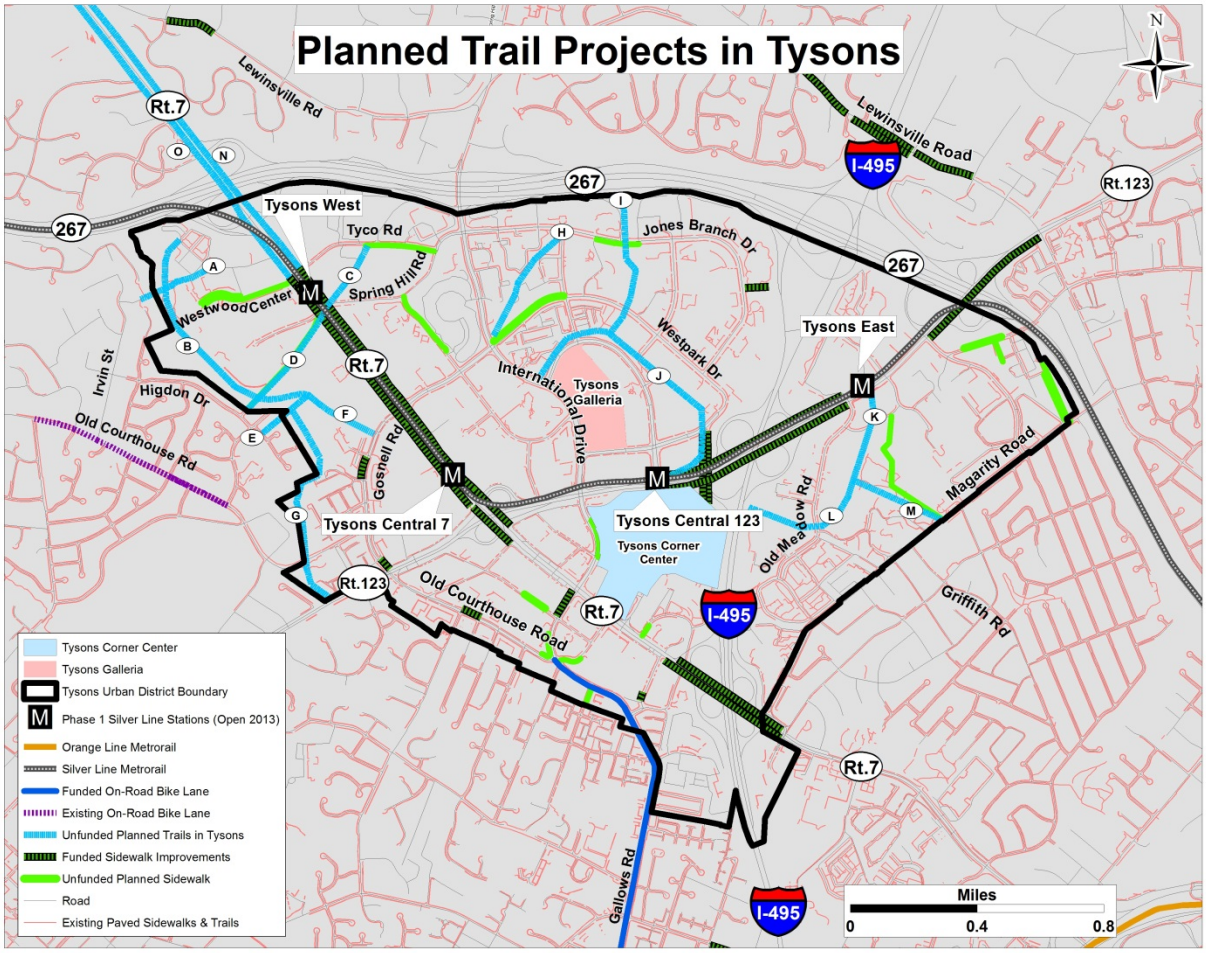
CW#22
Description: Crosses Leesburg Pike (Rt.7) on the southeast side of the Leesburg Pike (Rt.7)/Chain Bridge Rd intersection.

CW#21
Description: Crosses Fashion Blvd on the northeast side of the Leesburg Pike (Rt.7)/Fashion Blvd intersection.

CW#36, 37
Description: #36 crosses Chain Bridge Rd (Rt.123) on the west side of the Chain Bridge Rd (Rt.123)/Old Meadow Rd/Capital One Dr intersection. #37 crosses Capital One Dr on the north side of the Chain Bridge Rd (Rt.123)/Old Meadow Rd/Capital One Dr intersection.

TMSAMS Trail Projects

During the TMSAMS public outreach process, the public was asked to refer to the map below to prioritize trail projects providing access to the new Silver Line Metrorail stations in Tysons Corner. Using the input collected during this process, as well as considering project constructability, near term benefit to Metro passengers, near-term development activity, existing proffer agreements and right-of-way challenges, the Fairfax County Department of Transportation has developed the "FCDOT Staff Recommended List of Trail Projects to Fund" and "FCDOT Staff List of Trail Projects Recommended Not to Fund," with associated cost estimates. Projects that are not recommended were either already planned under a funded project/development, determined to be unbuildable by the public sector without site redevelopment, assumed to be best constructed as part of redevelopment projects in Tysons Corner, or are unfeasible due to engineering or cost-benefit considerations.



FCDOT Staff Recommended List of Trail Projects to Fund
(In order of priority)

1. TR Segment D
   Cost (millions): $1.00
   Description: Identified as part of the bicycle master planning process for Tysons, this project involves construction of approximately 2,000 linear feet of asphalt shared use path including a bridge spanning Old Courthouse Spring Branch. This trail will connect Vesper Court with Route 7 at Spring Hill Road providing enhanced pedestrian and bicycle access from the North Vienna area. Although portions of this improvement could be implemented by future redevelopment near its intersection with Rt.7, FCDOT staff has prioritized this improvement due to the high level of connectivity it provides directly to a Metro station, the level of public support behind the project and the uncertainty of the timing of a future redevelopment along Rt.7.

2. TR Segment A
   Cost (millions): $0.50
   Description: This existing trail provides non-motorized access to the western end of Tysons from the Beulah Road/Trap Road corridor and the W&OD Trail. Although existing, this trail needs to be upgraded to current standards including the replacement of the bridge over Old Courthouse Spring Branch, and wayfinding signage. This is a popular route among bicyclists and currently identified on the County's Bicycle Route Map.

Trail Projects Recommended Not to Fund by FCDOT

TR Segment B
Cost (millions): $5.00
Description: Trail B runs from northwest to southeast, approximately parallel to Leesburg Pike (Rt.7), through a heavily wooded area, connecting the western intersection of Northern Neck Drive and Ashgrove House Lane to Trail F.
Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment C
Cost (millions): $1.00
Description: Trail C runs northeast, along a Virginia Dominion Power easement, from the intersection of Spring Hill Road and Leesburg Pike (Rt.7) to Tyco Road.
Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment E
Cost (millions): $1.00
Description: Trail E connects Coral Gables Lane to Trails B, F and G, through Raglan Road Park.
Reason Not to Recommend Funding: Right-of-way required from residential backyards.

TR Segment F
Cost (millions): $2.00
Description: Trail F connects Gosnell Road to Trail B through Raglan Road Park.
Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment G
Cost (millions): $5.00
Description: Trail G connects Chain Bridge Rd (Rt.123), between Vance Place and Saratoga Way, to Trails F, B and E, through Freedom Hill Park and Raglan Road Park.
Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment H
Cost (millions): $5.00
Description: Trail H runs northeast from the intersection of International Drive and Westpark Drive to the intersection of Jones Branch Drive and Park Run Drive.
Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment I
Cost (millions): $2.00
Description: Trail I runs in an approximate north/south direction between Westbranch Drive and Park Run Drive, connecting areas north of Jones Branch Drive to Trail J.
Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment J
Cost (millions): $5.00
Description: Trail J approximately parallels Tysons Boulevard, connecting International Drive to the Tysons Corner (Tysons Central 123) Metrorail Station.
Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment K
Cost (millions): $2.00
Description: Trail K runs south from the McLean (Tysons East) Metrorail Station, between Colshire Drive and Old Meadow Road, to an existing trail in Scotts Run Community Park.
Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment L
Cost (millions): $2.00
Description: Trail L runs east and then north, from the intersection of Old Meadow Road and Provincial Drive, to an existing trail in Scotts Run Community Park.
Reason Not to Recommend Funding: Likely implemented through future development.

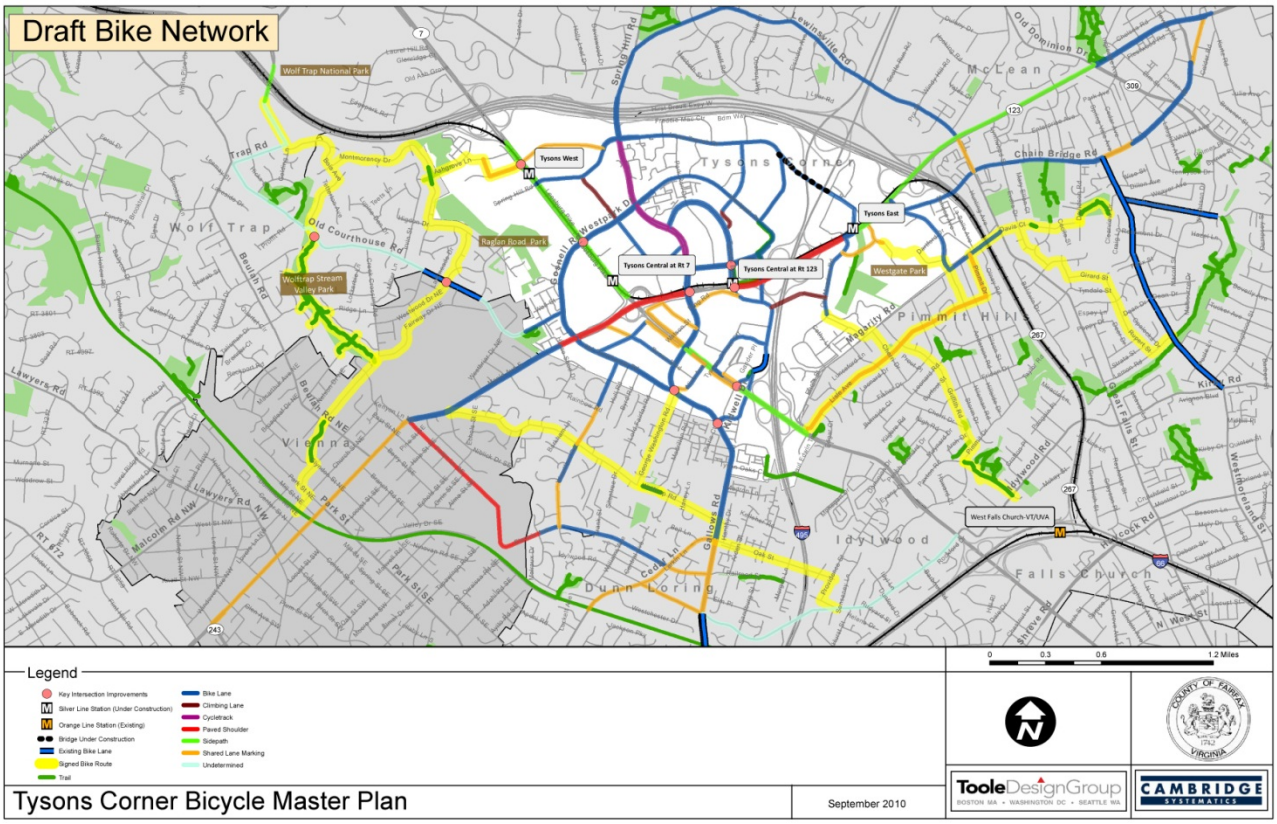
TR Segment M
Cost (millions): $2.00
Description: Trail M runs between Westgate Elementary School and Tremayne Place, connecting Magarity Road to an existing trail in Scotts Run Community Park.
Reason Not to Recommend Funding: Likely implemented through future development.

TR Segment N
Cost (millions): $N/A
Description: Trail N runs along the north side of Leesburg Pike (Rt.7) from Tyco Road to an undetermined point north of Tysons Corner and the Dulles Toll Road.
Reason Not to Recommend Funding: Likely included in VDOT's plans to widen Rt. 7, north of Tysons Corner, in the future.

TR Segment O
Cost (millions): $N/A
Description: Trail O runs along the south side of Leesburg Pike (Rt.7) from Westwood Center Drive to an undetermined point north of Tysons Corner and the Dulles Toll Road.
Reason Not to Recommend Funding: Likely included in VDOT's plans to widen Rt. 7, north of Tysons Corner, in the future.

TMSAMS Bicycle Projects

During the TMSAMS public outreach process, the map below was used to determine the public's priorities for how planned bicycle facility improvements, providing access to the new Silver Line Metrorail stations in Tysons Corner, should be implemented. The map is from the Tysons Corner Bicycle Master Plan and includes all planned bicycle facility improvements from present day to 2030. These improvements include relatively low cost near-term improvements as well as separated bicycle facilities on roads that could be constructed in the future.



Using the input obtained during a citizens task force (the Bicycle Advisory Group), the TMSAMS public outreach process, an extensive public outreach process for the Tysons Corner Bicycle Master Plan, as well as knowledge of existing proffer agreements and right-of-way challenges, the Fairfax County Department of Transportation has developed the "FCDOT Staff Recommended List of Bicycle Facility Projects to Fund", in order of priority, with associated cost estimates.

FCDOT Staff Recommended List of Bicycle Facility Projects to Fund
(In order or priority)

1. Jones Branch Drive On-Road Bike Lanes
   Cost (millions): $0.10
   Description: Lane diet Jones Branch Drive between Spring Hill Road and West Park Drive and West Park Drive between Jones Branch Drive and Galleria Drive to provide on-road bicycle lanes. This work would be accomplished as part of a repaving project.

2. Magarity Road On-Road Bike Lanes
   Cost (millions): $0.10
   Description: Lane diet Magarity Road from Route 7 (Leesburg Pike) to Great Falls Street. The work will be accomplished as part of a repaving project.

3. Ashgrove Plantation Trail (TMSAMS Trail Segment A)
   Cost (millions): $0.50
   Description: This existing trail provides non-motorized access to the western end of Tysons from the Beulah Road/Trap Road corridor and the W&OD Trail. Although existing, this trail needs to be upgraded to current standards including the replacement of the bridge over Old Courthouse Spring Branch, and wayfinding signage. This is a popular route among bicyclists and currently identified on the County's Bicycle Route Map.

4. Old Courthouse Road/Freedom Hill Park Bike Shoulders
   Cost (millions): $0.12
   Description: Construct asphalt shoulders on both sides of Old Courthouse Road from Westbriar Drive NE to Battery Park Street, a distance of approximately 1,200 linear feet. The width of the shoulders shall be no less than four feet.

5. Bicycle Parking Enhancements-Greater Tysons Area
   Cost (millions): $0.05
   Description: Install bicycle racks on public rights of way throughout the Tysons area. The bicycle racks will be branded and unique to Tysons (using the design as defined in the Tysons Urban Design Standards document). Phase I will provide for 100 racks.

6. Sandburg Street Connecting Trail
   Cost (millions): $0.15
   Description: Construct a trail connection on Sandburg Street from Oak Street to Sandburg Ridge Court. Approximately 300 linear feet of asphalt trail and bridge would be required to make this connection.

7. Greater Tysons Area Wayfinding Signage
   Cost (millions): $0.15
   Description: Fabricate and install bicycle route directional signage on all major bike routes as defined as part of the signage recommendations contained in the Fairfax County Bicycle Master Plan, Phase I, Greater Tysons Corner.

8. Vesper Court Trail (TMSAMS Trail Segment D)
   Cost (millions): $1.00
   Description: Identified as part of the bicycle master planning process for Tysons, this project involves construction of approximately 2,000 linear feet of asphalt shared use path including a bridge spanning Old Courthouse Spring Branch. This trail will connect Vesper Court with Route 7 at Spring Hill Road providing enhanced pedestrian and bicycle access from the North Vienna area.

9. Idylwood Road On-Road Bike Lanes and Shared Lane Markings
   Cost (millions): $1.05
   Description: Widen Idylwood Road from Helena Drive to Idyl Lane, a distance of 1,850 linear feet. This project will involve widening Idylwood Road approximately five feet in width in each direction to accommodate on-road bike lanes. In areas where the width is restricted, a wide curb lane and/or shared lane (pavement) markings will be evaluated.

10. Lewinsville Road On-Road Bike Facilities
    Cost (millions): $1.75
    Description: Construct on-road bike facilities on Lewinsville Road from Spring Hill Road to Balls Hill Road. Depending on existing conditions, these bicycle improvements will include: on-road bike lanes, bike shoulders, wide curb lanes, and the use of pavement markings including the "shared lane markings". Some segments within these limits have been completed as part of VDOT's summer repaving program.

11. Scotts Crossing Connecting Trail (TMSAMS Trail Segments K,L,M)
    Cost (millions): $1.50
    Description: Construct a paved trail ten feet in width extending from Magarity Road to Old Meadow Road and Colshire Drive via Westgate Elementary School, Westgate Park, and Scotts Run Stream Valley Park. Completion of this trail network will provide a direct connection to Metro as well as employment centers east of the Capital Beltway.

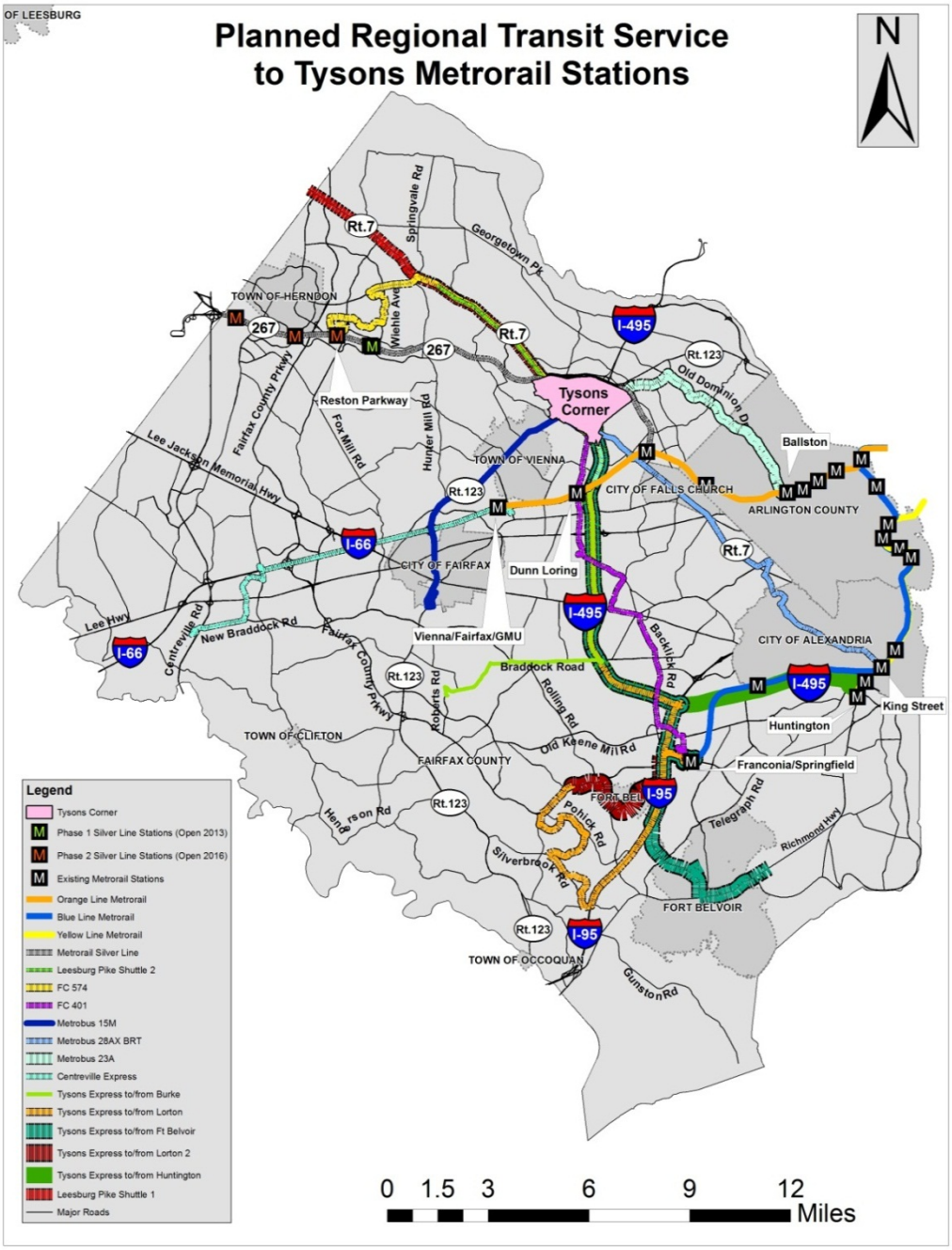
12. Route 7, Leesburg Pike Shared Use Paths
    Cost (millions): $4.50
    Description: Complete missing segments of trail (shared use paths) on Route 7 from Beulah Road to the Dulles Toll Road/Dulles International Airport Access Road to better accommodate bicyclists and pedestrians accessing the Metrorail station. The current Countywide Trails Plan includes parallel paved trails, ten feet in width along this roadway.

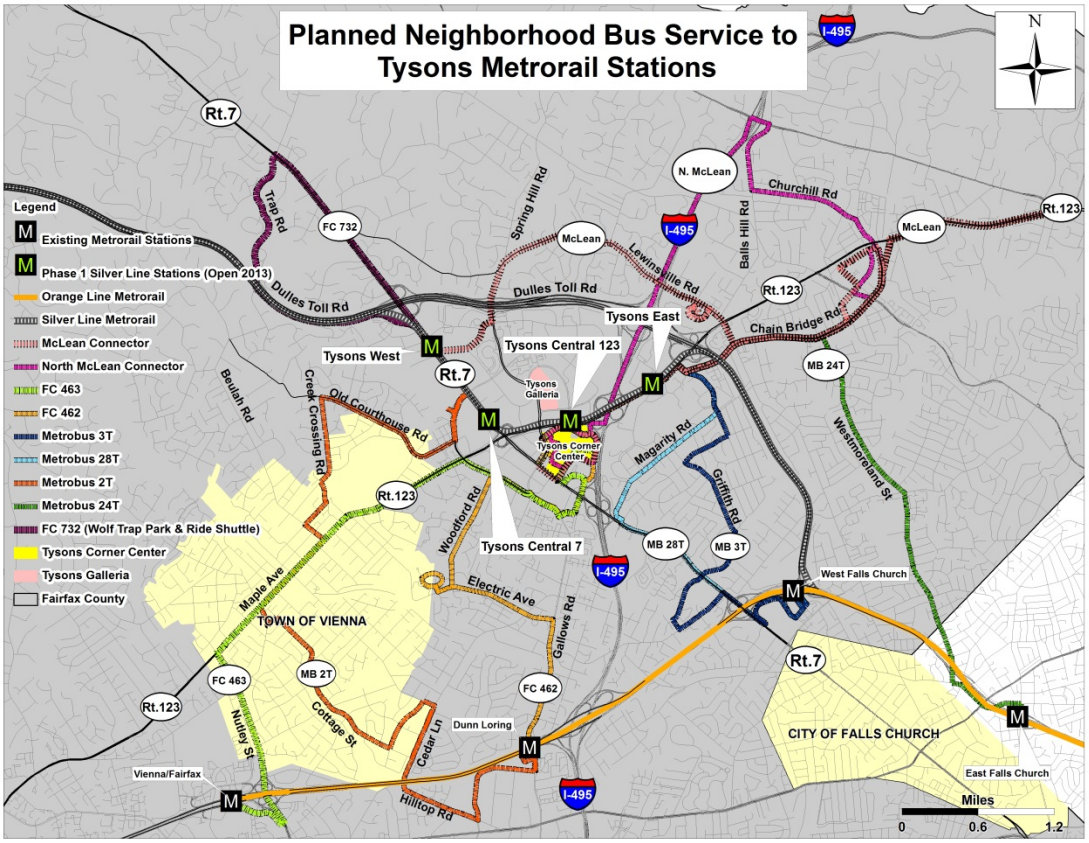
13. Sandburg Street Extension-George C. Marshall Bike/Pedestrian Bridge
    Cost (millions): $10.00
    Description: Construct a bike/pedestrian bridge spanning the Capital Beltway (I-495) from the extension of Sandburg Street to George C. Marshall Drive and Marshall High School.

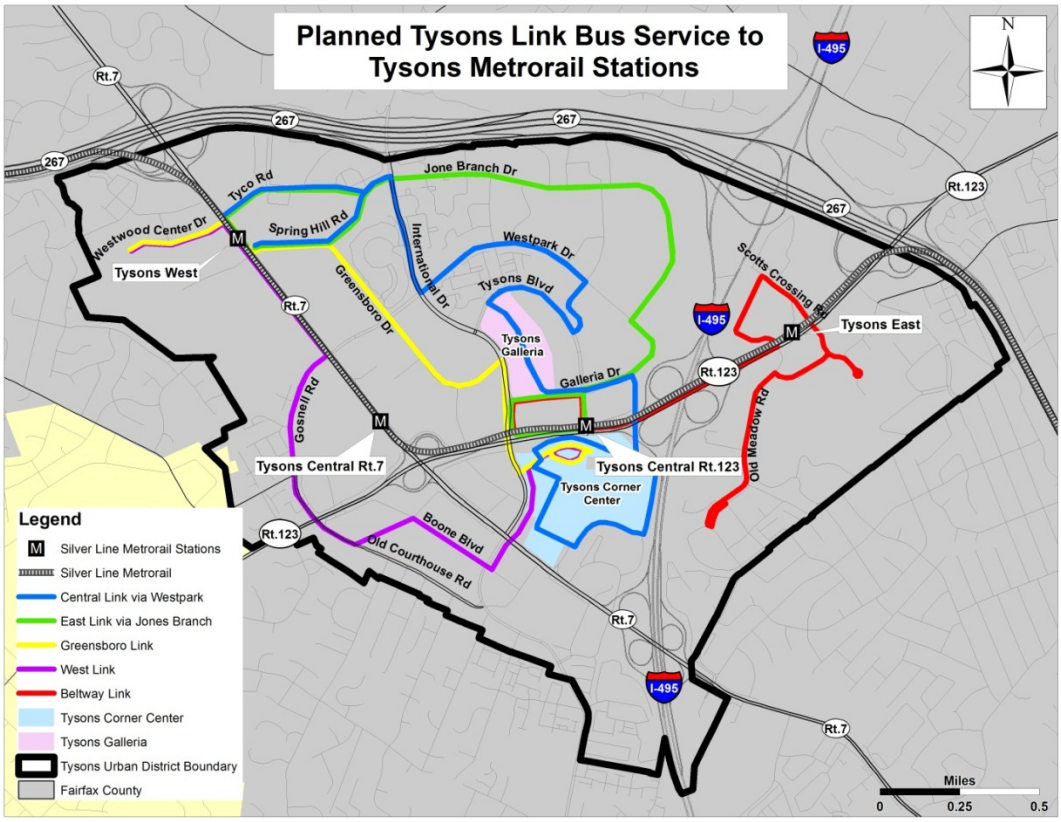
14. Westpark Trail (TMSAMS Trail Segment J)
    Cost (millions): $0.50
    Description: Upgrade existing trail and complete missing segment of shared use path extending from Westpark Drive past Galleria Drive, West Branch Drive to Jones Branch Drive.

TMSAMS Bus Service Improvements

During the TMSAMS public outreach process, the public was asked to refer to the following three maps, showing planned regional, neighborhood and internal bus service to and within Tysons Corner, to prioritize planned bus routes.




Planned Neighborhood Bus Service to Tysons Metrorail Stations
N
Legend
Existing Metrorail Stations
Phase 1 Silver Line Stations (Open 2013)
Orange Line Metrorail
Silver Line Metrorail
McLean Connector
North McLean Connector
FC 463
FC 462
Metrobus 3T
Metrobus 28T
Metrobus 2T
Metrobus 24T
FC 732 (Wolf Trap Park & Ride Shuttle)
Tysons Corner Center
Tysons Galleria
Fairfax County
Rt.7
Rt.123
I-495
Trap Rd
FC 732
Spring Hill Rd
N. McLean
Churchill Rd
McLean
Balls Hill Rd
Lewinsville Rd
Dulles Toll Rd
Tysons East
Chain Bridge Rd
MB 24T
Tysons West
Tysons Central 123
Tysons Galleria
Beulah Rd
Creek Crossing Rd
Old Courthouse Rd
Tysons Corner Center
Magarity Rd
Westmoreland St
Woodford Rd
Tysons Central 7
Griffith Rd
MB 28T
MB 3T
West Falls Church
Electric Ave
Maple Ave
TOWN OF VIENNA
Gallows Rd
FC 463
MB 2T
FC 462
Cottage St
Nutley St
Dunn Loring
Cedar Ln
CITY OF FALLS CHURCH
Vienna/Fairfax
Hilltop Rd
East Falls Church
Miles
0
0.6
1.2


Planned Tysons Link Bus Service to Tysons Metrorail Stations
N
Rt.7
267
I-495
Rt.123
Tyco Rd
Jone Branch Dr
Westwood Center Dr
Spring Hill Rd
International Dr
Westpark Dr
Tysons West
Greensboro Dr
Tysons Blvd
Scotts Crossing Rd
Tysons East
Tysons Galleria
Galleria Dr
Gosnell Rd
Old Meadow Rd
Tysons Central Rt.7
Tysons Central Rt.123
Tysons Corner Center
Boone Blvd
Old Courthouse Rd
Legend
Silver Line Metrorail Stations
Silver Line Metrorail
Central Link via Westpark
East Link via Jones Branch
Greensboro Link
West Link
Beltway Link
Tysons Corner Center
Tysons Galleria
Tysons Urban District Boundary
Fairfax County
Miles
0
0.25
0.5

Using input obtained during the TMSAMS public outreach process, the Fairfax County Department of Transportation (FCDOT) further reviewed and modified recommended bus service contained in the Fairfax County Transit Development Plan (TDP), which included a robust public input process of its own. Through this effort, FCDOT has developed the "FCDOT Phase 1 Bus Service Recommendations", "FCDOT Phase 2 Bus Service Recommendations" and "FCDOT Beyond Phase 2 Bus Service Recommendations", with associated cost estimates.

FCDOT Phase 1 Bus Service Recommendations (Routes to implement by the opening of Phase 1 of Metrorail's Silver Line

Regional Service
Tysons Express from Burke
Tysons Express from Lorton
Tysons Express from Lorton 2 (Revised as a Springfield to Tysons route)
Leesburg Pike Shuttle 1
Leesburg Pike Shuttle 2
FC 574
FC 401
MB 23A
MB 28A,X
MB 15M

Neighborhood Service
MB 2T (Revised and will no longer run on Creek Crossing or Old Courthouse)
MB 3T
MB 24T
FC 462
FC 463
McLean Connector
North McLean Connector

Tysons Link Service (Internal Tysons Service)
Central Link via Westpark
East Link via Jones Branch
Greensboro Link
West Link
Beltway Link

FCDOT Phase 1 Bus Service Recommendation Cost Estimate

The Phase 1 Bus Service Recommendations are based on recommendations from the Transit Development Plan (TDP). Phase 1 of the Bus Service Plan is cost neutral with the exception of the Tysons LINK services. As proposed, the Phase I Bus Service plan, which includes the Tysons Link internal shuttle system, requires 15 buses and adds approximately 54,673 annual service hours. These buses have been programmed for purchase in the FY2013 budget to be ready for service in December 2013. The funding for approximately 27,336 service hours will need to be programmed into the FY2014 and will cost approximately $3.0 million. The full plan will cost approximately $6.0 million annually starting in FY2015.

FCDOT Phase 2 Bus Service Recommendations (Routes to implement by the opening of Phase 2 of Metrorail's Silver Line

Regional Service
Centreville Express

FCDOT Beyond Phase 2 Bus Service Recommendations (Routes to implement at some point beyond the opening of Phase 2 of Metrorail's Silver Line

Regional Service
Tysons Express from Ft. Belvoir
Tysons Express from Huntington

FCDOT Phase 2 and Beyond Phase 2 Bus Service Recommendation Cost Estimates

Due to the unknown timing of implementation of Phase 2 and Beyond Phase 2 Bus Service Recommendations, cost estimates for routes planned for these phases are not available. Cost estimates for bus routes planned for Phase 2 and beyond can be conducted closer to when these routes are anticipated to be implemented.

Eliminated Routes

Regional Service
MB 28T – Route eliminated by the Washington Metropolitan Area Transit Authority (WMATA).

Neighborhood Service
FC 732 – Wolf Trap has no interest in providing commuter parking to serve this route.

FCDOT Staff Responses to TMSAMS Advisory Group Recommendations

The mandate of the TMSAMS Advisory Group was to ensure that the goals of the Tysons Metrorail Station Access Manage Study (TMSAMS) were met. With Plan Amendment guidance and additional studies in mind, the TMSAMS Advisory Group compiled a list of recommendations for Fairfax County Department of Transportation (FCDOT) staff. These recommendations are in addition to the pedestrian, bicycle and bus service improvements that were presented to the public for prioritization during the TMSAMS public outreach process, shown in Section 6 of the TMSAMS Final Report, and are not intended to conflict with those projects in terms of prioritization. The TMSAMS Advisory Group Recommendations are intended to provide guidance to FCDOT staff on areas that need additional analysis to ensure that residents and employees, in and around Tysons Corner, will be served by a robust multi-modal transportation system in Tysons Corner. This document lists each of the TMSAMS Advisory Group Recommendations followed by a response from FCDOT staff.

7.1 Pedestrian/Bicycle Recommendations

Pedestrian/Bicycle Recommendation 1

Due to multiple entrance and exit ramps onto the Dulles Toll Road and I-495 from Rt. 7 and from Rt. 123, pedestrian and bicycle access into Tysons Corner is difficult and dangerous along these corridors, specifically along Rt. 7 from areas north of Tysons Corner and along Rt.123 from areas east of Tysons Corner. Linear, median-running, pedestrian/bicycle parks are a possible solution to provide safe and attractive pedestrian and bicycle access into the core of Tysons while bypassing the entrance and exit ramps along Rt. 7 and Rt. 123.

FCDOT should work with VDOT to evaluate and develop an option to provide this type of facility along these corridors to ensure adequate, safe and attractive pedestrian and bicycle access is provided into the core of Tysons Corner. Special consideration of this type of improvement should be given to the redesign of the Rt.7 bridge over the Dulles Toll Road when that project moves forward.

Fairfax County Staff Response

Linear median-running pedestrian/bicycle facilities have been proposed as an alternative to crossing multiple ramps within an interchange area. FCDOT has done an assessment of this treatment for the Route 7 and Route 123 interchanges with the Dulles Toll Road and found that major bridge piers exist within the medians and therefore preclude this type of facility. However, more traditional pedestrian and bicycle facilities will be provided where a median running facility cannot be accommodated. FCDOT will consider median-running pedestrian/bicycle facilities in other locations as new projects are identified and evaluated.

Pedestrian/Bicycle Recommendation 2

The Tysons Corner Sidewalk Analysis was incorporated into the TMSAMS effort to identify and prioritize sidewalk and crosswalk improvements in Tysons Corner. This study focused on missing sidewalk segments and crosswalks within the Tysons Corner Urban Boundary or an approximate one-mile distance around the four Metrorail stations in Tysons Corner.

FCDOT staff should conduct a more extensive sidewalk and trail analysis to evaluate and identify necessary sidewalk, and crosswalk facility improvements with an emphasis on a three-mile area surrounding the Tysons Metrorail stations. Priority should be given to pedestrian and bicycle facility improvements providing direct access to bus stops or that provide direct, longer distance, connections to the Metrorail stations in Tysons Corner. Suggested priority corridors to be evaluated are as follows:

- Rt.123 into Tysons from the McLean Central Business District
- Magarity Road to the Tysons East Metrorail station
- Gallows Road to the Tysons Central 123 Metrorail station
- Old Courthouse Road, from Trap Road, to the Tysons Central 7 Metrorail station
- Rt.7, from Trap Road and Spring Hill Road, to the Tysons West Metrorail station
- Rt.123, from the Town of Vienna, to the Tysons Central 7 and Tysons Central 123 Metrorail stations

Fairfax County Staff Response

The priority of the TMSAMS effort is to identify pedestrian improvements closest to the stations where they will be most heavily used. At such time as those priority needs are funded and funding is available for pedestrian projects outside of the core Tysons Corner area, FCDOT staff will study missing sidewalks and crosswalks within a three-mile radius of the stations.

Pedestrian/Bicycle Recommendation 3

Increase pedestrian safety with enhanced crosswalk design, including colored pavement, to identify a crosswalk in an urban area and special “pedestrian refuge” areas in medians.

Fairfax County Staff Response

The inclusion of median pedestrian refuge areas is desirable and is considered as part of all urban intersection design. However, other engineering issues such as turning radius and frontage limitations do not always allow crosswalk placement to allow for median refuges. It should be noted that signal timing in Tysons will allow pedestrians to cross streets where no median is present.

VDOT must conform to the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. According to the (MUTCD), “Colored pavement is used as a purely aesthetic treatment and is not intended to communicate a regulatory, warning, or guidance message to road users. Colored pavement is not considered to be a traffic control device, even if it is located between the lines of a crosswalk. Colored pavement located between crosswalk lines should not use colors or patterns that degrade the contrast of white crosswalk lines, or that might be mistaken by road users as a traffic control application.” That being said, the Memorandum of Understanding

between the Virginia Department of Transportation and FCDOT allows the use of alternative pavement treatments that comply with all safety guidelines. Alternative pavement treatments may be implemented by individual developers in Tysons as redevelopment occurs over time.

Pedestrian/Bicycle Recommendation 4

Continue the WMATA plans for the Vienna Metro pedestrian/bike improvements within the immediate vicinity of the Vienna Metro station.

Fairfax County Staff Response

FCDOT staff will review the WMATA Metrorail Bicycle & Pedestrian Access Improvements Study (October 2010). At such time as future funding is available for pedestrian projects serving Metrorail Stations, FCDOT staff will prioritize Study recommendations for the Vienna-Fairfax GMU Metrorail Station for funding. The MetroWest development, currently under construction, at the Vienna-Fairfax GMU Metrorail Station is transforming the south side into a more pedestrian-friendly environment.

Pedestrian/Bicycling Recommendation 5

Phasing recommendations in the Tysons Corner Bicycle Master Plan should be re-evaluated based on public input obtained through the TMSAMS process. Corridors prioritized for bicycle facility improvements in the TMSAMS effort should be “fast-tracked” into the near term.

Fairfax County Staff Response

Phase I of the Bicycle Master Plan addressed bicycle infrastructure improvements as well as policy directives in order to make the Tysons Corner Area bicycle friendly and safe. Recommendations were developed and coordinated through both a citizen’s task force (the Bicycle Advisory Committee), participation in TMSAMS meetings, and extensive public outreach and data collection processes. These elements have resulted in a draft network of improvements for bicycle connectivity and access to, from, and through the greater Tysons Corner area. All FCDOT projects are implemented in the most timely manner possible. Due to funding constraints and the need to balance spending on projects throughout the county, the ability to “fast-track” projects prioritized through the TMSAMS effort is limited.

Pedestrian/Bicycle Recommendation 6

Where possible, Fairfax County staff should contact Tysons Corner property owners to obtain permission for pedestrian and bicycle access, across private property, to Metrorail stations. Access, through private property, between Gosnell Road and the Tysons Central 7 Metrorail stations is an example that should be explored to address this recommendation.

Fairfax County Staff Response

Currently, when the County seeks to improve access for pedestrians and bicyclists across private property and the County is spending public funds to make improvements to property for sidewalks and or trails, properly recorded and legally binding easements are first obtained from landowners for the construction, maintenance and use by the public over an easement area. In addition to the need to obtain permanent easements for public access across private property, it is not feasible for the County to enter into 'informal landowner arrangements' for unimproved access without increasing its risk for liability associated with pedestrian safety and for ADA compliance requirements. Currently, the County's role of influencing safe and easy access for both pedestrians and bicyclists to reach Tysons Metro stations is governed by the redevelopment, zoning and site plan process. However, on an interim basis before a site redevelops and if there are access issues, the 'Tysons Partnership' should be encouraged to reach out and actively build consensus and cooperation among its stakeholders, especially landowners by granting public access, at least for a defined period of time or until redevelopment can occur for a site area.

7.2 Bus Service Recommendations

Bus Service Recommendation 1

The planned Tysons Corner Link Service, as defined in Chapter 8.7 of the Transit Development Plan (TDP), confines the service to the boundaries of the Tysons Corner Urban Boundary and routes less than four miles long that will "link" employment, residential, and retail with Silver Line stations as a circulator. The TDP further states that "a branding strategy ("Tysons Corner Link") could be effective in establishing an identity to distinguish the proposed service as a transit service noticeably different from the transit services currently operated within the county. According to the TDP, "Tysons Corner Link" service should incorporate the following elements:

- Reliability – with frequent and faster service and services operated on schedule, customers will perceive wait time to be acceptable and reliability to exceed the typical Connector and Metrobus experience.
- Small buses – easy to board and alight and sized to match the expected demand, which minimizes excess dwell times allowing for quicker travel times and clearly distinct from the standard large buses operated by the Fairfax Connector and Metrobus.
- Passenger amenities – items such as shelters, benches, schedule and real-time information to help manage and improve passenger wait time experience.
- Collateral materials - clear information on how to use the "Link" service explaining where and how to access the bus, where each route goes, and what the schedule is.
- Bus stop signage – signage should be clear, simple and recognizable.

The TDP further states that "existing and proposed Tysons Corner area neighborhood and regional service routes on the whole do not have the same service attributes as the proposed Link routes", and suggests that those services would undermine the value of the "Link" brand. Public comments collected through the TMSAMS effort suggests otherwise. FCDOT should consider "branding" as "Tysons Corner Link" all neighborhood and regional bus service, with an emphasis on service provided within a three-mile radius of the Tysons Corner Metrorail stations and to Tysons Corner. These routes should stand out

against other bus services provided within the county to make it clear that these routes serve Tysons Corner and the Metrorail stations.

Fairfax County Staff Response

Branding the Tysons Link service makes sense for several reasons:

- It will support the required paradigm shift by commuters from auto driver to transit rider by providing frequent and comprehensive service coverage to Tysons.
- It will support the transition of Tysons Corner from a suburban development pattern toward a more urban pattern.

Expanding this brand to routes that carry people to and from Tysons Corner would dilute the brand and make it much less focused. The cost of wrapping or painting buses and installing additional branded bus stop signs is substantial. If this were done for regional bus service, it would mean installing branded bus stop signs in locations as far distant from Tysons as King Street Metro (Metrobus 28A), Franconia-Springfield Metro (Connector 401/402) and Reston Town Center Transit Station (Connector 574). Money spent on these efforts could be put to better use by improving service levels on some of those same routes that are programmed to have only 30-minute headway peak service.

Bus fleet logistics and maintenance issues also do not favor the expanded branding concept in this recommendation, as branding breaks a unified bus fleet into a number of unique sub-fleets. Experience with the branded Richmond Highway Express (REX) service is instructive here. When the REX service was started in September 2004, 12 buses were required to operate the service. A total of 14 buses were branded as REX buses, to provide the generally accepted 20 percent spare ratio – additional buses to cover when others are unavailable for service. Today the REX runs more frequently, and all 14 buses are required to cover the service. This means that when a REX bus is unavailable, a standard Metrobus must be dispatched in its place. In turn, this change in the look of the bus providing the same service often results in passenger confusion.

This does not mean that a targeted marketing campaign has no value. On the contrary, such a strategy could prove helpful in expanding the use of bus services to reach Tysons Corner. It does mean that the campaign should not include branding the buses that provide those services.

Bus Service Recommendation 2

In coordination with the Fairfax Connector, WMATA, and the Fairfax County Supervisor District Offices that encompass Tysons Corner, FCDOT should revise routes shown in the Transit Development Plan based on public input obtained through the TMSAMS effort. Additional routes, using smaller “shuttle style” buses, should be evaluated to serve lower density areas where demand can support this type of service and where the roadway network may not be able to accommodate standard size Fairfax Connector and WMATA buses. Subscription bus services should also be considered. See Appendix K for a list of bus routes that should be investigated.

Fairfax County Staff Response

FCDOT has acknowledged many of the concerns raised by members of the public about proposed bus routes, and has modified the route proposals to address those concerns. The existing Connector fleet of 10 "shuttle" (also known as body-on-chassis or cutaway) buses is scheduled to be retired by the end of 2013, and is not included in the Connector's bus replacement plan. FCDOT will evaluate suggestions for additional routes to link surrounding neighborhoods with the Metrorail stations in Tysons; however, services that would link one or more neighborhood park-and-ride lots to a nearby Metrorail station would be more efficient, and more likely successful, than routes that would pass through low density residential areas to pick up riders at or near their homes.

Bus Service Recommendation 3

In coordination with the Fairfax Connector, WMATA, the Town of Vienna and the Fairfax County Supervisor District Offices that encompass Tysons Corner, FCDOT should complete a bus stop study for Tysons Corner and the areas within a three-mile radius of the Tysons Corner Metrorail stations. This study should address the following:

- Identify all bus stop locations for existing and planned routes
- Determine if any existing stop locations can be consolidated
- Coordinate with but do not unnecessarily duplicate stops on other routes
- Ensure bus stop safety by ensuring adequate lighting and visibility is provided
- Ensure bus stops are accessible to all users, are connected by sidewalks and or trails and comply with or exceed ADA standards
- Determine how bicycle parking can be provided at bus stops
- Review the bus shelter inventory and ongoing plan to make necessary improvements

Fairfax County Staff Response

A full inventory and bus stop study was completed in September of 2005. The study is comprehensive and, in conjunction with the Board's Four-Year Transportation Program, is an investment by Fairfax County to increase the safety of pedestrians and the ridership of transit modes. Decisions on possible consolidation of nearby stops should be deferred until after the route changes have been implemented, as the utilization of some stops is likely to change if the structure of the route(s) serving them has changed. Satisfying preconstruction requirements (land acquisition, design, permits, etc.) remain the biggest constraints associated with the immediate improvement of any bus stop and the same would be true of providing bicycle parking at bus stops. The County has a bus shelter advertising contract with Signal Outdoor Advertising is for construction, maintenance, cleaning and trash pick-up at bus shelters countywide with no fiscal impact to the County. The contractor will sell advertising space on one side of the shelters to generate revenue to fund the program. This program presents an opportunity to have shelters installed in the Tysons area at no cost to the County. It should be noted that bus stop planning for new routes serving Tysons will be conducted before these services begin.

Bus Service Recommendation 4

For those who would like to use transit but live beyond walking distance to a planned bus route, provide remote Park-and-Ride and Kiss-and-ride facilities, with bicycle parking, along key bus routes in advance of the Silver Line opening. Areas that should be considered for remote park-and-ride and/or remote kiss-and-ride facilities are as follows:

- Along Rt.7, Leesburg Pike, west of Tysons Corner
- Along Rt.123, Dolley Madison Blvd, in the McLean Central Business District

Fairfax County Staff Response

The TDP identified several potential sites for park-and-ride lots in the Route 7 corridor west of Tysons Corner. There are few, if any, potential park-and-ride lot sites along Route 123 / Dolley Madison Boulevard. Two churches, McLean Presbyterian and Lewinsville Presbyterian, are located along the proposed North McLean Circulator. Three other churches, Saint Luke's Catholic Parish, St. Luke Orthodox Church, and St. John's Episcopal Church, and two parks, Clemyjontri Park and Langley Fork Park, are all located along Georgetown Pike between the Beltway and Route 123. If the owners of one or more of these potential park-and-ride locations would agree to allow commuter parking at their facility, FCDOT would consider revising the proposed North McLean Connector to operate along Georgetown Pike and Dolley Madison Boulevard rather than the Beltway.

Bus Service Recommendation 5

Since Rt. 7 and Rt. 123 are the two main boulevards running through Tysons Corner and serve as the most direct routes to, from and through the area, bus routes running on these roads are likely to be the most highly used by bicyclists. Bus routes operating on these roads should be fitted with extra bicycle carrying capacity, over what is typically provided on Fairfax Connector and WMATA buses, to accommodate this extra demand.

Fairfax County Staff Response

All Fairfax Connector and WMATA buses are fitted with bicycle racks. The County's latest bus order included racks with a capacity of three bicycles, while the older buses have racks that hold two bikes. The increase in bicycle capacity must be weighed against the impact of larger front-mounted racks on pedestrian and rider safety, as well as on bus maneuverability.

Bus Service Recommendation 6

Include bus stop accessibility information on the Fairfax Connector Website and coordinate with and encourage WMATA to do the same.

Fairfax County Staff Response

FCDOT recommends against including bus stop accessibility information on the public website. "Accessibility" is somewhat qualitative and presents problems when identifying stops. For example, consider a bus stop near an intersection with a proper loading pad, sidewalk

connection to a ramp at the intersection; however, 200 feet away from the intersection is a senior home connected by only a dirt path with several overgrown trees. This stop would be considered accessible as it meets the ADA requirements; however it is not accessible for the senior who may want to use the stop.

7.3 Roadway Project Recommendations

Roadway Project Recommendation 1

Implement a formal process between FCDOT and VDOT to share information about VDOT's planned road maintenance plans, such as repaving, within the three-mile radius of Tysons Corner, so projects can be assessed for potential multi-modal and "complete streets" improvements such as:

- Restriping to create wider shoulders or bike lanes
- Improving crosswalks, and
- Improving bus stop access.

Fairfax County Staff Response

There currently is a process between FCDOT and VDOT to share this information, and FCDOT coordinates with VDOT on opportunities to make improvements, including wider shoulders or bike lanes and crosswalks. The County will continue to work with VDOT to provide as many improvements as possible as part of VDOT's repaving and maintenance work. Since bus stop access is often completed with concrete material, instead of asphalt, it does not seem feasible for VDOT to include bus stop access improvements within the repaving maintenance budget. There are, however, funds available to improve bus stops countywide, and this process is ongoing with over 50 bus stop improvements being completed Countywide each year.

Roadway Project Recommendation 2

Investigate possible enhanced public transportation corridors, for Gallows Road and other facilities providing direct access into Tysons Corner, to include the specifics of transit routes, technology, timing and the possibility of greater capacity for alternative modes.

Fairfax County Staff Response

At the direction of the Fairfax County Board of Supervisors, FCDOT is conducting a County Transit Network Study. This study began in December 2011 and is expected to be completed in the first half of 2013. The purpose of the study is to establish a network of high quality transit corridors, in a cost-effective way, to serve the County's need to accommodate planned growth over the long term. As a starting point, the study is using the Enhanced Public Transportation Corridors as designated on the County's Comprehensive Plan. However, the study will determine future countywide transit needs and will assess the need for high quality transit service in other corridors such as the Gallows Road corridor and other facilities serving activity centers such as Tysons Corner.

Roadway Project Recommendation 3

Prioritize and "fast track" road projects within the three-mile radius of Tysons Corner, that enhance multi-modal travel and adhere to the Complete Streets policy.

Fairfax County Staff Response

Unfortunately, in the current economic climate, there are very limited funds available for transportation improvements, and funding is usually allocated to priority needs throughout the County. FCDOT is currently meeting with Board offices to identify future multi-modal transportation improvement priorities, so that as new funding becomes available, staff can work to allocate sufficient funds to prioritized projects. These future unfunded projects include roadway, pedestrian, bicycle, and transit needs. It should be noted that the County has completed the Tysons Corner Neighborhood Study that specifically focuses on necessary transportation improvements located within the communities immediately surrounding Tysons Corner.

Roadway Project Recommendation 4

Improve the Beulah/Trap Road/Old Courthouse Road intersection to create a better turning radius for buses.

Fairfax County Staff Response

Beulah Road, Trap Road, and Old Courthouse Road generally have residential densities that are below the 3-4 households per acre that experience has shown to be the minimum level needed to support fixed-route transit service. Consequently, there are no plans to operate bus service through this intersection in the foreseeable future; thus, there is no need to improve this intersection as recommended.

Roadway Project Recommendation 5

Improve the alignment, drainage and pavement material on Old Courthouse Road, in the vicinity of Besley Drive, to support regular bus service in this area and to improve access to County parks on both sides of Old Courthouse Road.

Fairfax County Staff Response

Old Courthouse Road generally has residential densities that are below the 3-4 households per acre that experience has shown to be the minimum level needed to support fixed-route transit service. Consequently, there are no plans to operate bus service along this segment of Old Courthouse in the foreseeable future; thus, there is no need to improve this segment of Old Courthouse Road as recommended. That being said, this project is currently on the Hunter Mill District list of possible unfunded future projects, and is currently estimated to cost approximately $5.5 million. FCDOT is currently meeting with Board offices to identify future multi-modal transportation improvement priorities, so that as new funding becomes available, staff can work to allocate sufficient funds to prioritized projects.

Roadway Project Recommendation 6

Realign Beulah Road at Clarks Crossing to create right-of-way for a multi-modal trail (Segments A/B, Phase I, NoVi Trail Network).

Fairfax County Staff Response

There currently is no funding available for such a roadway realignment project. However, there is a currently funded walkway project to construct a six-foot asphalt trail at this location, which has been designed and is currently entering the right-of-way phase.

Roadway Project Recommendation 7

Prioritize the widening of Rt.7, west of Tysons Corner and add a separate pedestrian/bicycle overpass at the Dulles Toll Road.

Fairfax County Staff Response

VDOT has identified $30 million in funding, for preliminary design only, of the estimated $300 million Route 7 widening from the Dulles Toll Road (DTR) to Reston Avenue. This project design has not yet begun, but VDOT is holding stakeholder meetings on a variety of issues concerning the future widening. VDOT has also identified $12 million, for design only, for the Route 7 bridge over the DTR. The design will consider pedestrian and bicycle access over the DTR. However, construction funding is not available at this time.

Roadway Project Recommendation 8

Address all recommended intersection improvements identified in the Tysons Corner Neighborhood Analysis. http://www.fairfaxcounty.gov/tysons/transportation/

Fairfax County Staff Response

As part of the Tysons Monitoring Program, all intersections included in the Tysons Corner Neighborhood Traffic Impact Analysis will be monitored periodically as development in Tysons occurs to determine when it is appropriate to proceed with mitigation measures. The horizon year for the traffic impact analysis was 2030. However, the analysis showed that some of the proposed improvements would be effective in the shorter term because some of the intersections experience excessive delays under current conditions. Those will be considered for spot intersection improvements as funding becomes available, subject to a community involvement process that would occur before final decisions are made on any particular project. It should also be noted that the consolidated traffic impact analyses currently being undertaken with respect to the zoning cases under review have identified other mitigation measures for at least four of the intersections included in the study.

7.4 Travelers with Disabilities Recommendations

Travelers with Disabilities Recommendation 1

The Americans with Disabilities Act (ADA) requires the bare minimum in terms of facilities required to accommodate people with disabilities. FCDOT should work with VDOT to ensure all transportation projects within Fairfax County include standards endorsed by the U.S. Access Board including but not limited to:

- Raised letter and Braille signs at bus stops and in bus shelters
- Audible pedestrian traffic signals
- Wide medians and curb cuts to allow two persons in wheel chairs to cross side-by-side.
- Raised sidewalks/no street-level crossing areas
- Audible announcements at rail stations
- Emergency phones in case of elevator outages, and
- Pay phones in rail stations.

Fairfax County Staff Response

The Fairfax County Department of Transportation understands that ADA requirements are the bare minimum in terms of facilities required to accommodate people with disabilities. FCDOT continuously works with VDOT to exceed these standards wherever possible.

7.5 Community Support Recommendations

Community Support Recommendation 1

Protect property owners in neighborhoods surrounding Tysons Corner from commuter parking on residential streets to access the nearby Metrorail stations in Tysons Corner. Strategies to meet this recommendation include:

- Making use of the Board of Supervisors and Town of Vienna policies for pre-emptive, streamlined neighborhood parking permitting processes
- Developing an online tool for location and booking of available parking spaces within Tysons Corner
- Providing adequate parking patrols, on foot, in vehicles and on bicycles, to enforce parking restrictions
- Implementing widespread and closely-spaced parking restriction signage
- Publicizing parking patrols and fines before Metro opens

Fairfax County Staff Response

Code Section 82-5A currently provides for residents to request permit parking within their communities through their district supervisor. This includes residential areas in close proximity to an existing or proposed rail station. There is also a pre-emptive process in place whereby a temporary permit parking district can be created, if conditions are met, followed by the regular petition process and public hearing. The community south of the Herndon-Monroe Park and Ride lot currently has permit parking in place (pre-emptively).

Development of an online tool would require funding that is currently unavailable. Space location technology (parking on public streets) would require the installation of the correct type of parking meters and sensors. Location and booking (reserving) spaces within private lots or structures would fall to individual property owners.

VDOT can install parking restrictions for safety and sight-distance and will review upon request. Signs are placed approximately 200 feet apart. All other parking restrictions that are not on approved development plans must be approved by the Board at a public hearing that is handled by FCDOT.

Enforcement of parking restrictions is currently the responsibility of the Fairfax County Police Department. With the existing suburban character of Fairfax County and current lack of metered on-street parking, the County has limited resources to enforce parking restrictions. However, as Tysons Corner and the County redevelop and become more urban over time, more resources may be devoted to this effort.

Community Support Recommendation 2

Although the Comprehensive Plan for the Tysons Corner Urban Center specifies no permanent, long-term public parking at the Metrorail stations in Tysons Corner, the need for parking at the Metrorail stations in Tysons Corner was a recurring theme heard during the TMSAMS Public Involvement Process. FCDOT should continue its work on Tysons interim parking, as directed by the Board as a Follow-On Motion in June of 2010, to identify locations to provide interim commuter parking facilities at the Metrorail stations in Tysons Corner.

Fairfax County Staff Response

FCDOT continues to work on identifying potential opportunities for interim commuter parking near the Tysons Metrorail stations.

Community Support Recommendation 3

FCDOT should develop and implement a way finding plan, including signage and the use of online/smart technologies, in Tysons Corner and within a three-mile boundary of the Tysons Corner Metrorail stations.

Fairfax County Staff Response

The Fairfax County Office of Community Revitalization (OCR) will coordinate with FCDOT, DPZ, OPA, The Tysons Partnership, and stakeholder groups to develop a comprehensive way finding signage system for Tysons. The use of smart technology and online components for this signage and way finding will be considered.

Community Support Recommendation 4

Using smart technology to make it easier for travelers to plan and use multi-modal transportation options, FCDOT, in partnership with TYTRAN and/or the Tysons Partnership, should plan and launch a centralized multi-modal education/outreach campaign and website in advance of Metro opening. This campaign could include the following:

- The creation (or crowd source) of a campaign catch phrase
- The creation of an online social and support networks of travelers (starting with TMSAMS email list)
- The creation of a "Citizens for a Livable Tysons Corner" group
- Employing community champions to use visualization tools for speaking to neighborhood groups and HOAs
- The use of Web tools to monitor info about resident and business concerns
- Publicizing the effectiveness of car sharing, teleworking, flexible work hours and other strategies to remove single occupant vehicles from road
- Publicizing instructions for bicycle sharing, bicycle parking and car sharing opportunities
- An online tracking of transportation enhancements by mode
- Publicizing and the use of MWCOG's "School Pool" system (http://tdm.commuterconnections.org/MWCOGSchoolPool/) to help parents and students utilize multi-modal means of getting to school and work
- In coordination with TYTRAN or other private partners, a free online traveler's dashboard should be developed to support multi-modal travel options and local businesses through advertising
- WMATA SmarTrip cards which include membership/privileges for all public transportation options, including bus, bike share, bike and car parking, should be publicized
- Online travel tools should be partnered with and publicized including:
    - www.seeclickfix.com
    - www.NuRide.com
    - www.Uber.com
    - www.ParkCirca.com

Fairfax County Staff Response

The creation of a single system to include all of the features listed above goes beyond the technical and financial resources available to FCDOT. That being said, the Tysons Partnership may be better equipped to lead such an effort. If the Tysons Partnership, or any other agency/organization endeavors to create such a system, FCDOT would work collaboratively to provide the services listed above, where possible.

7.6 Implementation Recommendations

Implementation Recommendation 1

To ensure timely action on implementation of the multimodal priorities recommended in this report, the following steps should be taken as soon as the report is approved by the Board of Supervisors:

- Calculate preliminary engineering and total project cost estimates for each priority and assign to lead agency
- Label priorities "TMSAMS" and include in the 2011 Annual Report for the Board's Four-Year Transportation Program and the subsequent Board's Four-Year Program Quarterly Reports, the Transportation Design Division Monthly Projects Status Report, and VDOT's Six-Year Plan
- Request that VDOT re-evaluate Six-Year Plan Projects to advance allocations to Tysons Corner priorities for timely implementation before the stations open
- Include and account for study priorities in the annual report on the County's Tysons Corner Area Transportation to the Board, TYTRAN, and the Tysons Partnership

Fairfax County Staff Response

As part of the responses to Chapter 6 of the TMSAMS report, FCDOT developed cost estimates and provided recommendations for implementation on the identified projects. Annual funding decisions by the Board will initiate implementation of specific projects. Once individual projects are funded, the projects will be added to the FCDOT quarterly and annual reports for the Board's Four-Year Transportation Program, and the FCDOT Transportation Design Division Monthly Projects Status Report. The projects will be identified as TMSAMS projects on the reports. FCDOT will coordinate with VDOT to include the funded projects in the Six-Year Plan as appropriate, and have them labeled specifically as TMSAMS projects. It should be noted that the Fairfax County Board of Supervisors is including priority Tysons projects in its request for funding in the Six-Year Plan.

When VDOT allocates state and federal funding for the Primary and Interstate road systems, they consider state and countywide priority projects on a regional basis. As a result, it will not be possible to advance allocations to Tysons Corner priorities. In addition, there is currently no funding for the VDOT Secondary Road System Six-Year Plan. Accounting for TMSAMS priorities in the annual report on the "County's Tysons Corner Area Transportation" is addressed in the Fairfax County Staff Response to Implementation Recommendation 2 below.

Implementation Recommendation 2

Include and account for TMSAMS multi-modal priorities in annual report on Tysons Corner Area Transportation to the Board of Supervisors, TYTRAN and the Tysons Partnership. Identify TMSAMS projects in BOS quarterly reports.

Fairfax County Staff Response

Most of this recommendation has been addressed in the Fairfax County Staff Response to Implementation Recommendation 1. The Office of Community Revitalization (OCR) provides an annual report on Tysons that includes a transportation component. FCDOT staff will work with OCR staff to ensure the transportation component included in the annual report also includes TMSAMS specific items.

Implementation Recommendation 3

FCDOT Staff should seek grants to assist with planning and implementing pedestrian, bicycle and bus service improvements, including these objectives:

- Increased bus service and frequency
- Sustainable, accessible bus shelters especially on Routes 7 and 123
- Smaller shuttle-style buses
- Park-and-Ride and/or Kiss-Bike-and-Ride facilities
- Pedestrian and Bicycle improvements to specifically access bus stops and/or Metrorail stations

Grants that should be considered include:

- Urbanized Area Formula Program, Statute (Title 49) 5307
- Fixed Guideway Modernization, Statute (Title 49) 5309
- Bus and Bus Facilities, Statute (Title 49) 5309, 5318
- Transportation for Elderly Persons and Persons with Disabilities, Statute (Title 49) 5310
- Job Access and Reverse Commute Program, Statute (Title 49) 5316
- Paul S. Sarbanes Transit in Parks Program, Statute (Title 49) 5320
- Safe Routes to Schools
- Transportation Enhancement Grants

Fairfax County Staff Response

FCDOT pursues all eligible grant funding opportunities. Most grants identified by the group for consideration are sought after, specifically those pertaining to bus shelters, park-and-rides, kiss-and-rides, and bicycle and pedestrian improvements. The County also seeks grants for planning and construction of large-scale roadway projects including a recently submitted TIGER IV Grant Application for the Jones Branch Connector project in Tysons. However, as Fairfax Connector receives no federal funding, pursuing grants for increased transit service and frequencies is not done. WMATA is the recipient of 5307 and 5309 funds in the region, which helps offset some of the County's operating subsidy to WMATA.

Implementation Recommendation 4

Review, and pursue if necessary, private industry solutions for providing on-demand transit services and revenue-raising opportunities such as the sponsoring of bus stops and bike share.

Fairfax County Staff Response

Private on-demand transit services are available through a variety of companies like Reston Limo, Red Top Cab or Yellow Cab. The County has a bus shelter advertising contract, with Signal Outdoor Advertising , for construction, maintenance, cleaning and trash pick-up at bus shelters countywide. The contractor will sell advertising space on one side of the shelters to generate revenue to fund the program. This program presents an opportunity to have shelters installed in the Tysons area at no cost to the County.

Implementation Recommendation 5

In coordination with TYTRAN, the Tysons Partnership, and the Fairfax County Supervisor District Offices that encompass Tysons Corner, FCDOT should seek mutually beneficial private-public and private-private partnerships to create multi-modal facilities which are completed before the opening of Metro.

Outreach should begin immediately to:

- Walmart – regarding Metro connectivity via the Ashgrove trail area.
- Dominion Power and the Georgelas Group – regarding the Vesper Street right-of-way.
- Sheraton Premiere Hotel – trails leading to Metro stations in Tysons Corner and Reston.

Fairfax County Staff Response

The Fairfax County Department of Transportation's Site Analysis Section is currently reviewing redevelopment projects that contain or are adjacent to the areas identified above. Staff is working closely with those developers to address the multi-modal infrastructure needs identified in the Tysons Plan Amendment and as further recommended by TMSAMS. Staff is attempting to secure tangible commitments from the developers that would completely or, at least partially, assist with the construction or funding of these specific improvements. Given the fact that final buildout of each redevelopment application may not occur for some time, staff will work with the applicants to achieve the most desirable interim condition possible.

Implementation Recommendation 6

FCDOT should create a GIS-located QR tracking or its current state-of-the-art equivalent of TDM/property agreements and proffers.

Fairfax County Staff Response

FCDOT does not currently have the necessary resources to develop a GIS located QR tracking system for TDM/property agreements and proffers. Use of such a system is not anticipated to be great enough to justify the time and costs involved with implementation. That being said, approved proffers, which include TDM, are already accessible to the public and can be found on the Fairfax County website through the Land Development System (http://ldsnet.fairfaxcounty.gov/ldsnet/Zaps.aspx). FCDOT may investigate providing this information on the FCDOT website at some point in the future. However, the timing of this work is currently undefined.

Implementation Recommendation 7

FCDOT should create an online tracking system for transportation improvements by mode.

Fairfax County Staff Response

FCDOT is constantly evaluating how it provides information to the public and analyzing ways to provide useful and easily accessible information. We are currently working on ways to improve project reporting, and will explore the use of online systems as well as GIS systems. While an online system tracking transportation improvements by mode is not currently available,

information can be found at FCDOT's website at http://www.fairfaxcounty.gov/fcdot/. In addition, the status report on the Board's Four-Year Transportation Program is available at http://www.fairfaxcounty.gov/fcdot/pdf/4yr_trans_statusrpt.pdf. The FCDOT Transportation Design Division's monthly project status report is also available at http://www.fairfaxcounty.gov/fcdot/pdf/tdd_monthly_status_report.pdf.

Implementation Recommendation 8

User counts of all modes (pedestrian, bicycle, transit riders and drivers) should be performed regularly after Metrorail service begins in Tysons Corner.

Fairfax County Staff Response

User counts of all modes entering and exiting Tysons Corner during the peak hours of travel will be conducted by FCDOT annually each fall. These counts will be supplemented by mode of access data collected at the Metro stations after Metrorail service begins to Tysons Corner.

Board Agenda Item
May 22, 2012

ACTION – 6

Parking Reduction for Parc Reston (Hunter Mill District)

ISSUE:
Board approval of a 17.4 percent reduction or 100 fewer parking spaces in required parking for Parc Reston, Tax Map # 17-2 ((01)) 0024, Hunter Mill District.

RECOMMENDATION:
The County Executive recommends that the Board approve a parking reduction of 17.4 percent (100 fewer parking spaces) in required parking for Parc Reston, pursuant to paragraph 5, Section 11-102 of Chapter 112 (Zoning Ordinance) of *The Code of the County of Fairfax, Virginia*, based on an analysis of the parking requirements for the use on the site and a parking reduction study, #6311-PKS-001-1, on condition that:

1. A minimum of 476 parking spaces must be maintained on site at all times.

2. The uses permitted per this parking reduction are 360 multi-family dwelling units. Any additional uses must be parked at code and these uses must not exceed the approved F.A.R.

3. The following mix of residential dwelling units is permitted per this parking reduction for the minimum 476 parking spaces:

   - 178 one-bedroom units,
   - 162 two-bedroom units, and
   - 20 three-bedroom units.

   In the event the mix of units changes, one additional parking space shall be provided for every 3.5 additional bedrooms or fraction thereof.

4. Implementation of the Transportation Demand Management (TDM) program and parking management plan proffered in conjunction with the approval of PRC/DPA 82-C-060-2 (Athena/Renaissance Reston, LLC).

5. The current owners, their successors or assigns of the parcels identified as Fairfax County Tax Map No. 17-2 ((01)) 0024, a portion of the subject of RZ-A-502 and PCA/DPZ 82-C-060-02 (Athena/Renaissance Reston, LLC), shall submit a parking space utilization study for review and approval by the Board at any time

in the future that the Zoning Administrator so requests. Following review of that study, or if a study is not submitted within 90 days after being requested, the Board may rescind this parking reduction or require alternative measures to satisfy parking needs, which may include requiring all uses to comply with the full parking space requirements as specified in Article 11 of the Zoning Ordinance.

6. All parking utilization studies prepared in response to a request by the Zoning Administrator shall be based on applicable requirements of *The Code of the County of Fairfax, Virginia*, and the Zoning Ordinance in effect at the time of said parking utilization study submission.

7. Shared parking with any additional use(s) shall not be permitted without the submission of a new parking study prepared in accordance with the applicable requirements of the Zoning Ordinance and shall be subject to the Board's approval.

8. All parking provided shall be in accordance with the applicable requirements of Article 11 of the Zoning Ordinance and the Fairfax County Public Facilities Manual, including the provisions referencing the Americans with Disabilities Act (ADA).

9. The conditions of approval of this parking reduction shall be recorded in the Fairfax County land records in a form acceptable to the County Attorney.

10. Unless an extension has been approved by the Board, this parking reduction shall expire without notice 6 months from the date of Board approval if Condition #9 has not been satisfied.

TIMING:
Board action is requested on May 22, 2012.

BACKGROUND:
Parc Reston is located on a 4.49-acre site zoned Planned Residential Development (PRC), that is a part of Reston Section 2. The proposed development for this site consists of 360 multi-family dwelling units in two buildings with a multi-level, below-grade parking garage. The site is approximately ½ mile from the Reston Town Center Transit Station and approximately ¾ miles from the future Reston Town Center Metrorail Station. The site is located east of Reston Parkway, north of Temporary Road and west of a private road, Jonathan Way. The site is governed by the rezoning

granted in 1962, RZ-A-502, and PCA/DPA 82-C-060-2 approved by the Board on March 26, 2007.

The majority of the parking supply for the use on the site would be integrated in a two-level, below-grade parking garage. Visitor parking and loading spaces would be provided as surface parking.

Proffer 8 permits the owner to provide more parking than required by Article 11 provided the building does not exceed the height restrictions of Proffer 4. Proffer 37 requires establishment of a Transportation Demand Management (TDM) program to encourage the use of transit (Metrorail and bus), other multiple-occupant vehicle commuting modes, walking, biking and teleworking in order to reduce automobile trips generated by the development. The TDM Plan's goal will be to reduce residential trips by a minimum of 20 (twenty) percent of the total number of verhicle trips that would be expected from the development.

Under the Zoning Ordinance, the Code requirement for the 360 proposed multi-family dwelling units would be 576 parking spaces or 1.6 spaces per dwelling unit. The applicant is seeking a 17.4 percent reduction (100 fewer parking spaces) resulting in a minimum of 476 parking spaces or 1.32 parking spaces per dwelling unit. The basis for the requested reduction is proximity to mass transit. The Zoning Ordinance does not specify the maximum distance for a site to be considered proximate to mass transit nor does it specify acceptable ranges for required parking supply. Generally, past practice has been that the farthest point of the site must be within one mile of the entrance to a metrorail station and staff has been using the established standards for the Planned Tysons Corner Urban District (PTC District) for comparison purposes. As stated above, the site is ½ mile from the Reston Town Center Transit Station and approximately ¾ miles from the future Reston Town Center Metrorail station. If this project were located in Tysons Corner's Non-Transit-Oriented Design (Non-TOD) District, the parking requirement would be 1.1 to 1.4 parking spaces per one-bedroom unit, 1.35 to 1.7 parking spaces per two-bedroom unit and 1.6 to 2.0 parking spaces per three-bedroom unit. The proposed development includes 178 one-bedroom units, 162 two-bedroom units and 20 three-bedroom units resulting in an overall requirement of 1.24 to 1.57 parking spaces per dwelling unit. The 1.32 parking spaces per dwelling unit proposed by the applicant is in the first quartile of the range of what would be the parking requirement for a similar development in the Tysons Corner Non-TOD District.

The parking reduction request contains an analysis of two other apartment complexes. One is a high-rise complex located within an existing town center and near its transit station. The other complex, consisting of low-rise buildings, is located on a bus route about 3 miles from a metrorail station and immediately adjacent to an industrial park serving Fortune 500 companies. The actual peak parking demand ratios measured at

these complexes was lower than the 1.32 spaces per unit being requested. Also included in the request was information from the 2000 census for the block in which the subject parcel resides; the average auto ownership was 1.20 vehicles/household for this census block.

The staff supports the applicant's request for a 17.4 percent parking reduction subject to the conditions listed above and compliance with all proffers associated with this site. The recommended parking reduction reflects a coordinated review by the Department of Public Works and Environmental Services, the Department of Transportation and the Department of Planning and Zoning.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment I – Parking reduction request and study w/o attachments dated February 3, 2012, from Jami L. Milanovich, P.E., Principal Associate, Wells and Associates.

STAFF:
Robert A. Stalzer, Deputy County Executive
James W. Patteson, Director, Department of Public Works and Environmental Services (DPWES)
Michelle A. Brickner, Deputy Director, DPWES

WELLS + ASSOCIATES

February 3, 2012

Mr. John Friedman, P.E.
Code Analysis Division
Department of Public Works & Environmental Services
12055 Government Center Parkway
Fairfax, Virginia 22035-5503

RE: Parking Code Reduction for Parc Reston Redevelopment
PCA/DPA-82-C-060-2

Dear Mr. Friedman:

Five copies of the parking study for the above referenced project are enclosed for your review. A check in the amount of $2,280 for the required fee also is included.

The subject site is located on the northeast quadrant of the Reston Parkway (Route 602)/Temporary Road intersection in the Upper Potomac Planning District. The 23-acre site currently is developed with 418 garden-style apartments; the proposed redevelopment would replace 82 existing apartments on the southern portion of the site with 360 apartment units in a 14-story building. The requested parking reduction is for the proposed 360 units, since parking for the existing to remain units meets Fairfax County Code requirements.

SUMMARY OF REQUEST

- The proposed building will include 360 residential units.
- A total of 476 regulation parking spaces will be provided in a below-grade parking garage.
- The code requirement for the proposed residential use is 576 spaces. Therefore, **a parking reduction of 100 spaces or 17.4 percent is requested.**
- The requested reduction is based on the proximity of the site to an existing mass transit station and a proposed Metro station (Article 11, Section 11-102.5) and a proffered Transportation Demand Management Plan (Article 11, Section 11-102.26).

1420 Spring Hill Road, Suite 600 • McLean, Virginia 22102 • 703 / 917-6620 • Fax: 703 / 917-0739 • www.mjwells.com

Please do not hesitate to contact me with any questions and/or comments regarding this project. I look forward to your approval of the enclosed study.

Sincerely,

Amber N Mikec
for

Jami L. Milanovich, P.E.
Principal Associate

JLM/BMT/bmt

Enclosures

cc: Justin Sparrow, Renaissance Centro, LLC (1 copy)

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WELLS + ASSOCIATES

COMMONWEALTH OF VIRGINIA
JAMI L. MILANOVICH
Lic. No. 042275
PROFESSIONAL ENGINEER

MEMORANDUM

TO: John Friedman
Code Analysis Division, Fairfax County Department of Transportation

FROM: Jami L. Milanovich, P.E.
Brent M. Tucker E.I.T

RE: PCA/DPA-82-C-060-2
Parc Reston Parking Reduction
Fairfax County, Virginia

DATE: February 2, 2012

INTRODUCTION

This memorandum presents the results of a parking reduction analysis conducted in conjunction with the redevelopment of an approved, multi-family residential development (part of the Parc Reston development) in Fairfax County, Virginia. Parc Reston is located in Area III (Upper Potomac Planning District) of the Fairfax County Comprehensive Plan, within the UP5-Reston Community Planning Sector.

The 23-acre site is located on the northeast quadrant of the Reston Parkway (Route 602)/Temporary Road (Route 6363) intersection, as shown on Figure 1. The property currently is developed with 418 garden-style apartments. On March, 26, 2007, the Fairfax County Board of Supervisors approved Proffered Condition Amendment PCA/DPA-82-C-060-2 for the site. As approved under PCA/DPA-82-C-060-2, the proposed redevelopment would replace 82 existing apartments on the southern portion of the site with 360 apartment units in a 14-story building. The Parc Reston redevelopment is anticipated to be completed and fully occupied in early 2015. A Site Plan recently was filed by the Applicant, Athena Renaissance Reston, LLC. The Site Plan is shown on Figures 2A and 2B. Although the Site Plan includes tabulations for the entire site, this study evaluates a parking reduction only for the proposed 360 units, since parking for the existing units meets Fairfax County Code requirements. The existing and proposed unit and parking tabulations are summarized in Table 1. Garage Plans for the proposed building are shown on Figures 3A and 3B. Full size copies of the plans are included in Attachment 1.

Table 1
Tabulations for Proposed Redevelopment

	Number of Units	Number of Parking Spaces	Parking Ratio (spaces/unit)
Existing (to remain)	336	544	1.62
Proposed	360	476	1.32
Total	696	1,020	1.47

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The proposed redevelopment would include 360 new residential units with 476 regulation parking spaces. Under a strict application of the Fairfax County Zoning Ordinance, 576 spaces (or 1.6 spaces per dwelling unit) are required. The proposed parking supply equates to a ratio of 1.32 spaces per unit.

FAIRFAX COUNTY PARKING REQUIREMENTS

Article 11 of the Fairfax County Zoning Ordinance[1] ("Ordinance") establishes parking requirements for various land uses by providing parking rates per unit of land use (i.e., per residential dwelling unit, per 1,000 GSF of retail uses, etc.). According to the Ordinance, all required parking spaces shall be located on the same lot as the structure or uses to which they are accessory or on a lot contiguous thereto which has the same zoning classification, and is either under the same ownership, or is subject to arrangements satisfactory to the Director that will ensure the permanent availability of such spaces. A copy of the relevant Ordinance text is provided herein as Attachment II.

Article 11, Section 11-103 of the Ordinance outlines the parking requirements for residential uses as follows:

> Dwelling, Multiple Family – "One and six-tenths (1.6) spaces per unit"

As stated above and reflected in Table 2, based on a strict application of the Ordinance, 576 parking spaces are required to accommodate the parking demand associated with the proposed residential building.

Table 2
Parking Requirements
Multifamily Residential Developments

Code Required Parking Ratio (per Unit)	Proposed Number of Units	Required Number of Spaces	Proposed Number of Spaces	Proposed Reduction (Spaces)	Proposed Reduction (Percent)
1.6 spaces per DU	360	576	476	100	17.4%

REQUESTED PARKING REDUCTION

The Applicant is requesting a parking reduction of 17.4 percent, or 100 fewer spaces than the 576 spaces that are required under a strict application of the Ordinance. The basis for such a request is the following two provisions as established in the Ordinance:

1. The site's proximity to a mass transit station (Section 11-102.5), and

[1] Fairfax County. Zoning Ordinance. January 4, 2011, [http://www.fairfaxcounty.gov/dpz/zoningordinance/].

2. The presence of an approved Transportation Demand Management (TDM) program (Section 11-102.26).

The following sections evaluate the requested parking reduction with respect to these two provisions. Copies of the relevant Ordinance text also are included in Attachment II.

Proximity to Mass Transit

The Fairfax County Zoning Ordinance provides for a reduction in required off-street parking for sites located in proximity to transit. Article 11, Section 11-102.5[2] states:

> "Within the area in proximity to a mass transit station, which station either exists or is programmed for completion within the same time frame as the completion of the subject development, or along a corridor served by a mass transit facility, which facility is conveniently accessible to the proposed use and offers a regular scheduled service, the Board may, subject to conditions it deems appropriate, reduce the number of off-street parking spaces otherwise required by the strict application of the provisions of this Part. Such reduction may be approved when the applicant has demonstrated to the Board's satisfaction that the spaces proposed to be eliminated are unnecessary based on the projected reduction in the parking demand resulting from the proximity of the transit station or mass transit facility and such reduction in parking spaces will not adversely affect the site or the adjacent area."

As shown on Figure 4, the center of the site is located approximately one-half mile from the existing Reston Town Center Transit Station and within three-fourths of a mile of the proposed Reston Town Center Metro Station, which is scheduled to be operational in 2018.

Bus service is prevalent in the area. The Fairfax County Connector currently provides public transportation in the area. The Reston Town Center Transit Station is served by nine routes, which provide 393 bus trips per day on weekdays, 305 bus trips on Saturdays, and 250 bus trips on Sundays. There are eight bus routes that use Reston Parkway, Temporary Road, and/or North Shore Drive adjacent to the site. Additionally, in accordance with approved proffers for the site, the Applicant will construct a bus shelter on Temporary Road adjacent to the site.

Auto Ownership

The proposed residential building will be marketed toward young professionals working in Reston or other Metro-accessible business centers and empty nesters looking to downsize. Therefore, the projected resident demographic will be inclined to use transit on a regular basis, thus reducing the need for automobiles. Additionally, the majority of the residents are anticipated to be singles and couples, with very few families.

[2] Ibid.

Auto ownership for the area was determined based on data from the U.S. Census Bureau.[3] Data from the 2000 Census for the census block encompassing the subject site and the immediate surrounding area indicate that the average auto ownership for rental units in the area in 2000 was 1.20 vehicles per household. The census data are summarized in Table 3.

Table 3
U.S. Census Bureau Data
Journey to Work

Number of Households	Total	Percent
	1,694	100%
Renter Occupied		
No vehicle Available	265	15.7%
1 Vehicle Available	895	52.9%
2 Vehicles Available	470	27.7%
3 Vehicles Available	60	3.5%
4 Vehicles Available	4	0.2%
≥ 5 Vehicles Available	0	0%
Total	**1,694**	**100%**
Average Auto Ownership		**1.20**

Transportation Demand Management (TDM)

In cases where an applicant has proffered a TDM program, The Fairfax County Zoning Ordinance provides for a reduction in required off-street parking, as outlined in Article 11, Section 11-102.26[4] (see Attachment II). As stated:

> "In conjunction with the approval of a proffer to establish a transportation demand management (TDM) program, or if a development is subject to an approved proffer for the establishment of a TDM program, the Board may, subject to conditions it deems appropriate, reduce the number of off-street parking spaces otherwise required by the strict application of the provisions of this Part when the applicant has demonstrated to the Board's satisfaction that, due to the proffered TDM program, the spaces proposed to be eliminated for a site are unnecessary and such reduction in parking spaces will not adversely affect the site or the adjacent area. In no event shall the reduction in the number of required spaces exceed the projected reduction in parking demand specified by the proffered TDM program.

[3] U.S. Census Bureau 18, 2011, [http://factfinder.census.gov]
[4] Fairfax County. Zoning Ordinance. September 19, 2011, [http://www.fairfaxcounty.gov/dpz/zoningordinance/].

For the purposes of this provision, a proffered TDM program shall include: a projected reduction in parking demand expressed as a percentage of overall parking demand and the basis for such projection; the TDM program actions to be taken by the applicant to reduce the parking demand; a requirement by the applicant to periodically monitor and report to the County as to whether the projected reductions are being achieved; and a commitment and plan whereby the applicant shall provide additional parking spaces in an amount equivalent to the reduction should the TDM program not result in the projected reduction in parking demand."

Proffer 37 of the proffers accepted in conjunction with the approval of the Proffered Condition Amendment for the subject development (PCA/DPA-82-C-060-2), sets forth a TDM Program for the development. The Applicant's TDM commitments are summarized below:

- The Applicant/condominium association shall designate an individual to act as the Program Manager ("PM") for the property, whose responsibility will be to implement the TDM strategies, with on-going coordination with FCDOT.
- The Applicant will develop a targeted marketing program that will attract individuals/families that own one or fewer vehicles.
- The Applicant will provide relevant information on public transportation, ride-sharing programs, and other alternative modes of transportation in rental kits.
- The Applicant will provide assistance with vanpooling and carpooling programs.
- The Applicant will implement a parking management plan, which includes the following: (i) each residential unit will be allocated one parking space as part the rental price, (ii) additional parking spaces will be leased for an additional cost; and (iii) parking spaces will be dedicated for residential vanpools and car-sharing vendors.
- The Applicant will provide all new residents of driving age a SmartTrip card (or similar transit fare cards) at the time of lease signing.
- The Applicant will provide a car-sharing space(s) subject to agreement with a third party vendor.
- The Applicant will pre-wire all residential units with broadband, high capacity data/network connections in multiple rooms.
- The Applicant will provide personalized transportation advising integrated into new unit walk-throughs, including appropriate training of leasing agents.
- The Applicant will coordinate with the Fairfax County Department of Transportation (FCDOT) to determine implementation strategy for the various TDM measures.

A copy of the relevant accepted proffers is included in Attachment III.

If the proposed parking reduction to 476 parking spaces is approved, the Applicant has agreed to set aside a portion of the parking garage for a bicycle storage and workshop area. This area would not only allow for additional bicycle storage but also would provide an area for bicycle owners to perform maintenance on their bicycles.

Parking Management

In order to further discourage reliance on personal automobiles, only one parking space per unit will be included with each apartment. Additional spaces will be available for monthly lease at an additional fee.

PARKING DEMAND FOR SIMILAR PROJECT

In order to evaluate whether the proposed parking reduction is appropriate, parking occupancy counts were conducted at two similar residential developments. These projects were selected because of their location in relationship to a Metro Station and the number of residential units:

- Avalon at Rock Spring is located on Rock Forest Drive in Bethesda, Maryland, as shown on Figure 5. Avalon at Rock Spring was selected because it is located outside of a walkable distance to a Metro Station, but it is located near the County's Ride-On Bus service that provides service to the Grosvenor Metro Station. The Avalon at Rock Springs provides a parking supply of 1.73 spaces per unit, including 625 spaces in two above-grade parking garages, eight spaces in a surface lot adjacent to leasing office, and 33 on-street parking spaces proximate to the project.
- The Metropolitan at Town Center apartments is located in Reston Town Center just south of New Dominion Parkway, as shown on Figure 6. The Metropolitan is located in the vicinity of Parc Reston and has similar demographics to that expected at Parc Reston. The Metropolitan houses 259 residential units with 472 parking spaces, or 1.82 spaces per unit.

According to the Institute of Transportation Engineers (ITE), the peak parking demand associated with a residential land use generally occurs between 10:00 PM and 6:00 AM. Therefore, parking occupancy counts were conducted at hourly intervals between 9:00 AM and 11:00 PM on an average weekday and Saturday in order to provide a more comprehensive look at parking demand. Counts were conducted at the following times for the two locations:

- The parking occupancy for Avalon at Rock Spring was conducted on Tuesday, February 23, 2010 and Saturday, February 20, 2010. Counts for this location were conducted between 9:00 AM and 11:00 PM. The peak parking demand on Tuesday occurred at 11:00 PM when 444 parking spaces, or 1.15 parking spaces per unit, were occupied. Sixty-seven percent of available parking spaces were occupied at this time. The peak parking demand on Saturday occurred at 11:00 PM when 407 parking spaces, or 1.05 parking spaces per unit, were occupied. Sixty-one percent of available parking spaces were occupied at this time.
- The parking occupancy for The Metropolitan was conducted over a two day period on Tuesday, December 13, 2011 and Saturday, December 17, 2011. Counts for this location were conducted between 9:00 AM and 11:00 PM. The peak parking demand occurred on Tuesday at 11:00 PM when 307 parking spaces were occupied, or 1.19 parking spaces per unit, were occupied. Sixty-five percent of available parking spaces were occupied at this time. The peak parking demand on Saturday occurred at 11:00 PM when 278 parking spaces, or 1.07 parking spaces per unit, were occupied. Fifty-nine percent of available parking spaces were occupied at this time.

Table 4 summarizes the parking supply and demand for the two different developments. The parking occupancy counts are included as Attachment IV.

Table 4
Parking Summary
Comparable Site

	Number of Units	Number of Parking Spaces	Parking Supply Ratio	Maximum Number of Occupied Parking Spaces	Peak Parking Demand Ratio
Avalon at Rock Spring					
Saturday, February 20, 2010	386	666	1.73	407	1.05
Tuesday, February 23, 2010	386	666	1.73	444	1.15
The Metropolitan					
Tuesday, December 13, 2011	259	472	1.82	307	1.19
Saturday, December 17, 2011	259	472	1.82	278	1.07

CONCLUSIONS

Based on the documentation provided herein, the following can be concluded:

1. Under a strict application of the Zoning Ordinance, 576 parking spaces would be required to accommodate the proposed 360 residential dwelling units.

2. The Applicant is seeking a parking reduction of 17.4 percent, or 100 fewer parking spaces than required by strict application of the Zoning Ordinance, for a total of 476 parking spaces to serve the proposed new residential building. The proposed parking supply would equate to a parking ratio of 1.32 spaces per unit.

3. The site is located approximately one-half mile from the Reston Town Center Transit Station and within three-fourths of a mile of the proposed Reston Town Center Metro Station. Over 390 bus trips per day serve the Reston Town Center Transit Station. The prevalence of public transportation options within the site vicinity will serve to reduce parking demand and attract residents who will be inclined to choose non-auto modes of travel.

4. The transportation demand management (TDM) program proffered for the site will further reduce the demand for residential parking by promoting and encouraging other modes of travel. Additionally, the site is located within walking distance to Reston Town Center, which has a

variety of retail and entertainment uses that also will help to reduce the need for residents to own vehicles.

5. Given the site's proximity to existing and proposed mass transit facilities, the Applicant's approved TDM program, and the implementation of a parking management plan for the proposed building, as described herein, the 17.4% percent residential parking reduction requested by the Applicant should be supported.

W:\Projects\5220 Parc Reston\Documents\Parking\5220 Final Parking Memo.doc

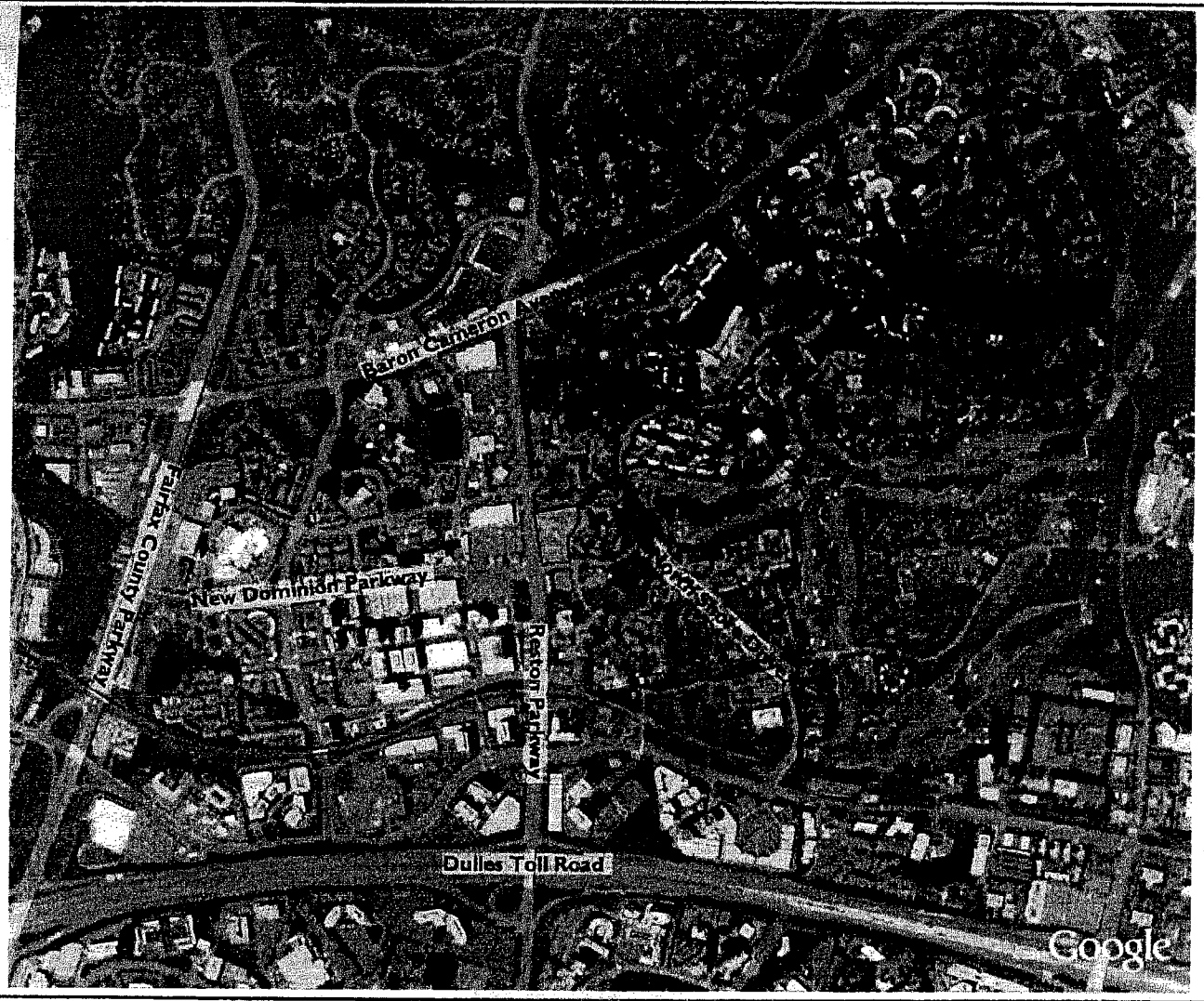


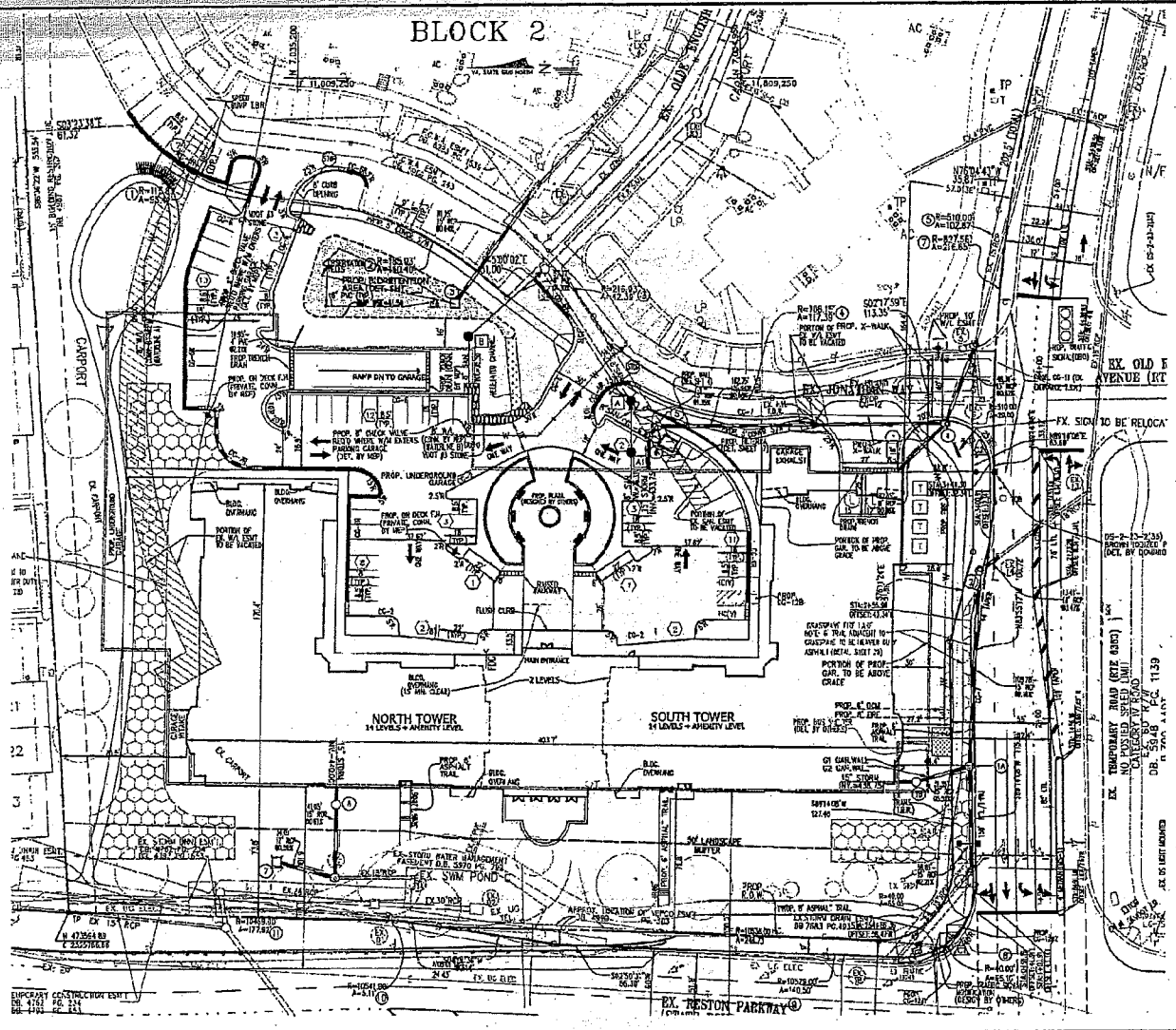
Figure 1
Site Location Map

Parc Reston

North

Parc Reston
Fairfax County, Virginia

WELLS + ASSOCIATES



Source: Urban, Ltd.

Figure 2A
Site Plan

North

Parc Reston
Fairfax County, Virginia

WELLS + ASSOCIATES

SITE PLAN TABULATIONS

1. PARCEL AREA: 188,008 SF (4.4787 AC)
2. PROPOSED USE: MULTIFAMILY
3. EXISTING BUILDING GROSS FLOOR AREA: 477,000 SF (TO BE REMOVED)
4. PROPOSED BUILDING GROSS FLOOR AREA: SEE BUILDING DATA CHART BELOW
5. EXISTING BUILDING NET FLOOR AREA: 281,000 SF (TO BE REMOVED)
6. PROPOSED BUILDING NET FLOOR AREA: SEE BUILDING DATA CHART BELOW
7. FAR*: 588,518 GSF / 188,008 SF = 3.01
8. MAXIMUM HEIGHT: (PER PROFFER 4)
   - 828 FEET ABOVE SEA LEVEL (INCLUDING ALL PENTHOUSE, MECHANICAL AND/OR OTHER ROOFTOP AMENITY STRUCTURES)
   - 584 FEET ABOVE SEA LEVEL (HABITABLE SPACE)

   PROPOSED HEIGHT: 144' (14 STORIES) + PENTHOUSE (MEASURED FROM AVERAGE GRADE OF 443')
   ELEVATION OF ROOF = 587' ABOVE SEA LEVEL
   ELEVATION OF ROOF + ALL ROOFTOP STRUCTURES = 614' ABOVE SEA LEVEL
9. OPEN SPACE PROVIDED: 50% (93,000 SF) - SEE EXHIBIT ON SHEET 30
10. PARKING:**
    - PARKING REQUIRED: 1.0 SPACES * 888 UNITS = 1,111 SPACES (FOR BLOCKS 1 & 3) NOTE: PARKING COMPUTATION BASED ON OVERALL SITE AREA PER APPROVED PRC PLAN.
    - PARKING PROVIDED: (PARCEL 7A)
      - PROPOSED SURFACE SPACES = 89 SPACES
      - PROPOSED STRUCTURED SPACES = 528 SPACES
      - EXISTING SURFACE SPACES TO REMAIN = 184 SPACES
      - TOTAL PROVIDED = 1,141 SPACES (INCLUDES 116 SPACES)
    - HANDICAPPED PARKING REQUIRED: 20 FOR FIRST 1000 + 1 / 100 x 1,141 = 22 SPACES (INCLUDING 4 VAN ACCESSIBLE)
    - HANDICAPPED PARKING PROVIDED:
      - SURFACE SPACES = 14 SPACES (INCLUDING 2 VAN ACCESSIBLE)
      - STRUCTURED SPACES = 17 SPACES (INCLUDING 2 VAN ACCESSIBLE)
      - TOTAL PROVIDED = 28 SPACES (INCLUDING 4 VAN ACCESSIBLE)
    - LOADING REQUIRED: 5 SPACES MINIMUM PER ZONING ORDINANCE ARTICLE 11-2021S
    - LOADING PROVIDED: EV. SURFACE SPACES = 3 SPACES; PROPOSED STRUCTURED SPACES = 2 SPACES; TOTAL PROVIDED = 5 SPACES
11. PROPOSED NUMBERS OF UNITS
    - BLOCK 1: 192 EXISTING UNITS REMAIN
    - BLOCK 3: 154 EXISTING UNITS TO REMAIN
    - BLOCK 2: 488 PROPOSED RENTAL ON-SITE UNITS
    - TOTAL: 834 UNITS
12. PROPOSED DU/AC: 33.38 DU/AC. (888 UNITS / 22.58812 AC) NOTE: DENSITY COMPUTATION BASED ON OVERALL SITE AREA PER APPROVED PRC PLAN.

BUILDING DATA

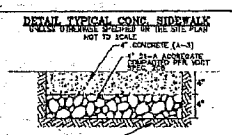
	USE GROUP CLASSIFICATION	TYPE OF CONSTRUCTION	GROSS FLOOR AREA (SF)	NET FLOOR AREA (SF)	FOOT PRINT AREA (SF)	BUILDING HEIGHT (# OF STORIES)(S)	SPRINKLER DESCRIPTION	UNITS
BUILDING	R-2	I-B REMOVED IBCM I-A	557,315	368,877	42,259	144' (14 STORIES + AMENITY AREA)	NFPA 13	360
GARAGE	S-2		192,131	N/A			NFPA 13	N/A
		TOTAL	788,766	368,877				

GENERAL SPECIFICATIONS

1. UNLESS OTHERWISE NOTED OR SHOWN HEREON, ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE SUPPLIED AND INSTALLED IN STRICT CONFORMANCE WITH THE PLANS, SPECIFICATIONS, AND/OR REGULATIONS PROMULGATED BY OR CONTAINED IN THE MOST RECENT EDITION OF:
   A. FAIRFAX COUNTY PUBLIC FACILITIES MANUAL
   B. FAIRFAX WATER STANDARDS
   C. VIRGINIA DEPARTMENT OF TRANSPORTATION, ROAD AND BRIDGE SPECIFICATIONS, AS AMENDED TO DATE
   D. VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK, LATEST EDITION, AS PREPARED BY THE VIRGINIA SOIL AND WATER CONSERVATION COMMISSION.
2. THE CONTRACTOR SHALL CONFORM TO ALL APPLICABLE OSHA SAFETY REGULATIONS.
3. THE CONTRACTOR SHALL HAVE APPROVED AND CURRENT DRAWINGS IN HIS POSSESSION PRIOR TO CONSTRUCTION AND SHALL MAINTAIN AT LEAST ONE COPY OF SAID CURRENT APPROVED PLANS AT THE CONSTRUCTION SITE AT ALL TIMES.
4. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION. AN ENTRANCE PERMIT SHALL BE OBTAINED FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION FOR ANY WORK WITHIN DEDICATED RIGHT-OF-WAYS OR FOR ANY TEMPORARY AND/OR PERMANENT ENTRANCE OFF OF A STATE MAINTAINED ROADWAY.
5. THE CONTRACTOR SHALL NOTIFY FAIRFAX COUNTY AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION, A MINIMUM OF THREE (3) DAYS PRIOR TO CONSTRUCTION OF ANY IMPROVEMENT SUBJECT TO INSPECTION AND/OR MAINTENANCE BY SAID REGULATING AGENCIES.
6. A GRADING PERMIT SHALL BE OBTAINED FROM FAIRFAX COUNTY PRIOR TO THE COMMENCEMENT OF ANY LAND DISTURBING ACTIVITIES.
7. ALL FILL, SUBBASE AND BASE MATERIAL WITHIN RIGHT-OF-WAYS OR OTHER AREAS SUBJECT TO LOADING SHALL BE COMPACTED TO MINIMUM 95% DRY DENSITY (WITHIN ±2% OF OPTIMUM MOISTURE CONTENT) AS DETERMINED BY A.A.S.H.T.O. T-99 METHOD A.
8. ALL RIGHT-OF-WAY MONUMENTS WHICH ARE DISTURBED BY CONSTRUCTION ARE TO BE REPLACED BY A CERTIFIED LAND SURVEYOR, AT THE DEVELOPER'S EXPENSE.
9. UNLESS OTHERWISE NOTED, PIPE USED FOR STORM SEWER CONSTRUCTION, SHALL BE REINFORCED CONCRETE, CLASS III, WALL "B" (A.S.T.M. C 76)
10. REFER TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE STANDARDS (CURRENT EDITION) FOR CONSTRUCTION DETAILS NOT SHOWN HEREON.
11. UNLESS OTHERWISE NOTED HEREON V.D.O.T. STANDARD EB-1 SHALL BE APPLIED TO THE INVERT OF ALL DRAINAGE STRUCTURES.
12. ALL SIGNING AND SIGNAGE SHOWN HEREON IS TO BE SUPPLIED AND INSTALLED IN CONFORMANCE WITH THE SPECIFICATIONS AND/OR REQUIREMENTS CONTAINED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS & HIGHWAYS

DETAIL TYPICAL CONC. SIDEWALK

UNLESS OTHERWISE SPECIFIED ON THE SITE PLAN
NOT TO SCALE



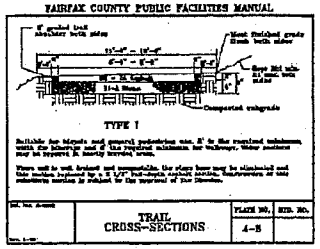
COMPACTED SUBGRADE NOTE:
THE TOP 12" OF SUBGRADE TO BE COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER STANDARD PROCTOR TEST WITHIN ±2% OPTIMUM MOISTURE.

UNDERDRAIN NOTE:
SIDEWALK UNDERDRAIN (VDOT STD UD-3) TO BE PROVIDED AS REQUIRED BY THE FAIRFAX COUNTY PFM AND IN ACCORDANCE WITH VDOT STANDARDS.

CURVE TABLE

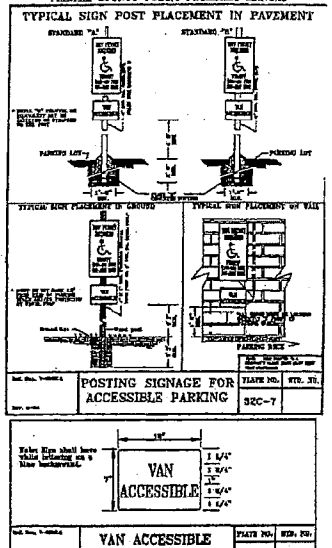
CURVE	RADIUS	ARC	DELTA	TANGENT	CHORD	BEARING
1	118.83	83.41	42°07'45"	43.72	81.51	S29°19'54"W
2	183.93	140.40	43°15'53"	73.74	137.09	S22°33'01"W
3	216.93	42.38	11°11'49"	21.26	42.33	S50°38'32"W
4	108.13	117.38	62°12'54"	65.51	111.60	S34°34'37"W
5	310.00	102.07	18°52'22"	51.63	102.10	S81°49'35"W
6	380.00	45.43	6°51'0"	22.74	45.40	N77°11'24"W
7	823.56	214.45	14°55'59"	108.05	216.03	N83°18'32"W
8	40.00	85.10	121°50'00"	42.34	68.16	N64°08'05"W
9	1052.00	140.50	8°45'32"	70.23	140.49	N02°29'21"E
10	1034.00	5.11	0°17'40"	2.55	5.11	N07°53'05"E
11	1045.00	177.02	9°42'14"	88.66	177.02	N08°21'30"E

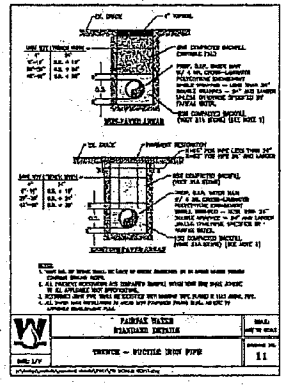
FAIRFAX COUNTY PUBLIC FACILITIES MANUAL



FAIRFAX COUNTY PUBLIC FACILITIES MANUAL

TYPICAL SIGN POST PLACEMENT IN PAVEMENT



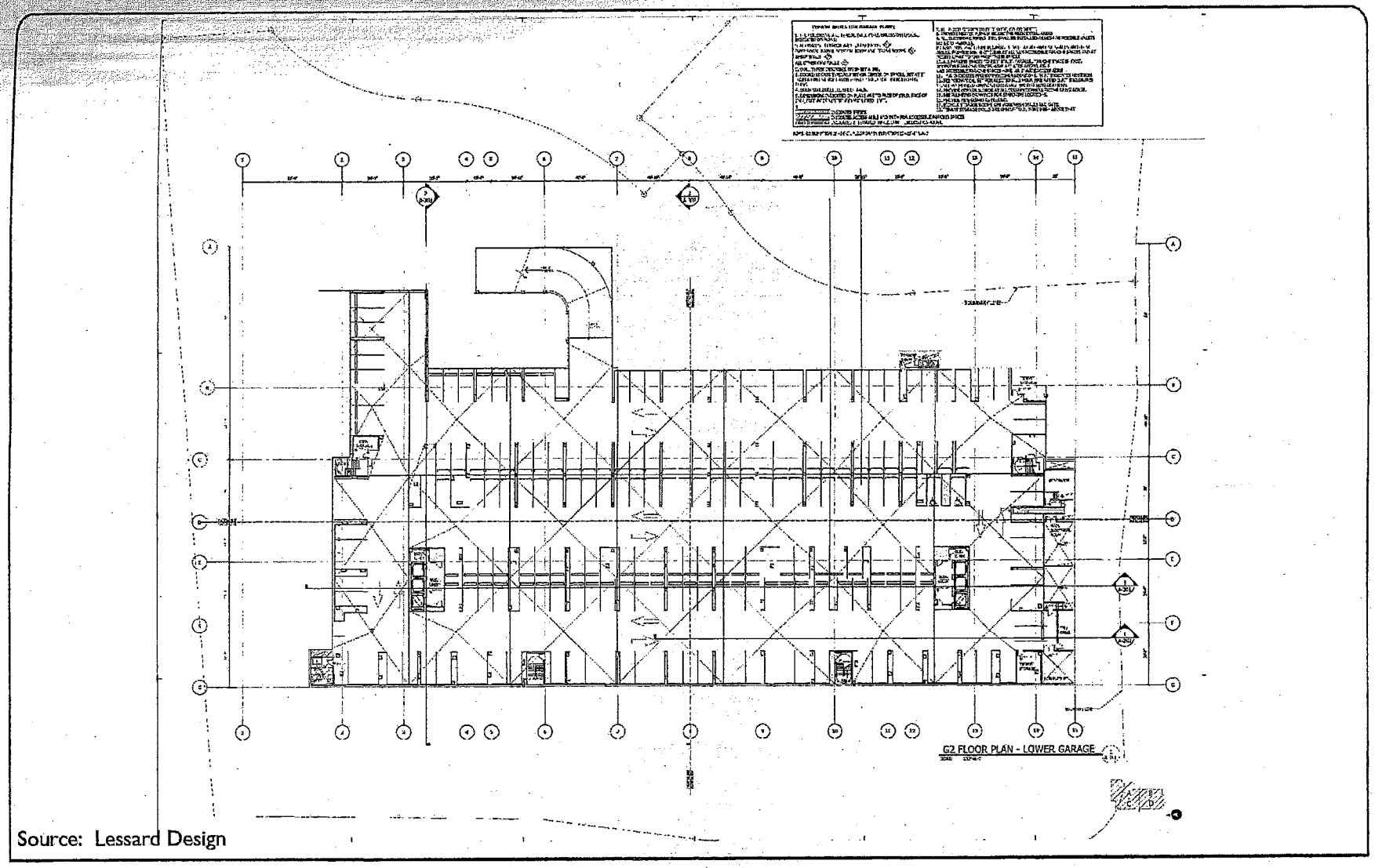


LEGEND

- EXISTING INTERMEDIATE CONTOUR
- EXISTING CONTOUR INDEX
- PROPOSED CONTOUR
- EXISTING EDGE OF PAVEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED HEADER CURB
- EXISTING CURB
- PROPOSED CURB & GUTTER
- PROPOSED CG-6
- TRANSITION FROM CG-6 TO CG-8R
- TRANSITION FROM CG 8R TO CG 7R
- EXISTING WATERLINE W/TEE
- PROPOSED WATERLINE W/TEE
- EXISTING TELEPHONE LINE
- PROPOSED TELEPHONE LINE
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING ELECTRIC SERVICE
- PROPOSED ELECTRIC SERVICE
- EXISTING GAS LINE
- PROPOSED GAS LINE
- PROPERTY LINE
- EASEMENT LINE
- CENTER LINE
- LIMITS OF CLEARING & GRADING
- EXISTING SPOT ELEVATIONS
- PROPOSED SPOT ELEVATION
- PROPOSED SPOT ELEVATION (TO MATCH EX. GRADE)
- EXISTING TREE LINE
- EXISTING TREE W/TRUNK DIAMETER
- EXISTING TREE W/DRIPLINE
- FLOW LINE OF SWALE
- FENCE LINE
- EXISTING UTILITY POLE
- PROPOSED UTILITY POLE
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- PROP. CURB STOP
- EXISTING WATER VALVE
- PROPOSED WATER VALVE
- BOX BY REFLECTOR
- PROPOSED REDUCER
- WATER METER (SINGLE & DOUBLE)
- OVERLAND RELIEF
- STOP SIGN
- HANDICAP RAMP DENOTES LOCATION OF STD VDOT EB-12 AND/OR JURISDICTIONAL STANDARD RAMP CONSTRUCTION
- HANDICAP PARKING SIGN
- HANDICAP PARKING SIGN, VAN ACCESSIBLE
- PARKING INDICATOR INDICATES THE QUANTITY OF PARKING SPACES
- TEST PIT REQUIRED (SEE NOTE SHEET 7)
- STREET LIGHT
- FILE JUNCTION BOX
- ELEC. TRANSFORMER
- TO BE REMOVED
- TO BE ABANDONED

Source: Urban, Ltd.

Figure 2B
Site Plan Tabulations



Source: Lessard Design

Figure 3A
G2 Level - Lower Garage Floor Plan

North

Parc Reston
Fairfax County, Virginia

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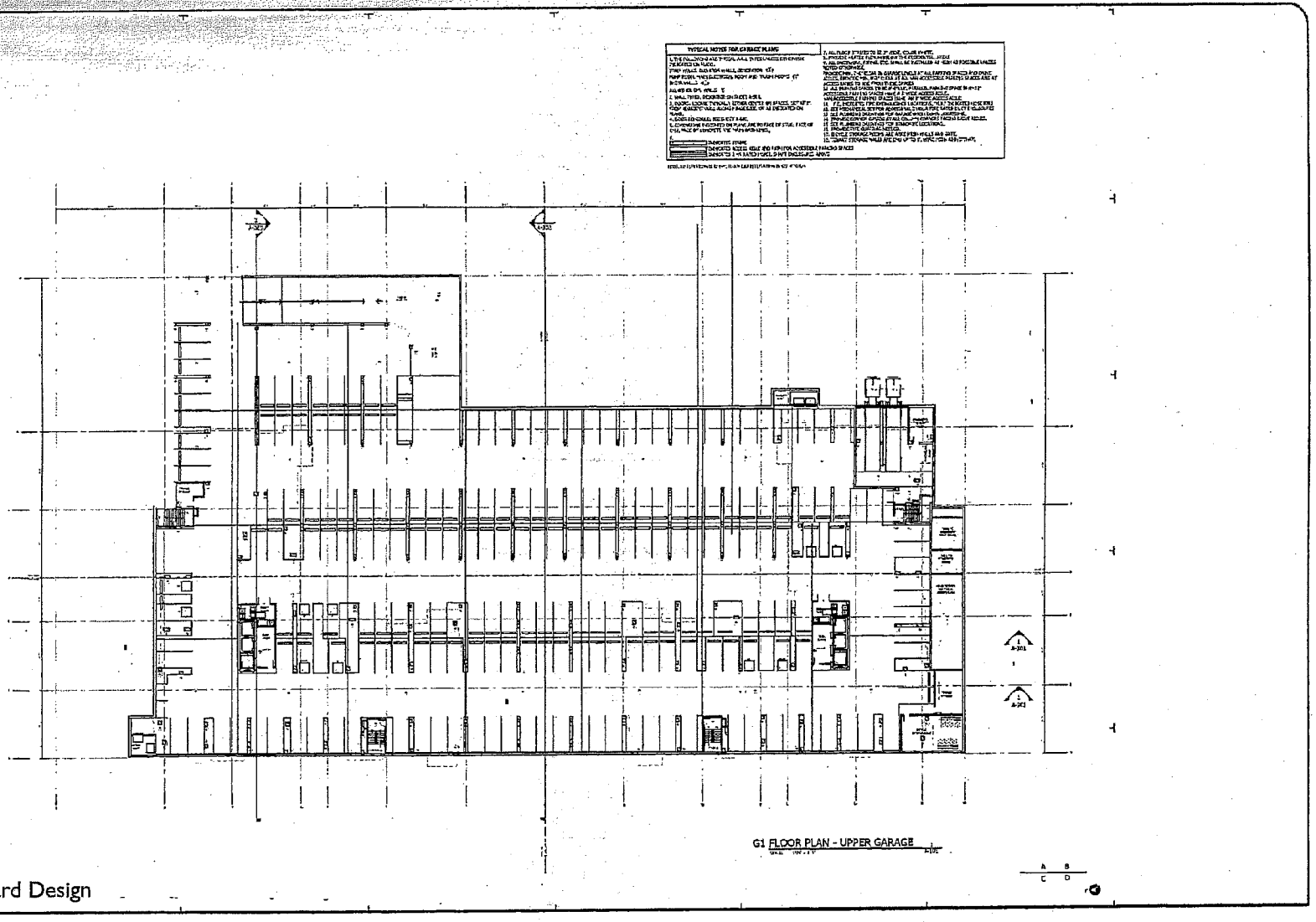

Source: Lessard Design

Figure 3B
G1 Level - Upper Garage Floor Plan

North

Parc Reston
Fairfax County, Virginia

WELLS + ASSOCIATES

Figure 4
Site Location in Relation to Transit Stations

Existing Reston Town Center Transit Center
M Proposed Reston Town Center Metro Station
Parc Reston
North

Parc Reston
Fairfax County, Virginia

WELLS + ASSOCIATES

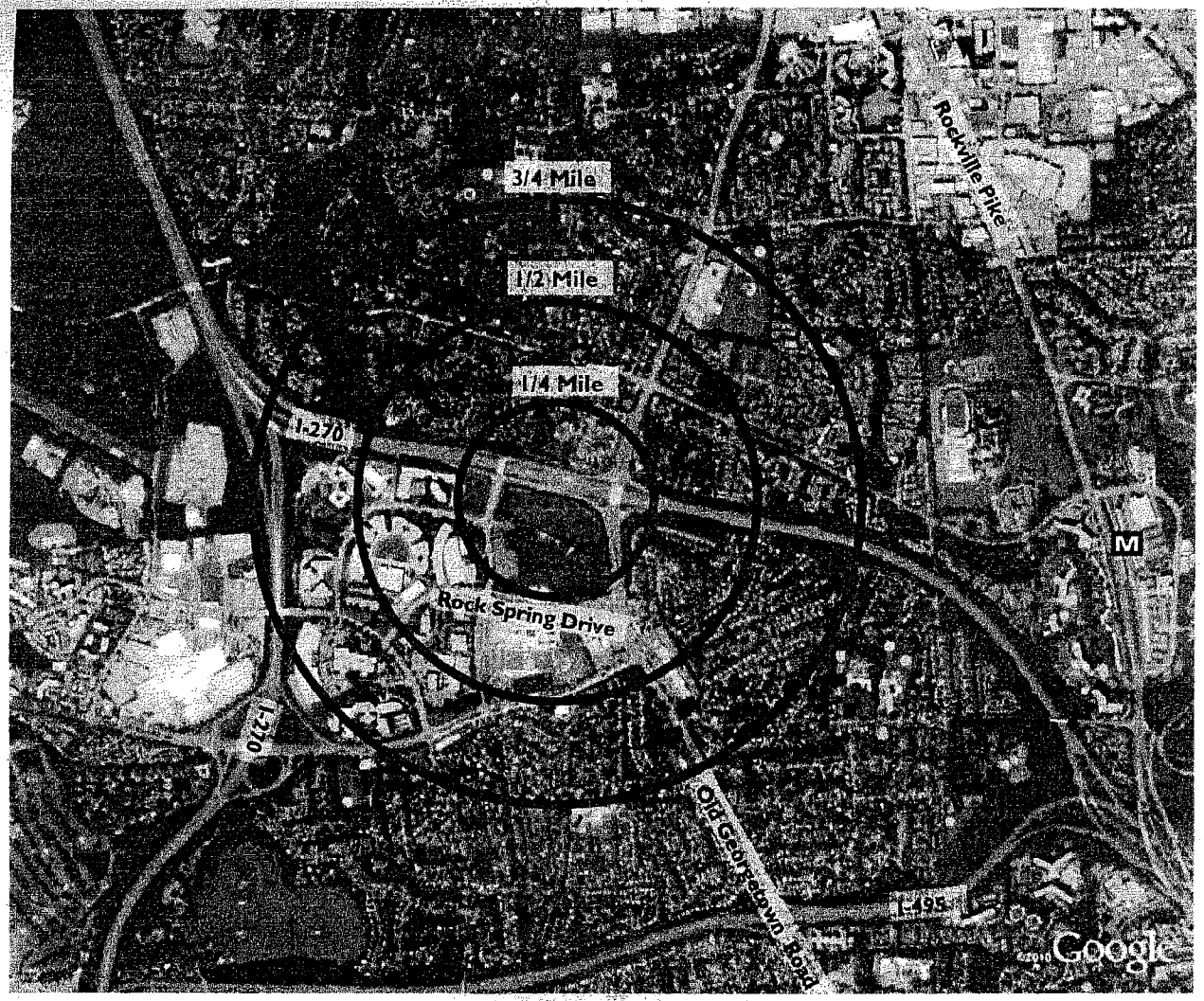

Figure 5
Avalon at Rock Spring Location Map

Avalon at Rock Spring

M Grosvenor Metro Station

North

Parc Reston
Fairfax County, Virginia

WELLS + ASSOCIATES

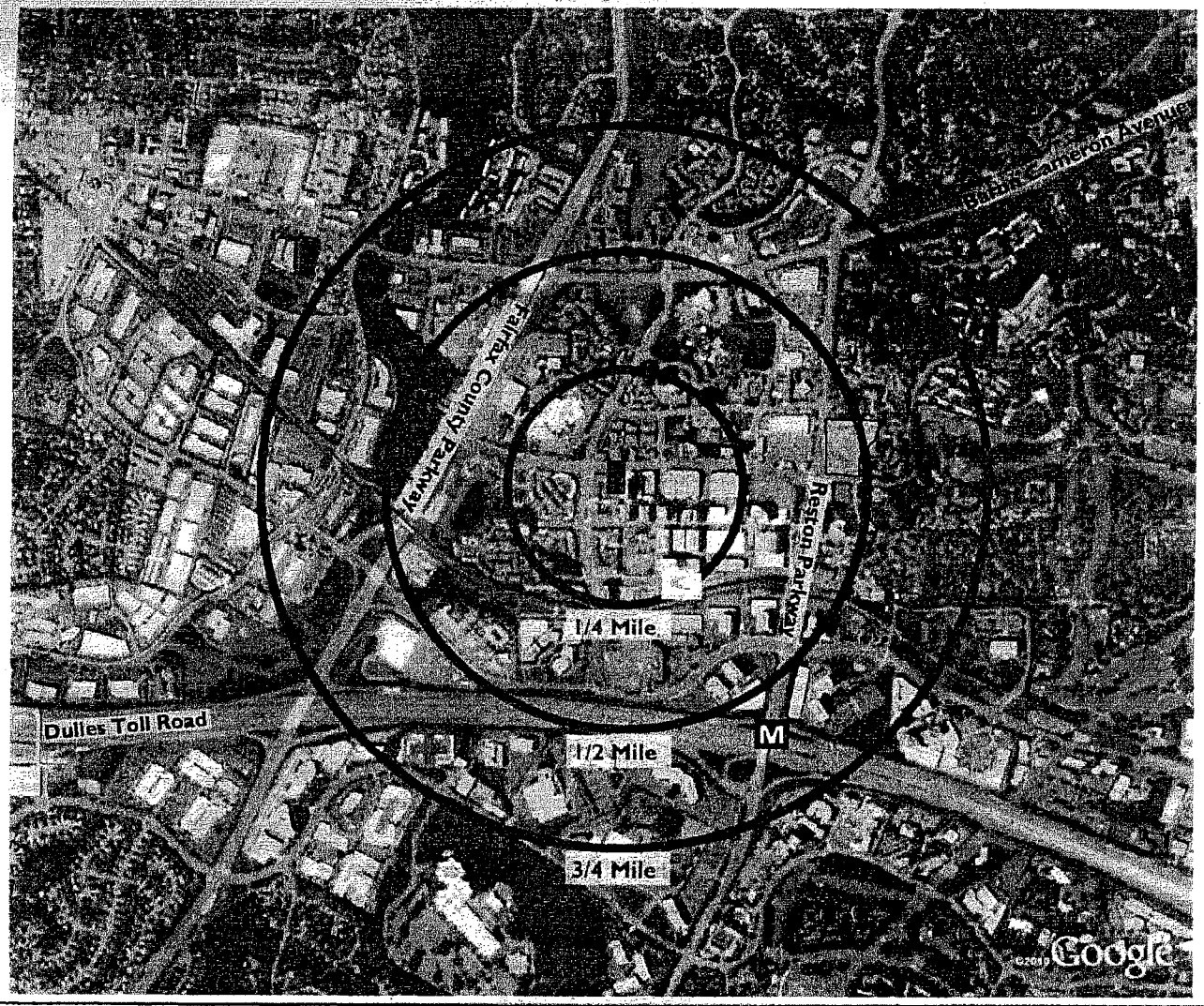

Figure 6
The Metropolitan Location Map

Existing Reston Town Center Transit Center
Proposed Reston Town Center Metro Station
Parc Reston
The Metropolitan
North

Parc Reston
Fairfax County, Virginia

WELLS + ASSOCIATES

Board Agenda Item
May 22, 2012

ACTION – 7

Approval of the Master Agreement for Fiscal Year 2013 with the Virginia Department of Rail and Public Transportation for Funding of Transportation Demand Management Outreach in the Fairfax County Department of Transportation

ISSUE:
Board approval to execute the Master Agreement for Fiscal Year 2013 ("FY 2013 Master Agreement") between the Virginia Department of Rail and Public Transportation and Fairfax County to continue funding the County's Transportation Demand Management Outreach Programs.

RECOMMENDATION:
The County Executive recommends that the Board approve the execution of the FY 2013 Master Agreement between the Virginia Department of Rail and Public Transportation (VDRPT) and Fairfax County, substantially in the form of Attachment I, to continue funding the County's Transportation Demand Management Outreach programs. The County Executive also recommends that the Director of the Department of Transportation be authorized to execute the FY 2013 Master Agreement without substantial changes upon approval.

TIMING:
The Board should take action on this matter on May 22, 2012, so that funding can be received from VDRPT for implementation of the Fiscal Year 2013 Transportation Demand Management Outreach Programs. VDRPT has requested that signed agreements be returned to them by May 31, 2012.

BACKGROUND:
Every year since 1984, VDRPT has provided funding for the County's RideSources ride-matching program, the Employer Services program, the Community-Residential Outreach program, and other public information initiatives that improve mobility by reducing the number of single-occupancy vehicles on the roads. VDRPT provides $560,000, or 80 percent of the $700,000 grant, with the remaining 20 percent local cash match of $140,000 paid by Fairfax County. This grant program supports 7.4 SYE staff positions in the Department of Transportation. The FY 2013 Master Agreement maintains provisions from the previous agreement, dated July 1, 2009, with modifications that do not appear to make substantial changes in grant requirements.

FISCAL IMPACT:
The Master Agreement with VDRPT enables the Department of Transportation to continue its transportation demand management outreach programs in FY 2013. VDRPT provides $560,000, or 80 percent of the $700,000 grant, with the remaining 20 percent local cash match of $140,000 paid by Fairfax County.

ATTACHMENTS:
Attachment I: FY 2013 Master Agreement

STAFF:
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Gail Langham, Office of the County Attorney
Beth Francis, Transportation Services Section, FCDOT
Walter Daniel, Transportation Services Section, FCDOT

MASTER AGREEMENT

FOR USE OF

COMMONWEALTH TRANSPORTATION FUNDS

GRANTEE: County of Fairfax

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THIS MASTER AGREEMENT (hereinafter referred to as the "Agreement"), is made and executed as of the _____day of _____, 2012 between the Virginia Department of Rail and Public Transportation, (hereinafter referred to as the "Department"), acting by and through its Director, and County of Fairfax, (hereinafter referred to as the "Grantee"). This Agreement sets out the terms and conditions for the receipt of grants supported by the Commonwealth Transportation Funds and shall govern and be incorporated by reference in all Project Agreements approved by the Department. The terms of this Agreement shall apply to all Grant Transactions from the date of this Agreement forward until a new Master Agreement for the Use of Commonwealth Transportation Funds ("New Agreement") is executed.

By signing this Agreement, the Grantee agrees to adhere to separate requirements issued by the Department as follows:

A. Grant administration requirements to administer the grant after award as provided in the Grantee Handbook
B. Maintenance of Asset Inventory through the Department's On-Line Grant Administration System (OLGA)
C. Performance Reporting through OLGA.

ARTICLE 1. DEFINITIONS

A. **Application** means the proposal submitted by or on behalf of the Grantee for State financial assistance, including any amendment thereto, with all explanatory, supporting, and supplementary documents filed with and accepted by the Department and approved by the Commonwealth Transportation Board ("CTB").

B. **Contractor** means private contractor(s), including consultants, which may be engaged by Grantee to perform work.

C. **Designated Representative(s)** means a person or persons appointed by the Grantee or the Department to represent, in whole or in part, the party in issues associated with this Agreement and associated Project Agreements.

D. **Director** means the Director of the Department.

E. **Force Majeure Event(s)** means fire, flood, war, rebellion, riots, strikes, or acts of God, which may affect or prevent either party from timely or properly performing its obligations under this Agreement.

F. **Grant Transaction** means any action associated with completing a project that has been approved for State funding, such as executing a Project Agreement, requesting Reimbursements, requesting project extensions, purchasing, etc.

G. **Major Capital Project** means any capital project with a total cost in excess of $10 million.

H. **Peer review** means a process used by the Grantee in the planning, design and implementation of capital projects to solicit a second opinion where it can be useful to decision makers.

I. **Project** means the overall purpose for which Department grant funds are awarded, and shall include operations, planning studies, vehicles, equipment, facilities, etc.

J. **Project Agreement** means an agreement executed by the parties that includes the total cost of the Project, the Department and the Grantee participation, Project time period, and any subsequent amendments thereto. Project Agreements are subordinate to and shall incorporate by reference all terms and conditions of this Agreement.

K. **Project Equipment** means any tangible personal property with a value of $5,000 or more.

L. **Project Facilities** means any real property constructed or purchased with State financial assistance under this Agreement.

M. **Project Reimbursement Form** means the form provided by the Department to the Grantee to use for reimbursement of eligible Project costs incurred by the Grantee.

N. **Reimbursement** is defined as the expenditure having been incurred but not necessarily having been paid. Payment of State funds under this Agreement shall not exceed the sum identified in the Project Agreement or amendments thereto.

O. **Single Audit** is an annual audit where all non-Federal entities that expend $500,000 or more of Federal awards in a year are required to obtain an annual audit in accordance with the Single Audit Act Amendments of 1996, Federal Office of Management and Budget (OMB) Circular A-133, the OMB Circular Compliance Supplement and Government Auditing Standards.

P. **Value Engineering** means the systematic, multi-disciplined approach designed to optimize the value of each dollar spent on a Project. To accomplish this goal, a team of architects, engineers, or other professionals identify, analyze and establish a value for a function of an item or system. The objective is to satisfy the required function at the lowest total costs (capital, operating and maintenance) over the life of a project consistent with the requirements of performance, reliability, maintainability, safety and aesthetics.

ARTICLE 2. PROGRAMS AND FUNDING

Section 2.1 This Agreement contains requirements that must be adhered to by the Grantee for all State funds received from the Department.

Section 2.2 Funding is subject to annual appropriation by the General Assembly, allocation by the CTB, and execution by both parties of this Agreement and associated Project Agreement satisfactory to the Director. For any of the grants administered by the Department, the CTB or the Virginia General Assembly may change the percentage of the local share that can be financed by State aid for public transportation to a higher or lower percentage than that set forth in the Project Agreement. In the event

such a change occurs, the applicable percentage will be the new percentage set by the CTB or the Virginia General Assembly. All expenditures incurred prior to the date of the change will be governed by the previous share.

Section 2.3 In the event that the Grantee receives subsequent allocation(s) of State funding from another source or receives Federal funding applicable to the Project's budget governed by this Agreement and any associated Project Agreement, the allocation(s) of State funds shall be reduced by the amount of the subsequent allocation(s) of State funding or Federal funding. Grantees shall notify the Department in writing when subsequent allocation(s) of State funding or Federal funding are received.

Section 2.4 The Grantee agrees that it will provide funds from sources other than Federal funds (except as may otherwise be authorized by Federal statute), in an amount sufficient, together with the grant(s) governed by this Agreement, to assure payment of the total Project cost. The Grantee further agrees that no refund or reduction of the amount so provided will be made at any time, unless there is at the same time a refund and/or de-obligation to the Department of a proportional amount of the grant funds being refunded or reduced. The Grantee's obligation to provide the local share is calculated on the Project as a whole.

ARTICLE 3. REIMBURSEMENT OF GRANTEE

Section 3.1 Payment to the Grantee of the Department's share of the Project cost shall be made on a schedule for Project Agreements involving operating costs and on a Reimbursement basis for all other Project Agreements. The final Reimbursement request must be submitted to the Department within 90 calendar days following the end date of the Project.

Section 3.2 The Grantee shall submit Reimbursement requests no more frequently than once a month and within 90 calendar days from the date the expense has been incurred using the form provided by the Department. Reimbursement requests must be supported by third party evidence. Subject to approval

by the Department for payment, Reimbursement will be made within 30 calendar days of receipt of the request by the Department.

Section 3.3 Incomplete Reimbursement requests or those not adequately supported with documentation may result in a delayed or a partial Reimbursement to the Grantee.

Section 3.4 Any expenditures reimbursed to the Grantee by the Department subsequently found not to be in accordance with the provisions of this Agreement, associated Project Agreements, or Federal, State, or local law will be repaid to the Department by the Grantee within 60 calendars days of such notice.

Section 3.5 The Grantee shall remit payment to contractors/vendors within five business days of receipt of the Reimbursement from the Department. Should the Grantee be unable to meet this requirement for any reason, the Grantee must immediately notify the Chief Financial Officer of the Department in writing and deposit funds received in an interest bearing account. Interest proceeds must be utilized toward the Project as additional state funding requiring the appropriate local match. The Department may require the repayment of the funds depending on the revised date that the Grantee will remit payment(s) to its contractors/vendors. If the Grantee fails to comply with this requirement, the Department will require the Grantee to submit Reimbursement requests only after payment has been made by the Grantee to its contractors/vendors.

Section 3.6 The Grantee is responsible for payment of all contractors. The Grantee shall attach to each Reimbursement request copies of contractors' invoices.

Section 3.7 With the exception of debt service specifically identified in a Project Agreement, a Project amendment may not be made for the purpose of providing any Reimbursement for any interest payment or charge made pursuant to this Article, nor may any cost Reimbursement claim include any amount for Reimbursement for any such interest charge.

ARTICLE 4. ALLOWABLE COSTS

Section 4.1 The Grantee agrees to incur obligations against and make disbursements of Project funds in accordance with Project Agreements, all provisions of this Agreement, and any other requirements referenced herein. Funding provided pursuant to each Project Agreement shall be for the reimbursement of eligible Project costs as listed in the Project Agreement and for no other purpose. Funds shall be spent on a pro rata basis as identified in each Project Agreement with respect to each partner's funding share. All purchases made as a matter of this Agreement and each Project Agreement shall be charged at the actual cost(s) with no Grantee markups.

Section 4.2 Eligible Project costs must meet the following requirements:

A. Be necessary in order to accomplish the activities in the approved Project Agreement;

B. Be reasonable in amount for the goods or services purchased;

C. Be actual net costs to the Grantee (i.e., the price paid minus any refunds, rebates, salvage, or other items of value received by the Grantee which have the effect of reducing the cost actually incurred and paid);

D. Be incurred during the time period specified in the approved Project Agreement;

E. Be in accordance with OMB Circular A-87;

F. Be based on a cost allocation plan that has been approved in advance by the Department if they are indirect costs.

The Department shall make the final determination as to what costs are eligible.

ARTICLE 5. LAPSE OF FUNDS

Section 5.1 A Project Agreement obligates the Grantee to undertake and complete a Project within the period of availability as defined in the Project Agreement. Funds will cease to be available at the end of the Project's period of availability.

Section 5.2 By marking the final Project Reimbursement Form "Final" the Grantee is certifying in writing that the Project has been completed.

Section 5.3 Sixty calendar days after payment of the final Project Reimbursement Form, the Department will withdraw any remaining Commonwealth funds.

Section 5.4 Any work necessary in connection with the Project, which is not specifically provided for as work by this Agreement, shall be the responsibility of the Grantee.

ARTICLE 6. MAINTENANCE OF RECORDS

Section 6.1 The Grantee and its subcontractors shall maintain all books, documents, papers, accounting records, and any other evidence, supporting their activities and the costs incurred. Such information shall be made available for audit and inspection at Grantee's respective offices at all reasonable times during the Project Agreement period and for a period of four years from the end of the state fiscal year (i.e., June 30) in which the final payment is made for a Project Agreement by the Department to the Grantee, except for records pertaining to facilities and land. Records for facilities shall be kept for the useful life of the facility and records for the land shall be kept in perpetuity. Copies of such information shall be furnished by the Grantee to the Department upon request.

ARTICLE 7. AUDIT AND INSPECTION OF RECORDS

Section 7.1 The Grantee and its subcontractors shall permit the authorized representatives of the Department to inspect and audit all records of the Grantee and its subcontractors relating to the performance of this Agreement or any Project Agreement.

Section 7.2 All Grantees must follow the requirements of OMB Circular A - 133, *Audits of States, Local Governments, and Non-Profit Organizations*. A Single Audit is required when an entity spends Federal funds of $500,000 or more in a year. Recipients must maintain auditable records and adequate

supporting documentation. Recipients spending less than $500,000 of Federal assistance during any one fiscal year are not required to have a Single Audit performed unless specifically requested by the Department. However, the Department reserves the right to require any recipient of State funds, regardless of amount, to have an audit performed on any matter relating to a Project funded by the Department through a Project Agreement, and to designate the scope of such audit.

Section 7.3 If an independent Certified Public Accountant, other auditor, the Department, or any other party conducting an authorized audit finds the recipient not to be in compliance with any provision of this Agreement, Project Agreement or any relevant Federal or State law or regulation, the recipient must provide a satisfactory corrective action plan to DRPT within 60 days of notification of that finding. The scope of any audit conducted must include expenditures made by subrecipients of the grant, including consultants, subconsultants, and any other recipients of pass-through funds.

Section 7.4 The Grantee agrees that following the completion of any audit performed in accordance with this Article, it will promptly refund to the Department within 60 calendar days any payments that (1) are found by the Department to be unsupported by acceptable records, or (2) are found by the Department to be in violation of any other provisions of this Agreement or associated Project Agreement. Acceptable records are defined as original documents (such as timesheets, travel reimbursements, invoices, etc.) that were used to generate amounts on the reimbursement forms submitted to the Department. The Department also may require the Grantee to furnish certified reports of all expenditures under any subcontracts.

Section 7.5 All Grantees must submit audited financial statements to the Department within six months following the Grantee's fiscal year end. Send a copy (emails are preferred) to:

Virginia Department of Rail and Public Transportation
Attention: Audit Manager
600 East Main Street, Suite 2102
Richmond, VA 23219

ARTICLE 8. REQUEST FOR PROPOSALS AND SUBCONTRACTOR APPROVAL

Section 8.1 The Department reserves the right to review and approve, in advance, any request for proposals or solicitation to bid to any prospective contracting organizations. The Department also reserves the right to require that the Grantee not execute any contract, amendment, or change order thereto, or to obligate itself in any manner with any third party with respect to its rights, duties, obligations, or responsibilities under this Agreement unless and until authorized to do so in writing by the Department.

ARTICLE 9. ASSIGNMENTS

Section 9.1 Assignment of any portion of this Agreement shall have the prior written approval of the Department.

ARTICLE 10. TERM, ENTIRE AGREEMENT, AND AMENDMENT

Section 10.1 This Agreement shall be effective immediately upon its execution.

Section 10.2 This Agreement, the associated Project Agreements and the requirements referenced herein constitute the entire and exclusive agreement between the parties relating to all specific matters covered herein. All prior or contemporaneous verbal or written agreements, understandings, representations, and/or practices relative to the foregoing are hereby superseded, revoked and rendered ineffective for any purpose.

Section 10.3 The execution of this Agreement and any associated Project Agreements may include electronic signatures using Personal Identification Number (PIN) based access.

Section 10.4 In order to effect a uniform set of rules governing the Grant Transactions, the Grantee and the Department hereby agree to vacate the terms of any and all previous Master Agreements for the Use

of Commonwealth Transportation Funds and to replace those terms with the terms of this Agreement for all Grant Transactions, effective as of the date of this Agreement.

Section 10.5 A New Agreement must be executed annually prior to the recommendations by the Department to the CTB for the award of funds anticipated under the terms of this Agreement.

ARTICLE 11. NOTICES AND DESIGNATED REPRESENTATIVE

Section 11.1 All notices or communications with respect to this Agreement shall be in writing and shall be deemed delivered upon delivery by hand, upon the next business day if sent prepaid overnight delivery service, or on the third business day following mailing by U.S. Mail, certified, postage prepaid, return receipt requested, to the addresses set forth below or such other addresses as may be specified by delivery of prior notice by a party to the other parties.

Designated Representative:

Department: William S. Pittard, Chief Financial Officer
600 East Main Street, Suite 2102
Richmond, VA 23219
steve.pittard@drpt.virginia.gov

Kevin B. Page, Chief Operating Officer
600 East Main Street, Suite 2102
Richmond, VA 23219
kevin.page@drpt.virginia.gov

Grantee: _____
NAME AND TITLE

_____
ADDRESS

_____
E-MAIL ADDRESS

ARTICLE 12. TERMINATION OF AGREEMENT OR PROJECT AGREEMENT

This Agreement or the associated Project Agreement shall be terminated upon the occurrence of any of the following:

Section 12.1 The Grantee may terminate the Project at any time by notifying the Department in writing 30 calendar days in advance. If such termination occurs, the Grantee shall repay the Department all funds received according to the provisions of this Article.

Section 12.2 The Grantee may terminate the Agreement at any time it is determined by Virginia law that the Department has materially breached this Agreement and has failed to cure such breach within 90 calendar days. Should such occur, the Grantee shall be entitled to whatever remedies may be provided for by law. However, this provision does not constitute a waiver of the Department's sovereign immunity. Furthermore, the Grantee will not be required to repay any funds that have been provided by Department pursuant to this Agreement.

Section 12.3 Upon 30 calendar days notice to the Grantee, the Department may terminate, in whole or in part, the funding under this Agreement at any time it is determined that Grantee has materially breached this Agreement and has failed to cure said breach after 90 calendar days notice, or if the Department in its sole judgment determines that compliance within 90 calendar days is not reasonable, then within such time period as the Department may agree. The Department shall notify the Grantee promptly in writing of such a determination and the effective date of the termination. The Grantee may request reconsideration by notifying the Department within 30 calendar days of the date of the Department’s notification. The Department shall not terminate funding until after the request has been reconsidered but may withhold funds in the interim. Following the request for reconsideration, the decision of the Department will be made within 45 calendar days and will be final. If this Agreement is terminated by the Department for the Grantee’s material breach, the Grantee will repay the Department

all funds received for the Project. Such payment shall be made within 60 calendar days following notification by the Department of the amount to be repaid.

Section 12.4 Upon 30 calendar days notice to the Grantee, the Department may terminate, in whole or in part, the funding under this Agreement at any time if (1) the Department fails to secure the necessary budgetary appropriation or allocation to fulfill its obligations under this Agreement, (2) the Grantee becomes insolvent, (3) the Grantee fails to apply provided funds as intended under this Agreement or the Project Agreement, or (4) statutory changes affecting the program under which these funds were provided render funding this Agreement impossible. The Department shall notify the Grantee promptly in writing of such a determination and the effective date of the termination. The Grantee may request reconsideration by notifying the Department within 30 calendar days of the date of the Department's notification. The Department shall not terminate funding until after the request has been reconsidered but may withhold funds in the interim. Following the request for reconsideration, the decision of the Department will be made within 45 calendar days and will be final.

Section 12.5 Should the Project be terminated by the Department as a result of lack of funds or statutory changes, the Department will exercise best efforts to seek funds to be used to defray costs of shutting down the Project and the Grantee need not repay any funds already paid to the Grantee if such funds represent eligible Project costs that the Grantee has incurred. The Grantee shall take all actions necessary to ensure that the Department is repaid all funds associated with this Agreement or the Project Agreement should the Grantee become insolvent or declare bankruptcy or if the Grantee fails to apply funds as intended under this Agreement or the Project Agreement.

Section 12.6 Delays caused by Force Majeure events during construction shall not be deemed a breach or default under this Agreement. Upon the occasion of a Force Majeure event, as determined by the Department, which makes it impossible for the Project to be constructed and/or moots the need for the Project, the Department may terminate this Agreement at its discretion. Force Majeure events occurring

during the performance period of this Agreement will automatically result in day-for-day extension(s) to the performance period if any is specified in this Agreement or the Project Agreement.

Section 12.7 All reimbursements from the Grantee may also require the payment of interest, using the prevailing statutory legal rate of interest established by the Virginia General Assembly, calculated from the date payment is made by the Department to date of repayment by the Grantee.

ARTICLE 13. LIABILITY WAIVER

Section 13.1 The Grantee shall be responsible to the extent allowable by law for all damage to life and property due to its activities and those of its employees in connection with the work performed under this Agreement or a Project Agreement. Even if the Grantee is not allowed by law to indemnify, the Grantee shall carry sufficient insurance which is acceptable to the Department in the Department's sole discretion to cover the risks for work performed under this Agreement and the associated Project Agreement for the Grantee, its employees, agents, contractors and subcontractors. In lieu of carrying insurance for its agents, contractors or subcontractors, the Grantee may require all its agents, contractors or subcontractors who perform any work or activity of any type in connection with this Agreement or a Project Agreement to carry insurance sufficient to cover the risks for all damage to life and property due any and all activities in connection with the work performed under this Agreement and the associated Project Agreement. However, such insurance does not relieve the Grantee of the burden of carrying insurance to cover the actions of its employees. Such insurance, purchased by either the Grantee or its agents, contractors or subcontractors, shall list the Commonwealth of Virginia, the Department, the Virginia Department of Transportation and the officers, agents and employees of these entities as additional insureds. Payment of any funds by the Department shall not waive any of the rights of the Department contained in this section nor release the Grantee from any responsibilities or duties contained in this Agreement or a Project Agreement. Further, to the extent allowable under Virginia

law, it is expressly understood that the Grantee shall indemnify, defend and hold harmless the Commonwealth of Virginia, the Department, the Virginia Department of Transportation, its officers, agents, and employees from and against all damages, claims, suits, judgments, expenses, actions and costs of every name and description, arising out of or resulting from any negligent act or omission in the performance by the Grantee or its subcontractors of the work covered by this Agreement or a Project Agreement. The obligations of this section shall survive the termination or completion of this Agreement or a Project Agreement.

ARTICLE 14. CONFLICT OF INTEREST

Section 14.1 The provisions of the Virginia Conflict of Interest Act for State and Local Governments, § 2.2-3100 *et seq*. of the *Code of Virginia* (1950), shall apply for any Grantee that is a local or state government, or a local or state governmental agency, commission, or authority.

Section 14.2 The following shall apply to all Grantees not subject to the Virginia Conflict of Interest Act for State and Local Governments, § 2.2-3100 *et seq.* of the *Code of Virginia* (1950):

1. The following definitions shall apply concerning conflict of interest provisions in this Agreement and any Project Agreement:

   "Contract" or "agreement" means any agreement, including any contract or subcontract, whether written or not, to which the Grantee is a party or any agreement on behalf of the Grantee, including any subcontract, which involves the payment of funds appropriated by the General Assembly of Virginia distributed pursuant to or subject to this Agreement or any Project Agreement.

   "Employee" means any person employed by the Grantee, whether full time or part time.

"Thing of pecuniary value" means any thing having a monetary value including gifts, loans, services, securities, tangible objects, and business and professional opportunities.

2. Other than the salary and remuneration received from the Grantee as a normal attribute of employment with the Grantee, no employee of the Grantee shall solicit, offer to accept, or accept, any money or other thing of pecuniary value or financial benefit or advantage, for the employee or for any other person, especially for any of the following reasons:

a. in consideration of the use of the employee's position or status with the Grantee to obtain for any person or business any employment with or any contract with the Grantee or with any subcontractor or supplier of the Grantee, including any consulting or professional services contract.

b. from any person or business other than the Grantee for performing any services for the Grantee in connection with any projects funded pursuant to or subject to this Agreement or any Project Agreement written hereunder.

c. from any person or business other than the Grantee for rendering any decision or directing any course of action in connection with any Projects funded pursuant to or subject to this Agreement or any Project Agreement.

3. If any contract is obtained in violation of this Article or if the terms of this Article are violated, the Department may require the Grantee to take whatever legal action is necessary to rescind, void, invalidate, or cancel such contract or other action taken and/or to recover any funds paid in violation of the provisions of this Article, and remit recovered funds to the Department.

ARTICLE 15. COVENANT AGAINST CONTINGENT FEES

Section 15.1 The Grantee warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the Grantee, to solicit or secure the Project Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Grantee, any fee, commission, percentage, brokerage fee, or other considerations, contingent upon or resulting from the award or making of a Project Agreement. For breach or violation of this warranty, the Department shall have the right to terminate this Agreement or any Project Agreement, without liability, in accordance with Article 12.

ARTICLE 16. NON-DISCRIMINATION

Section 16.1 In the solicitation or awarding of any contracts directly related to this Agreement, the Grantee shall not discriminate against a bidder or offeror because of race, religion, color, sex, national origin, age, disability, or any other basis prohibited by Virginia law relating to discrimination in employment.

Section 16.2 During the performance of this Agreement, the Grantee agrees as follows: (a) the Grantee will not discriminate against any employee or applicant for employment because of race, religion, color, sex, national origin, age, disability, or other basis prohibited by Virginia law relating to discrimination in employment. The Grantee agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination clause; (b) the Grantee, in all solicitations or advertisements for employees placed by or on behalf of the Grantee, will state that the Grantee, where applicable, is an equal opportunity employer. Notices, advertisements and solicitations placed in accordance with Federal law, rule or regulation shall be deemed sufficient for the purpose of meeting the requirements of this section.

Section 16.3 In all solicitations, either by competitive bidding or negotiation made by the Grantee for work to be performed under a subcontract, including procurement of materials or equipment, each potential subcontractor or supplier shall be notified by the Grantee of the Grantee's obligations under this Agreement and the regulations relative to nondiscrimination on the grounds of age, race, religion, sex, color, disability or national origin.

ARTICLE 17. DRUG-FREE WORKPLACE

Section 17.1 During the performance of this Agreement, the Grantee agrees to (a) provide a drug-free workplace for its employees; (b) post in conspicuous places, available to employees and applicants for employment, a statement notifying employees that the unlawful manufacture, sale, distribution, dispensation, possession, or use of a controlled substance or marijuana is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition; (c) state in all solicitations or advertisements for employees placed by or on behalf of the Grantee that the Grantee maintains a drug-free workplace; and (d) include the provisions of the foregoing clauses in every subcontract or purchase order of over $10,000, so that the provisions will be binding upon each subcontractor or vendor. For the purposes of this section, "drug-free workplace" means a site for the performance of work done in connection with a specific contract awarded to a contractor in accordance with this chapter, the employees of whom are prohibited from engaging in the unlawful manufacture, sale, distribution, dispensation, possession or use of any controlled substance or marijuana during the performance of the Agreement.

ARTICLE 18. SMALL, WOMEN, AND MINORITY (SWAM) BUSINESSES

Section 18.1 The Grantee is encouraged to seek and use Small, Women, and Minority (SWAM) enterprises in relation to any Project Agreement issued pursuant to this Agreement.

ARTICLE 19. PERSONS WITH DISABILITIES

Section 19.1 The Grantee, its agents, employees, assigns or successors, and any persons, firms or agencies of whatever nature with whom it may contract or make an agreement shall comply with the provisions of the Virginians with Disabilities Act (§ 51.5-40 through § 51.5-46 of the *Code of Virginia* 1950, as amended), the terms of which are incorporated herein by reference.

ARTICLE 20. NONRESTRICTIVE CLAUSE

Section 20.1 Solicitation documents will be based upon clear and accurate descriptions of the technical requirements for the material, product, or service to be procured. The descriptions will not contain features that unduly restrict competition.

ARTICLE 21. SPECIAL CAPITAL PROVISIONS

Section 21.1 The American with Disabilities Act ("ADA") established universal access by requiring complementary paratransit services to be provided for visitors if they have been certified as "ADA paratransit eligible" by a public entity. Grantees that provide paratransit services must honor the certification of a visitor qualified by another public entity for a period of 60 days during a calendar year. The visiting rider shall not have to provide any additional documentation, participate in interviews or any other reviews to gain the complementary certification. If the visitor needs service beyond the sixty days in a calendar year, he or she must go through the paratransit system's qualification process.

Section 21.2 The purchase of all Project Equipment and services and the construction of any Project Facilities financed in whole or in part pursuant to this Agreement shall be undertaken by the Grantee in accordance with the Department's standard procurement procedures, Virginia law, and accepted good business practices. All plans, specifications, estimates of costs, award of contracts, performance and

acceptance of work, and procedures in general are subject at all times to all applicable laws, rules, regulations, and orders. The Department reserves the right to review and approve all solicitations for purchase of equipment, facilities, and services prior to their issuance by the Grantee.

Section 21.3 The Grantee agrees that the equipment and facilities funded under this Agreement and the associated Project Agreements shall remain in service in the area and be used for the purpose for which they were purchased for the duration of their useful lives. If any Project Equipment or Facilities are not used in this manner, the Grantee shall immediately notify the Department. The Department shall have the option of requiring the Grantee either to relinquish title to the project equipment to the Department or to remit to the Department an amount equal to a proportional share of the fair market value of the equipment based upon the ratio of participation by the Department. In the case of Project Facilities, the Grantee shall remit to the Department the proportional share of the fair market value of the facilities purchased under this Agreement and the associated Project Agreement, based upon the ratio of participation by the Department pursuant to this Agreement and the associated Project Agreement. The Grantee shall keep records of the use of the Project Equipment and Facilities for review by the Department upon request.

Section 21.4 The Grantee shall permit the Department or its authorized representatives to inspect at any time all vehicles, facilities and equipment purchased or constructed by the Grantee as part of the Project; all transportation services rendered by the Grantee using such vehicles, facilities and equipment; and all relevant Project data and records.

Section 21.5 The Grantee shall maintain, in amount and form satisfactory to the Department, and in accordance with the laws of the Commonwealth of Virginia, such insurance or self-insurance as will be adequate to protect Project Facilities or Equipment and persons using such Facilities or Equipment throughout the period of required use. The Department will be named as insured in the insurance policy

on any vehicles or facilities purchased with funds provided under this Agreement and each Project Agreement.

Section 21.6 In contracting for construction or facility improvements, the Grantee shall follow its own requirements relating to bid guarantees, performance bonds, and payment bonds, except for contracts exceeding $250,000. For those contracts exceeding $250,000, the minimum requirements shall be as follows:

- A bid bond from each bidder from a surety company selected by this bidder which is legally authorized to do business in Virginia. The amount of the bid bond shall not exceed five percent (5%) of the bid price. This bid bond is a guarantee that the bidder will, upon acceptance of his bid, execute such contractual documents as may be required within the time specified.
- A performance bond on the part of the contractor for one hundred percent (100%) of the contract price. This performance bond is one executed in connection with a contract to secure fulfillment of all the contractor's obligations under such contract in strict conformity of the plans, specifications, and conditions of this contract.
- A payment bond on the part of the contractor for one hundred percent (100%) of the contract price. This payment bond is one executed in connection with a contract to assure payment as required by law of all persons supplying labor and material in the execution of the work provided for in the contract.
- In lieu of a bid, payment or performance bond, a bidder may furnish a certified check in the face amount required for the bond.
- Grantee may seek Department approval of its bonding policy and requirements if they do not comply with these criteria.

Section 21.7 Any motor vehicles purchased under this grant will comply with Motor Vehicle Safety Standards as established by the United States Department of Transportation and with the Motor Vehicle Standards of the *Code of Virginia* (Title 46.2).

Section 21.8 A debt service payment including interest on local or agency bonds that complies with the requirements of Article 4 "Allowable Costs" of this Agreement is an allowable capital cost under this Agreement and any associated Project Agreement.

Section 21.9 When any motor vehicle is purchased with funds supplied by the Department pursuant to this Agreement or any Project Agreement hereunder, the Department reserves the right, at its sole discretion, to require that a lien or security interest be placed upon the title of said vehicle to secure the amount of the funds supplied by the Department, with the lien or security interest to be perfected and recorded upon the certificate of title in the manner prescribed by law, with the certificate of title to be sent to the Department.

Section 21.10 Service life of rolling stock begins on the date the vehicle is placed in revenue service and continues until it is removed from service. Minimum normal service lives for buses and vans are

A. Large, heavy-duty transit buses (approximately 35'-40', and articulated buses): at least 12 years of service or an accumulation of at least 500,000 miles.

B. Medium-size, heavy-duty transit buses (approximately 30'): 10 years or 350,000 miles.

C. Medium-size, medium-duty transit buses (approximately 30'): 7 years or 200,000 miles.

D. Medium-size, light-duty transit buses (approximately 25-35'): 5 years or 150,000 miles.

E. Other light-duty vehicles such as small buses and regular and specialized vans: 4 years or 100,000 miles.

Section 21.11 For Major Capital Projects in excess of $10 million, the Department requires Value Engineering ("VE"), and encourages the application of VE techniques to all construction projects. A Major Capital Project is usually identified during the grant review process. VE on a project should be performed early in the design process before major decisions have been completely incorporated into the

design, at or near the end of preliminary engineering ("PE") or at 30 percent of design. Some large or complex projects may need to conduct more than one VE study over their duration. Grantees with Major Capital Projects are required to submit a VE report to the Department indicating the results of their VE efforts upon completion of the Value Engineering phase.

a. The Department may also require that VE be performed on individual projects under the $10 million threshold.

b. Grantees are encouraged to conduct VE on all construction Projects including bus maintenance and storage facilities whose costs are estimated to exceed $2 million, as well as on those Projects regarding revenue railcar acquisition and rehabilitation.

Section 21.12 The Department encourages the Grantee to use the peer review process to confer with other transit operations and maintenance experts in order to benefit from their experiences and to improve the performance of the process or product being reviewed. Although the Grantee is encouraged to conduct peer review with all capital projects, the Department may require peer review in some instances.

a. Grantees are encouraged to perform crime prevention reviews during the design phase of all Department funded transit facilities with particular focus on the incorporation and use of crime prevention through environmental design techniques. This review should be carried out as a project intended to improve and increase the safety and security of an existing or planned transit system or facility for both transit patrons and transit employees. The level of the review should complement the project size and scope. Local crime prevention professionals should be included in the review process. Review documentation should remain on file by the Grantee and be available for Department review upon request.

ARTICLE 22. MISCELLANEOUS PROVISIONS

Section 22.1 No member, officer, or employee of the Department, during his tenure or one year thereafter, shall have any interest, direct or indirect, that is prohibited by Virginia law in this Agreement or associated Project Agreement.

Section 22.2 This Agreement shall, in all respects, be governed by the laws of the Commonwealth of Virginia.

Section 22.3 Grantees must comply with all of the requirements specified in the Project Agreements, as well as all related and relevant Federal and State laws and regulations.

Section 22.4 If any term or provision of this Agreement is determined to be invalid, illegal or unenforceable, it shall not affect the legality or validity or enforceability of any other part of this Agreement, and the remaining parts of this Agreement shall be binding upon the parties.

Section 22.5 All provisions of this Agreement shall be binding upon the parties and their respective successors and assigns.

Section 22.6 If the Department requests, the Grantee agrees to appoint one principal representative selected by the Department to the oversight board of any public transit service provider on which the Commonwealth is not already represented by a principal member and which benefits from state funding provided to the Grantee. If the members of an oversight board are determined through public election, or if complying with this requirement will violate a federal or state statute or General Assembly authorization, this provision shall not apply.

ARTICLE 23. INCORPORATION OF PROVISIONS

Section 23.1 All covenants and provisions of this Agreement shall be made expressly a part of any subcontracts executed by the Grantee, and shall be binding on the subcontractors, their agents, and employees.

ARTICLE 24. UNAUTHORIZED ALIENS

Section 24.1 The Grantee certifies that it does not, and that it shall not, during the performance of this Agreement and any Project Agreement, knowingly employ an unauthorized alien as defined in the federal Immigration Reform and Control Act of 1986 (the Act). The Grantee will also contractually require any contractors who participate in any Project funded pursuant to this Agreement and any Project Agreement to comply with this provision. Unauthorized alien means, with respect to the employment of an alien (which is defined as any person not a citizen or national of the United States), at a particular time, that the alien is not at that time either (a) an alien lawfully admitted for permanent residence, or (b) authorized to be so employed by the Act or by the United States Attorney General.

IN TESTIMONY THEREOF, the parties have caused this Agreement to be executed, each by its duly authorized officers, all as of the day, month, and year first written.

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

BY: _____
DIRECTOR DATE

WITNESS: _____
(NAME AND TITLE) DATE

COUNTY OF FAIRFAX

BY: _____
CHIEF EXECUTIVE OFFICER DATE

WITNESS: _____
(NAME AND TITLE) DATE

Board Agenda Item
May 22, 2012

ACTION - 8

Approval of Fairfax-Falls Church Community Services Board Interim Actions and Plan Development to Address Projected FY 2012 and FY 2013 Budget Shortfalls

ISSUE:
Board authorization is requested for the approval of interim actions identified by the Fairfax-Falls Church Community Services Board (CSB) as requiring immediate attention.

RECOMMENDATION:
The County Executive recommends the Board authorize the following interim actions and plan process as requested by the CSB.

These interim actions are necessary first steps as we proceed with more comprehensive recommendations to address the projected shortfall. After further review staff is recommending five interim steps:

1) Recommend the Human Services Council facilitate a public review process to prioritize, review, and evaluate the impact of the CSB's proposed Budget Management Plan on individuals, families, provider network, and the human services system.

2) Maintain Infant and Toddler Connection (ITC) early intervention services waiting list while continuing CSB provided assessment and facilitation of potential next steps and resume early intervention referrals as State funding is available.

3) Initiate Employment and Day services for 19 new high school graduates with intellectual disability who have urgent needs upon graduation.

4) Suspend the allocation of contract rate adjustment funds to CSB contractors pending Board of Supervisor final carryover decisions.

5) Immediately take all measures to contain cost through further efficiencies and probationary staff reductions.

TIMING:
Board action is requested on May 22, 2012.

Board Agenda Item
May 22, 2012

BACKGROUND:
The cumulative reductions that have been taken over the last several years have been dramatic. Staff has worked very hard to manage programs within reduced funding levels and keep pace with increasing demands for service. In February 2012, the CSB notified the Department of Management and Budget of an $8.3 million potential budget gap for FY 2012. This included: $4 million projected shortfall in the personnel budget primarily associated with the cost of employee benefits as a result of FY 2012 staffing levels; $1.8 million estimated shortfall in fee revenues anticipated from Medicaid reimbursement; $1.2 million projected shortfall in the contract services budget for employment and day services for individuals with intellectual disability; and $1.0 million projected shortfall in the contract services budget for early intervention services for infants and toddlers. When the large deficit was identified, the County Executive and Board responded quickly with additional funding in the amount of $4.0 million to meet FY 2012 anticipated expenses as part of *FY 2012 Third Quarter Review*. Despite this adjustment, it is anticipated that the CSB will still end FY 2012 with a shortfall which will require reallocation of end of the year savings from other County agencies.

The commensurate FY 2013 full impact of the CSB requirements (estimated to be $9.4 million) was not known in time to be included in the FY 2013 Advertised Budget Plan. The Board was briefed at the March 27, 2012 Budget Committee meeting and staff indicated that additional detail and recommendations to address FY 2013 were under development. As a result, the Board approved a $4.2 million reserve for State and federal Budget reductions which may be accessed to begin to address the CSB shortfall in the FY 2013 Adopted Budget Plan.

As the transformation of the CSB service delivery models continues, staff are working to identify what longer term adjustments are required to both services and funding and were asked to return to the Board with recommended options.

At the May 8 meeting of the Human Services Committee of the Board, the CSB presented a Budget Management Plan and proposed reductions that could occur to its service system as a result of the forecasted $9.4 million shortfall for FY 2013.

To address this projected budget shortfall, the CSB is looking at decreasing some areas of services. The proposed public review process will consider all of the proposed reductions outlined in the CSB's Budget Management Plan and make recommendations to the Board in time for FY 2012 Carryover Review deliberations. Until then, the CSB is requesting the following authorization:

1. **Recommend the Human Services Council facilitate public meetings to prioritize, review and evaluate the impact of proposed cuts on individuals, families, provider network and the human services system.** This includes

the establishment of a joint budget review workgroup with representation from the Human Services Council and the Fairfax-Falls Church Community Services Board. Recommendations would be presented to the Board's Human Services Committee meeting on July 24, 2012.

2. **Maintain Infant and Toddler Connection (ITC) early intervention services waiting list while continuing CSB provided assessment and facilitation of potential next steps**. There has been no change in the CSB's practice of providing an assessment, an individual family service plan, and the assignment of a service coordinator for each family that seeks early intervention services for their infant or toddler. Beginning March 19, 2012, the CSB instituted a wait for families to access early intervention (therapeutic) services because of insufficient State funds. As of May 4, 165 families were waiting to start early intervention services which include physical, speech and occupational therapies. Beginning June 1, referrals for early intervention services will resume as State funding is available. CSB staff will continue to appeal to the State for additional funds for this program in FY 2013. Rather than wait, families may arrange privately for the clinical services identified on the individual family service plan using their health insurance and self-pay, and remain on the ITC wait list.

3. **Initiate employment and day services for 19 new high school graduates with intellectual disability who have urgent needs upon graduation.** Effective November 7, 2011, the CSB instituted a wait for new individuals to access employment and day services. These are individuals who requested service outside of the graduate program. It should be noted that all 2011 ID grads are being provided services. Risk assessments were performed for all 64 upcoming June 2012 graduates for whom additional local funding has not yet been identified. The assessments concluded that there are 19 individuals with serious medical or behavioral needs or who did not have any alternatives even in the short-term to the graduate program, who should not experience a significant wait in starting day services. Based on these assessments staff has continued with the transition process of placing these individuals without delay. Initiation of services for these individuals would constitute exceptions to the CSB wait list imposed as a budgetary control. The additional cost to serve these 19 individuals should not exceed $580,000. Funding for services for the remaining 45 graduates will be raised as part of the budget plan to be presented to the Board prior to the FY 2012 Carryover Review. It should be noted that it is not unusual for there to be a delay in CSB services for graduates. Often this service starts in the fall, consistent with the start of the new school year.

4. **Suspend the allocation of contract rate adjustment funds to CSB contractors pending Board of Supervisor final Carryover decisions.** The

CSB FY 2013 Adopted Budget includes an increase of $1,075,814 for potential service rate adjustments with existing contractors. There is no inflation factor built into CSB contracts, but the CSB's practice has been to adjust contract rates of service with all eligible vendors upon receipt of additional funding from the County across its $40 million array of contracted services, primarily employment and day, psychosocial rehabilitation, residential, and outpatient services. The rate increases are incorporated into contract amendments currently being individually negotiated for the upcoming fiscal year. As in previous years in cases of limited funding, contracts are not guaranteed to be increased and staff negotiates individually with each provider to maximize available resources. For FY 2013, the CSB is requesting authorization to hold contracted service rates at the FY 2012 level and apply the County funds to the overall forecasted budget shortfall.

5. **Continue to hold vacant positions and eliminate four probationary administrative/management positions.** Since November 2011, the CSB filled four administrative positions to support: a) the CSB Board and its committees and workgroups; b) families and staff of the Infant and Toddler Connection; c) entitlement screenings and primary care enrollment activities for individuals new to CSB services who may be unfamiliar with health care benefits available to cover the cost of services; and d) support coordinators who work with individuals with intellectual disability. Due to the employees' probationary status, eliminating these positions will not result in a Reduction-In-Force in their job classifications. The duties of these positions will be absorbed by other staff.

ENCLOSED DOCUMENTS:
None

STAFF:
Patricia D. Harrison, Deputy County Executive
George Braunstein, Executive Director, Community Services Board

Board Agenda Item
May 22, 2012

11:00 a.m.

Matters Presented by Board Members

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Board Agenda Item
May 22, 2012

11:50 a.m.

CLOSED SESSION:

(a) Discussion or consideration of personnel matters pursuant to Virginia Code § 2.2-3711(A) (1).

(b) Discussion or consideration of the acquisition of real property for a public purpose, or of the disposition of publicly held real property, where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the public body, pursuant to Virginia Code § 2.2-3711(A) (3).

(c) Consultation with legal counsel and briefings by staff members or consultants pertaining to actual or probable litigation, and consultation with legal counsel regarding specific legal matters requiring the provision of legal advice by such counsel pursuant to Virginia Code § 2.2-3711(A) (7).

1. *The Newberry Station Homeowners Association, Inc., Brandon Farlander, and Michael Miller v. Board of Supervisors of Fairfax County, Virginia, Iskalo CBR LLC, and the Washington Metropolitan Area Transit Authority*, Case No. CL-2011-0005030 (Fx. Co. Cir. Ct.) (Lee District)

2. *Eileen M. McLane, Fairfax County Zoning Administrator v. Mohammed J. Abdlazez*, Case No. CL-2008-0006965 (Fx. Co. Cir. Ct.) (Mason District)

3. *Christopher Wills v. Charles P. Rosenberg, Donna Marie Stephenson, John Robert Stone, Cindy Lundberg, Michael Feightner, Nathaniel McFadden, Reginald A. Johnson, Maurice Simmons, James Black, Mr. Hamed, Mr. Asib, and Hellen Fayeh*, No. 12-6690 (United States Court of Appeals for the Fourth Circuit.)

4. *County of Fairfax, Virginia and Robert Lison v. James J. Alpigini*, Case No. CL-2012-0004911 (Fx. Co. Cir. Ct.)

5. *PRLAP, Inc. Trustee v. Fairfax County Redevelopment and Housing Authority, The Fairfax County Board of Supervisors, Tram K. Le, Phong Q. Le, and Carriage Lawn at Barkley Homeowners Association, Inc.*, Case No. CL-2011-0007515 (Fx. Co. Cir. Ct.) (Providence District)

John Burson, Trustee v. Fairfax County Redevelopment and Housing Authority, The Fairfax County Board of Supervisors, Salaheldin O. Zidan, Layela Zeinelabdin, Fair Lakes Crossing Community Association, Capital One, National Association, David G. Sweiderk, Trustee, and Robert Bystrowkski, Trustee, Case No. CL-2011-0011514 (Fx. Co. Cir. Ct.) (Sully District)

The Board of Supervisors of Fairfax County, Virginia, and The Fairfax County Redevelopment and Housing Authority v. Wittstadt Title and Escrow Company, LLC; Deutsche Bank National Trust Company, as Indenture Trustee, for the benefit of the Holders of the Aames Mortgage Investment Trust 2005-4 Mortgage Backed Notes; Phuong H. Doan; and Nga T. Nguyen, Case No. CL-2010-0012400 (Fx. Co. Cir. Ct.) (Lee District)

6. *Eileen M. McLane, Fairfax County Zoning Administrator v. Satish Amin*, Case No. CL-2010-0011816 (Fx. Co. Cir. Ct.) (Mason District)

7. *Eileen M. McLane, Fairfax County Zoning Administrator v. Rama Sanyasi Rao Prayaga and Niraja Dorbala Prayaga*, Case No. CL-2010-0002573 (Fx. Co. Cir. Ct.) (Dranesville District)

8. *Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Sheldon P. Ellison and Wauleah A. Ellison***,** Case No. CL-2010-0017783 (Fx. Co. Cir. Ct.) (Mason District)

9. *Eileen M. McLane, Fairfax County Zoning Administrator v. Tony Marks*, Case No. CL-2011-0015540 (Fx. Co. Cir. Ct.) (Mason District)

10. *Eileen M. McLane, Fairfax County Zoning Administrator v. Farid A. Mohamadi and Nahima Mohamadi*, Case No. CL-2012-0004439 (Fx. Co. Cir. Ct.) (Hunter Mill District)

11. *Eileen M. McLane, Fairfax County Zoning Administrator v. Shafqat Chaudry and Sarwat Malik*, Case No. CL-2012-0001647 (Fx. Co. Cir. Ct.) (Dranesville District)

12. *Eileen M. McLane, Fairfax County Zoning Administrator v. Kheder A. Rababeh and Alia Rababeh*, Case No. CL-2012-0001925 (Fx. Co. Cir. Ct.) (Lee District)

13. *Eileen M. McLane, Fairfax County Zoning Administrator v. Gary Lee Hoskinson***,** Case No. CL-2012-0002342 (Fx. Co. Cir. Ct.) (Dranesville District)

14. *Eileen M. McLane, Fairfax County Zoning Administrator v. Teodoro Rojas, Rosa Amanda Rojas, and Mario T. Rojas*, Case No. CL-2012-0001238 (Fx. Co. Cir. Ct.) (Lee District)

15. *Eileen M. McLane, Fairfax County Zoning Administrator v. Alexander Canas and Roxana G. Barrera*, Case No. CL-2012-0002216 (Fx. Co. Cir. Ct.) (Lee District)

16. *Eileen M. McLane, Fairfax County Zoning Administrator v. Amarjit Singh***,** Case No. CL-2012-0006454 (Fx. Co. Cir. Ct.) (Sully District)

17. *Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Tesfaye Negussie*, Case No. CL-2012-0005771 (Fx. Co. Cir. Ct.) (Lee District)

18. *Eileen M. McLane, Fairfax County Zoning Administrator v. Suzanne Louise Swartz and Maximo Del Castillo*, Case No. CL-2012-0005791 (Fx. Co. Cir. Ct.) (Lee District)

19. *Eileen M. McLane, Fairfax County Zoning Administrator v. Robert A. DaCosta and Glenda A. DaCosta*, Case No. CL-2012-0005788 (Fx. Co. Cir. Ct.) (Lee District)

20. *Eileen M. McLane, Fairfax County Zoning Administrator v. Woodland Park Parcel I, LP*, Case No. CL-2012-0005987 (Fx. Co. Cir. Ct.) (Hunter Mill District)

21. *Eileen M. McLane, Fairfax County Zoning Administrator v. Mohammad K. Butt, Mohammad A. Butt, and Abdul M. Butt*, Case No. CL-2012-0006062 (Fx. Co. Cir. Ct.) (Lee District)

22. *Eileen M. McLane, Fairfax County Zoning Administrator v. Sohrab Hejazi*, Case No. CL-2012-0006271 (Fx. Co. Cir. Ct.) (Sully District)

23. *Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Heirs of Heno Barnes*, Case No. CL-2012-0006269 (Fx. Co. Cir. Ct.) (Mason District)

24. *Eileen M. McLane, Fairfax County Zoning Administrator v. Deochand Narish Lawkaran and Leelawattee Mahabal*, Case No. CL-2012-0006282 (Fx. Co. Cir. Ct.) (Mason District)

25. *Eileen M. McLane, Fairfax County Zoning Administrator, and Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Anil Sareen, Anil Sareen, Trustee, and Anil Sareen 7237 Trust*, Case No. CL-2012-0006267 (Fx. Co. Cir. Ct.) (Providence District)

26. *Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Douglas A. Samuelson*, Case No. CL-2012-0006356 (Fx. Co. Cir. Ct.) (Braddock District)

27. *Eileen M. McLane, Fairfax County Zoning Administrator v. Flor Silva and Fredy W. Silva*, Case No. CL-2012-0006353 (Fx. Co. Cir. Ct.) (Dranesville District)

28. *Eileen M. McLane, Fairfax County Zoning Administrator and Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. M. Akbar Khawaja*, Case No. CL-2012-0006354 (Fx. Co. Cir. Ct.) (Dranesville District)

29. *Eileen M. McLane, Fairfax County Zoning Administrator v. Michael A. Quigley*, Case No. CL-2012-0006380 (Fx. Co. Cir. Ct.) (Providence District)

30. *Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Eduardo Mendez Alvarez*, Case No. CL-2012-0006511 (Fx. Co. Cir. Ct.) (Mount Vernon District)

31. *Eileen M. McLane, Fairfax County Zoning Administrator v. Syed Sharafat Ali and Syed Parveen Ali*, Case No. CL-2012-0006453 (Fx. Co. Cir. Ct.) (Mason District)

32. *Eileen M. McLane, Fairfax County Zoning Administrator v. Juan A. Giron Caballero*, Case No. CL-2012-0006510 (Fx. Co. Cir. Ct.) (Lee District)

33. *Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Milagro Velasquez Romero*, Case No. CL-2012-0006600 (Fx. Co. Cir. Ct.) (Mount Vernon District)

34. *Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Mazen Ayoubi and Fadia Ayoubi*, Case No. CL-2012-0006599 (Fx. Co. Cir. Ct.) (Dranesville District)

35. *Eileen M. McLane, Fairfax County Zoning Administrator v. Bryce A. Schwarzmann***,** Case No. 2012-0006422 (Fx. Co. Cir. Ct.) (Mason District)

36. *Eileen M. McLane, Fairfax County Zoning Administrator, and Michael R. Congleton, Property Maintenance Code Official for Fairfax County, Virginia v. Charles DeWeese Construction, Inc.*, Case No. CL-2012-0006715 (Fx. Co. Cir. Ct.) (Lee District)

37. *Eileen M. McLane, Fairfax County Zoning Administrator v. Ghassem Sharifi and Farideh Sharifi*, Case No. CL-2012-0006897 (Fx. Co. Cir. Ct.) (Mason District)

38. *Eileen M. McLane, Fairfax County Zoning Administrator v. Angelica M. Rodriguez*, Case No. GV12-009167 (Fx. Co. Gen. Dist. Ct.) (Mount Vernon District)

39. *Eileen M. McLane, Fairfax County Zoning Administrator v. Kris V. Bonomi and Sandra R. Bonomi*, Case No. GV12-009168 (Fx. Co. Gen. Dist. Ct.) (Mount Vernon District)

40. *Eileen M. McLane, Fairfax County Zoning Administrator v. Zahir Ahmed*, Case No. GV12-007449 (Fx. Co. Gen. Dist. Ct.) (Mount Vernon District)

Board Agenda Item
May 22, 2012

3:30 p.m.

Special Meeting of the Fairfax County Solid Waste Authority

ISSUE:
The Solid Waste Authority must appoint a new Executive Director since the current Executive Director retired.

RECOMMENDATION:
It is recommended that the Solid Waste Authority hold a special meeting to appoint a new Executive Director, and to review and approve the minutes from the January 24, 2012 meeting.

TIMING:
Routine.

BACKGROUND:
Anthony H. Griffin, who served as the County Executive and Executive Director of the Solid Waste Authority, retired on April 24, 2012. Edward L. Long, Jr. has been appointed by the Board of Supervisors as the new County Executive.

Per tradition, the County Executive is appointed to be the Executive Director of the Authority, and therefore, it is recommended that Mr. Long be appointed as the Executive Director of the Authority.

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:
Attachment I – Fairfax County Solid Waste Authority Meeting Agenda, May 22, 2012
Attachment II – Minutes of the January 24, 2012, Solid Waste Authority Meeting

STAFF:
Robert A. Stalzer, Deputy County Executive
James W. Patteson, Director, Department of Public Works and Environmental Services (DPWES)
Steve Aitcheson, Deputy Director, DPWES, Solid Waste Management Program
Joyce M. Doughty, Director, Division of Solid Waste Disposal and Resource Recovery, Authority Representative

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Attachment I

FAIRFAX COUNTY SOLID WASTE AUTHORITY

Special Meeting Agenda

May 22, 2012

1. Call-to-Order.
2. Appointment of Executive Director – Edward L. Long, Jr.
3. Approval of the minutes from the January 24, 2012 meeting.
4. Adjournment.

MINUTES OF THE ANNUAL MEETING OF THE SOLID WASTE AUTHORITY

January 24, 2012

At the Annual Meeting of the Fairfax County Solid Waste Authority held in accordance with Article III, Section I of the bylaws, in the Board Auditorium of the Government Center in Fairfax, Virginia, on Monday, January 24, 2012, at 4:10 p.m., there were present:

MEMBERS OF THE BOARD OF DIRECTORS AND OFFICERS:

Chairman Sharon Bulova, presiding

Supervisor John C. Cook, of Braddock District

Supervisor John W. Foust, of Dranesville District

Supervisor Michael R. Frey, of Sully District

Supervisor Penelope A. Gross, of Mason District

Supervisor Patrick S. Herrity, of Springfield District

Supervisor Catherine M. Hudgins, of Hunter Mill District

Supervisor Gerald W. Hyland, of Mount Vernon District

Supervisor Jeffrey C. McKay, of Lee District

Supervisor Linda Q. Smyth, of Providence District

Anthony H. Griffin, County Executive; Authority Executive Director

Vacant; Authority Secretary

Victor Garcia, Director, Department of Finance; Treasurer

David P. Bobzien, County Attorney; Authority Attorney

Joyce Doughty, Director, Division of Solid Waste Disposal and Resource Recovery, Department of Public Works and Environmental Services (DPWES); Authority Representative

Meeting Minutes
The Fairfax County Solid Waste Authority
January 24, 2012

Supervisor Gross moved that the Board appoint the following officers and officials to the Fairfax County Solid Waste Authority:

OFFICERS

Sharon Bluova Chairman, Fairfax County Board of Supervisors	- Chairman
Penelope A. Gross Vice-Chairman, Fairfax County Board of Supervisors	- Vice-Chairman
Catherine A. Chianese Clerk to the Fairfax County Board of Supervisors	- Secretary
Victor Garcia Director, Office of Finance	- Treasurer
David P. Bobzien County Attorney	- Attorney
Anthony H. Griffin County Executive	- Executive Director
Joyce M. Doughty Director, Division of Solid Waste Disposal and Resource Recovery, Department of Public Works and Environmental Services (DPWES)	- Authority Representative

Supervisor Hyland seconded the motion and it carried by unanimous vote.

Supervisor Gross moved approval of the minutes from the January 25, 2011, meeting of the Fairfax County Solid Waste Authority. Supervisor Hyland seconded the motion and it carried by unanimous vote.

Meeting Minutes
The Fairfax County Solid Waste Authority
January 24, 2012

Supervisor Gross moved approval of the financial statements as contained in the Board Agenda Item dated January 24, 2012. Supervisor Hyland seconded the motion and it carried by unanimous vote.

Supervisor Gross moved to adjourn the Annual Meeting of the Fairfax County Solid Waste Authority. Supervisor Hyland seconded the motion and it carried by unanimous vote.

At 4:12 p.m., the Annual Meeting of the Fairfax County Solid Waste Authority was adjourned.

Meeting Minutes
The Fairfax County Solid Waste Authority
January 24, 2012

The foregoing minutes record the actions taken by the Fairfax County Solid Waste Authority at its meeting held on Tuesday, January 24, 2012, and reflects matters discussed by the Authority. Audio or video recordings of all proceedings are available in the Office of the Clerk to the Board of Supervisors of Fairfax County, Virginia.

Respectfully submitted,

Catherine A. Chianese
Secretary
Solid Waste Authority

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Board Agenda Item
May 22, 2012

3:30 p.m.

Public Hearing on PCA-C-696-08, Camden Summit Partnership, L.P. to Amend the Proffers for RZ-C-696 Previously Approved for Mixed Use Development to Permit an Option to Convert Approximately 15,000 Square Feet of Commercial Space to Residential Space and Associated Modifications to Proffers and Site Design with an Overall Floor Area Ratio (FAR) of 1.94. (0.99 on the Overall Development), Located on Approximately 2.61 Acres of Land Zoned PDC (Dranesville District)

This property is located on Dulles Station Boulevard Approximately 550 feet South of its intersection with Sunrise Valley Drive and 400 feet North of Sayward Boulevard
Tax Map 15-4 ((5)) 7A1.

PLANNING COMMISSION RECOMMENDATION:
On Thursday, March 29, 2012, the Planning Commission voted unanimously (Commissioners Hall, Hurley and Litzenberger absent from the meeting) to recommend to the Board of Supervisors approval of the following actions pertinent to the subject application:

- Approval of PCA C-696-8, subject to the execution of proffers consistent with those dated March 26, 2012; and

- Reaffirmation of the following waivers and modifications:

    - Modification of the loading space requirement in favor of loading spaces shown on the Conceptual Development Plan Amendment (CDPA)/Final Development Plan Amendment (FDPA);

    - Modification of the transitional screening yard and barrier requirements along a portion of the southern boundary of the site where it abuts the existing multifamily development in favor of the landscaping shown on the CDPA/FDPA;

    - Waiver of the 600 foot maximum length for a private street;

    - Modification of the construction materials for sidewalks per Section 8-0100 of the Public Facilities Manual (PFM);

    - Modification of the construction materials for trail requirements per Section 8-0200 of the PFM; and

    - Modification of the use limitation for the PDC District to permit the gross floor area of residential uses (secondary use) to exceed 50 percent of the principal uses to allow residential uses up to 81 percent of the principal uses.

Board Agenda Item
May 22, 2012

ENCLOSED DOCUMENTS:
Attachment 1 - Verbatim excerpt
Staff Report previously furnished and available online at:
http://ldsnet.fairfaxcounty.gov/ldsnet/ldsdwf/4379172.PDF

STAFF:
Barbara Berlin, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
William O'Donnell, Staff Coordinator, DPZ

Planning Commission Meeting
March 29, 2012
Verbatim Excerpt

PCA C-696-8 – CAMDEN SUMMIT PARTNERSHIP, L. P. (DRANESVILLE)

Decision Only During Commission Matters
(Public Hearing held on March 14, 2012)

Commissioner Donahue: Thank you, Mr. Chairman. I have a decision only very quickly. Back on March 14, we had a public hearing on the Camden Summit PCA C-696-8 and we really only had a few things to figure out at that time – that had to do with the timing of bringing retail back into this area as well as certain conditions concerning condominiums that we wanted to get straightened out. And over this time period, we have straightened those two out so I would like to offer a motion if I could on this. And I MOVE THAT THE PLANNING COMMISSION RECOMMEND APPROVAL OF PCA C-696-8, SUBJECT TO THE EXECUTION OF PROFFERS CONSISTENT WITH THOSE DATED MARCH 26, 2012.

Commissioner Flanagan: Second.

Chairman Murphy: Seconded by Mr. Flanagan. Is there a discussion of the motion? All those in favor of the motion to recommend to the Board of Supervisors that it approve PCA C-696-8, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Donahue: Thank you, Mr. Chairman. I WOULD ALSO LIKE TO MOVE THAT THE PLANNING COMMISSION REAFFIRM THE SIX PREVIOUSLY-APPROVED WAIVERS AND MODIFICATIONS ON THE COVER OF THE STAFF REPORT DATED FEBRUARY 28, 2012.

Commissioners Flanagan and Lawrence: Second.

Chairman Murphy: Seconded by Mr. Lawrence and Mr. Flanagan. Discussion? All those in favor, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

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(The motions carried unanimously with Commissioners Hall, Hurley, and Litzenberger absent from the meeting.)
JLC

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Board Agenda Item
May 22, 2012

3:30 p.m.

Public Hearing on SEA 91-L-053-06, Washington Metropolitan Area Transit Authority (WMATA) to Amend SE 91-L-053 Previously Approved for Uses in a Flood Plain and Transportation Facilities to Permit Site Modifications, Building Additions and Associated Modifications to the Development Conditions to Permit the Construction of a WMATA Police Substation and Training Facility, Located on Approximately 54.38 Acres of Land Zoned I-4 (Lee District)

This property is located at 6770 Frontier Drive, Springfield, 22150. Tax Map 90-2 ((1)) 60 and 61B.

PLANNING COMMISSION RECOMMENDATION:
On Thursday, April 26, 2012, the Planning Commission voted unanimously (Commissioners Alcorn and Lawrence absent from the meeting) to recommend to the Board of Supervisors approval of the following actions pertinent to the subject application:

- Approval of SEA-91-L-053-06, subject to the development conditions dated April 12, 2012;

- Waiver of Section 17-201 of The Zoning Ordinance and Section 7.0104 of the Public Facilities Manual (PFM) requiring a service drive along Franconia-Springfield Parkway; and

- Modification of Zoning Ordinance Section 13-303, Transitional Screening Requirements, and 13-304, Barrier Requirements, along the northern and southern property boundary in favor of the landscaping and barrier shown on the Special Exception Amendment (SEA) plat, as modified by the development conditions.

In a related action, the Commission also voted unanimously (Commissioners Alcorn and Lawrence absent from the meeting) to approve 2232-L11-21 as meeting the criteria of character, location, and extent as specified in Section 15.2-2232 of the *Code of Virginia* and being in accord with the adopted Comprehensive Plan.

ENCLOSED DOCUMENTS:
Attachment 1 - Verbatim excerpt
Staff Report previously furnished and available online at:
http://ldsnet.fairfaxcounty.gov/ldsnet/ldsdwf/4383060.PDF

Board Agenda Item
May 22, 2012

STAFF:
Barbara Berlin, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Erin Grayson, Staff Coordinator, DPZ
William Mayland, Staff Coordinator, DPZ

Planning Commission Meeting
April 26, 2012
Verbatim Excerpt

2232-L11-21 – WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
SEA 91-L-053-06 – WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Decision Only During Commission Matters
(Public Hearing held on April 18, 2012)

Chairman Murphy: All right, Mr. Migliaccio.

Commissioner Migliaccio: Thank you, Mr. Chairman. I have one decision only tonight. It is the SEA on behalf of WMATA to build a police sub-station and indoor firing range near the Franconia-Springfield Metro Station. There is also a 2232 application attached to it. As you recall, I deferred this for one week to allow all interested parties to adequately examine the original set of development conditions presented in the staff report. I'm glad to state that all parties are now in agreement that their original development conditions will stand as written. This application will simply allow WMATA the opportunity to build modern facilities to house its District 2 sub-station and its very first indoor firing range, both of which will be built to meet LEED Silver standards. The sub-station will replace an undersized building now located at the Huntington Metro that WMATA long ago outgrew. The indoor firing range will allow WMATA's own police force the chance to maintain officers' certification without the added time and travel costs associated with finding other locations to do so. In the long run, this will save WMATA money. The Lee District Land Use Committee, the Greater Springfield Chamber of Commerce, and our professional planning staff support this proposal, as do I. Therefore, Mr. Chairman, I have a few motions to make this evening. I MOVE THAT THE PLANNING COMMISSION FIND THAT 2232-L11-21 IS SUBSTANTIALLY IN ACCORD WITH THE PROVISIONS OF THE ADOPTED COMPREHENSIVE PLAN AND SATISFIES THE CRITERIA OF LOCATION, CHARACTER, AND EXTENT AS SPECIFIED IN *VIRGINIA CODE* SECTION 15.2-2232, AS AMENDED.

Commissioner Sargeant: Second.

Chairman Murphy: Seconded by Mr. Sargeant. Is there a discussion of the motion? All those in favor of the motion to approve 2232-L11-21, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Mr. Migliaccio.

Commissioner Migliaccio: Thank you, Mr. Chairman. I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS TO APPROVE SEA-91-L-053-06, SUBJECT TO THE PROPOSED DEVELOPMENT CONDITIONS DATED APRIL 12, 2012.

Commissioner Sargeant: Second.

Chairman Murphy: Seconded by Mr. Sargeant. Discussion? All those in favor of the motion to recommend to the Board of Supervisors that it approve SEA 91-L-053-06, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Migliaccio: Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS TO APPROVE A WAIVER OF SECTION 17-201 OF THE ZONING ORDINANCE AND SECTION 7.0104 OF THE PFM REQUIRING A SERVICE DRIVE ALONG FRANCONIA-SPRINGFIELD PARKWAY.

Commissioner Sargeant: Second.

Chairman Murphy: Seconded by Mr. Sargeant. Discussion? All those in favor of the motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Migliaccio: And finally, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS TO APPROVE A MODIFICATION OF THE ZONING ORDINANCE SECTION 13-303, TRANSITIONAL SCREENING, AND 13-304, BARRIER REQUIREMENT, ALONG THE NORTHERN AND SOUTHERN PROPERTY BOUNDARY IN FAVOR OF THE LANDSCAPING AND BARRIER SHOWN ON THE SEA PLAT, AS MODIFIED BY THE DEVELOPMENT CONDITIONS.

Commissioner Sargeant: Second.

Chairman Murphy: Seconded by Mr. Sargeant. Is there a discussion of that motion? All those in favor of the motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Thank you very much.

Commissioner Migliaccio: Thank you, Mr. Chairman.

(The motions carried unanimously with Commissioners Alcorn and Lawrence absent from the meeting.)
JLC

Board Agenda Item
May 22, 2012

4:00 p.m.

Joint Public Hearing on the Proposed Virginia Department of Transportation Six-Year Secondary System Construction Program for Fiscal Years 2013 through 2018 and FY 2013 Budget

ISSUE:
Public hearing and Board approval of the proposed Virginia Department of Transportation (VDOT) Six-Year Secondary System Construction Program for Fiscal Years (FY) 2013 through 2018.

RECOMMENDATION:
The County Executive recommends that the Board approve the attached Secondary System Construction Program for FY 2013 through 2018 (Attachment I).

TIMING:
The Board is requested to act on this item on May 22, 2012, following the public hearing.

BACKGROUND:
The proposed Secondary System Construction Program has been prepared by VDOT, in coordination with County staff, pursuant to Section 33.1-70.01 of the *Code of Virginia*. This is an update of the previous Program which was the subject of a public hearing before the Board on June 21, 2011. Project schedule information is also included in the proposed Program.

As was the case in the FY 2012 – 2017 Secondary Six-Year Plan, there is no funding for Fairfax County in the FY 2013 – 2018 Secondary Six-Year Plan. There are potential surpluses ranging from $9,050 to $98,817 on four projects in the existing program. As soon as the fiscal close-out has been completed on these projects, the remaining funds will be transferred to projects with overages. Spring Hill Road (UPC 5574) and Centreville Road (UPC 16507) are projects that have been completed and are awaiting final close-out. A project for Pedestrian Improvements at Four Spot Locations (UPC 90729) is no longer in the plan, because it was completed with a surplus of $101,656 which has been transferred to Lee Road Box Culvert Extension (UPC 92143). The cost center for “Countywide Pipe & Entrance” is not funded, and is no longer in the plan. The Secondary Program Comparison Table has also been updated (Attachment II).

Table A shows the annual VDOT Secondary System Construction Program for Fairfax County from FY 2005 through FY 2018.

Table A

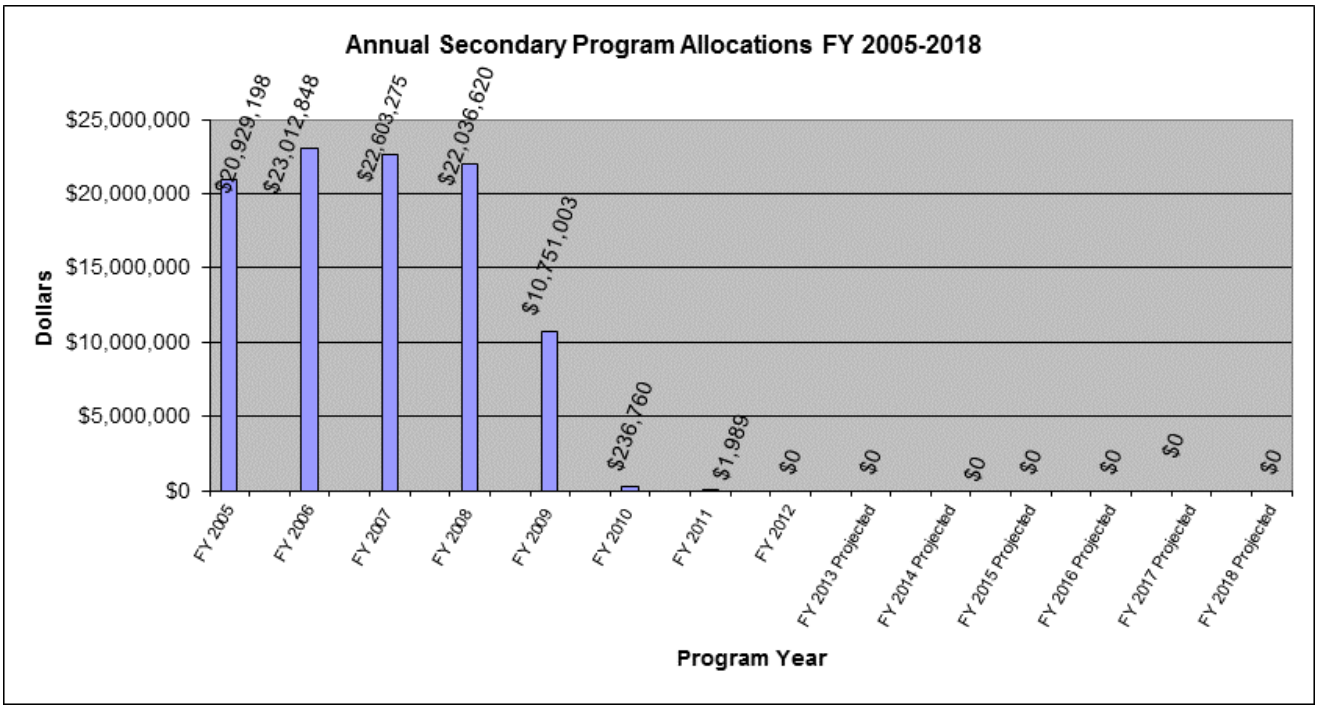

Table B shows the changes in the Six-Year Secondary Construction Program amounts from the FY 2003 to FY 2008 Program through the current Program.

Table B: Secondary Program Comparison

2003-2008	$138,335,526
2004-2009	$153,442,084
2005-2010	$113,686,186
2006-2011	$131,445,086
2007-2012	$78,270,291
2008-2013	$119,121,972
2009-2014 Initial	$65,722,518
2009-2014 Revised	$11,947,143
2010-2015	$1,443,761
2011-2016	$1,989
2012-2017	$0
2013-2018	$0

FISCAL IMPACT:
There is no impact to the Fairfax County budget at this time. The funds associated with this Program are VDOT Secondary System funds. At such time as individual projects are constructed, the County may send VDOT any related funds that have been collected for a particular project by the County through proffers or construction escrows.

ENCLOSED DOCUMENTS:
Attachment I: Secondary System Construction Program for FY 2013 through FY 2018
Attachment II: Secondary Program Comparison Table for Costs and Schedules

STAFF:
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Eric Teitelman, Chief, Capital Projects and Operations Division, FCDOT
Karyn Moreland, Chief, Capital Projects Section, FCDOT
Todd Wigglesworth, Acting Chief, Coordination and Funding Division, FCDOT
Kenneth Kanownik, Coordination and Funding Division, FCDOT
Leonard Siegel, Arlington/Fairfax Preliminary Engineering Manager, VDOT
Bethany Mathis, Arlington/Fairfax Preliminary Engineering, VDOT

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SSYP Budget Detail Report FY 2013

Fairfax County

Fairfax County (029)

UPC	Description
100162	**COUNTYWIDE TRAFFIC SERVICES**

0000.03 Budget Item 1204007 VARIOUS LOCATIONS IN COUNTY VARIOUS LOCATIONS IN COUNTY

Funding Detail (in $1000s)	Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030601 .Formula - Secondary :Federal/State -	$96	$0	$0	$0	$0	$0	$0
6030601 Regular :Secondary :Fairfax	$17	$0	$0	$0	$0	$0	$0
6030623 Local Project Contributions -	$45	$0	$0	$0	$0	$0	$0
6030672 Secondary Formula - State : Fairfax	$441	$0	$0	$0	$0	$0	$0

100373 **COUNTYWIDE RIGHT OF WAY ENGR.**

0000.04 Budget Item 1204008 VARIOUS LOCATIONS IN COUNTY VARIOUS LOCATIONS IN COUNTY

Funding Detail (in $1000s)	Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030601 .Formula - Secondary :Federal/State -	$0	$0	$0	$0	$0	$0	$0
6030672 Secondary Formula - State : Fairfax	$23	$0	$0	$0	$0	$0	$0

99180 **Countywide Traffic Calming**

0000.05 Project 9999029S37 Countywide Subdivision Streets

Previous	Budget	Projected	Total
$366,407		$0	
	$0		$366,407
	Total Estimate		$366,407
	Balance:		$0

	PE	RW	CN
Schedule:			10/01/11
		$0	$366,407
Estimate:			
	$0		

Funding Detail (in $1000s)	Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030601 .Formula - Secondary :Federal/State -	$366	$0	$0	$0	$0	$0	$0

11012 **TELEGRAPH RD -RTE 611 - WIDEN TO 4-LANES**

0001.01 Project 0611029303 ROUTE 613 (BEULAH STREET) LEAF ROAD

Previous	Budget	Projected	Total
$24,868,000		$0	
	$0		$24,868,000
	Total Estimate		$24,868,000
	Balance:		$0

	PE	RW	CN
Schedule:		09/30/10	03/16/11
	07/14/87	$1,292,000	$22,351,000
Estimate:			
	$1,225,000		

Funding Detail (in $1000s)	Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030601 .Formula - Secondary :Federal/State -	$3,427	$0	$0	$0	$0	$0	$0
6030620 Residue Parcel - Fairfax County	$14	$0	$0	$0	$0	$0	$0
6030653 Federal Formula - Secondary Bond	$3	$0	$0	$0	$0	$0	$0
6030667 Secondary Formula - STP : Fairfax	$410	$0	$0	$0	$0	$0	$0
6030668 Secondary Formula - EB(MG) :	$42	$0	$0	$0	$0	$0	$0
6030670 Secondary Formula - Match : Fairfax	$113	$0	$0	$0	$0	$0	$0
6030672 Secondary Formula - State : Fairfax	$2,274	$0	$0	$0	$0	$0	$0
6030673 RSTP - Secondary : Northern	$1,576	$0	$0	$0	$0	$0	$0
6030673 RSTP :Secondary :Federal STP	$2,600	$0	$0	$0	$0	$0	$0
6030674 RSTP Match - Secondary : Northern	$394	$0	$0	$0	$0	$0	$0
6030674 Secondary :State Match Non-	$747	$0	$0	$0	$0	$0	$0

6030675	Federal Formula STP - Secondary :	$11	$0	$0	$0	$0	$0	$0
6030676	Equity Bonus (MG) - Secondary :	$388	$0	$0	$0	$0	$0	$0
6031204	.Bond Proceeds :NVTD Project	$911	$0	$0	$0	$0	$0	$0
9030211	Special Grants Projects : Federal :	$8,731	$0	$0	$0	$0	$0	$0
9090623	Local Project Contributions - Urban	$3,227	$0	$0	$0	$0	$0	$0

92143 **EXTEND BOX CULVERT TO WIDEN LEE ROAD**

0001.02 Project 0661029831 AT SCHNEIDER BRANCH At Schneider Branch

Previous	Budget	Projected	Total
$2,423,686		$0	
	$0		$2,423,686
	Total Estimate		$4,105,947
	Balance:		$1,682,261

	PE	RW	CN
Schedule:		08/01/12	12/10/13
	10/01/09	$1,437,085	$1,918,862
Estimate:			
	$750,000		

Funding Detail (in $1000s)		Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030672	Secondary Formula - State : Fairfax	$762	$0	$0	$0	$0	$0	$0
6030673	RSTP :Secondary :Federal STP	$1,121	$0	$0	$0	$0	$0	$0
6030674	Secondary :State Match Non-	$280	$0	$0	$0	$0	$0	$0
6040100	Maintenance Funds :Statewide -	$19	$0	$0	$0	$0	$0	$0
6040106	Maintenance Funds :Statewide -	$241	$0	$0	$0	$0	$0	$0

60864 **STRINGFELLOW ROAD - RTE 645 - WIDEN TO FOUR LANES**

0002.01 Project 0645029384 Route 7735 Fair Lakes Blvd ROUTE 50 Lee Jackson Memorial Highway

Previous	Budget	Projected	Total
$22,441,891		$15,879,855	
	$25,000,000		$63,321,746
	Total Estimate		$63,321,745
	Balance:		-$1

	PE	RW	CN
Schedule:		05/07/10	07/11/12
	11/17/04	$24,698,583	$32,373,162
Estimate:			
	$6,250,000		

Funding Detail (in $1000s)		Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030201	Revenue Sharing Funds :Local	$5,721	$2,500	$0	$0	$0	$0	$0
6030202	Revenue Sharing Funds :State	$5,721	$2,500	$0	$0	$0	$0	$0
6030620	Residue Parcel - Fairfax County	$0	$0	$0	$0	$0	$0	$0
6030622	Accounts Receivable - Secondary	$3,000	$0	$0	$0	$0	$0	$0
9030623	Local Project Contributions -	$8,000	$20,000	$15,880	$0	$0	$0	$0

76256 **COLCHESTER ROAD - RTE 612 -RECON & PAVE GRAVEL ROAD**

0003.01 Project 0612029P87 CHAPEL ROAD (ROUTE 641) 0.24 MILE NORTHWEST OF ROUTE 641

Previous	Budget	Projected	Total
$72,467		$0	
	$0		$72,467
	Total Estimate		$445,000
	Balance:		$372,533

	PE	RW	CN
Schedule:		01/15/19	01/15/20
	01/15/18	$50,000	$335,000
Estimate:			
	$60,000		

Funding Detail (in $1000s)		Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030605	Secondary Formula - Unpaved	$72	$0	$0	$0	$0	$0	$0

97219 **GUINEA ROAD - ROUTE 651 - REPLACE CULVERT OVER LONG BRANCH**

5000.01 Project 0651029899 0.066 mi. S. of Long Branch 0.047 mi. N. of Long Branch

Previous	Budget	Projected	Total
$4,414,478		$0	
	$0		$4,414,478
	Total Estimate		$4,384,847
	Balance:		-$29,631

	PE	RW	CN
Schedule:			08/23/11
	03/29/11	$0	$4,124,478
Estimate:			
	$260,369		

Funding Detail (in $1000s)	Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030601 .Formula - Secondary :Federal/State -	$389	$0	$0	$0	$0	$0	$0
6030620 Residue Parcel - Fairfax County	$2	$0	$0	$0	$0	$0	$0
6030653 Federal Formula - Secondary Bond	$46	$0	$0	$0	$0	$0	$0
6030668 Secondary Formula - EB(MG) :	$396	$0	$0	$0	$0	$0	$0
6030670 Secondary Formula - Match : Fairfax	$92	$0	$0	$0	$0	$0	$0
6030672 Secondary Formula - State : Fairfax	$1,424	$0	$0	$0	$0	$0	$0
6030673 RSTP :Secondary :Federal STP	$1,506	$0	$0	$0	$0	$0	$0
6030674 Secondary :State Match Non-	$376	$0	$0	$0	$0	$0	$0
6030675 Federal Formula STP - Secondary :	$184	$0	$0	$0	$0	$0	$0

84383 **WALKER RD - RTE 681 - REPLACE BRIDGE OVER PINEY RUN**

5000.02 Project 0681029717 0.3 Mi. N of Route 743 (Colvin Run Road) 0.4 Mi N of Route 743 (Colvin Run Road)

Previous	Budget	Projected	Total
$891,535		$0	
	$0		$891,535
	Total Estimate		$2,768,782
	Balance:		$1,877,247

	PE	RW	CN
Schedule:		12/09/11	07/15/14
	02/22/10	$250,000	$1,918,782
Estimate:			
	$600,000		

Funding Detail (in $1000s)	Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030601 .Formula - Secondary :Federal/State -	$675	$0	$0	$0	$0	$0	$0
6030672 Secondary Formula - State : Fairfax	$217	$0	$0	$0	$0	$0	$0

84385 **BEACH MILL ROAD - RTE 603 - BR. OVER NICHOLS RUN**

5000.03 Project 0603029718 0.55 MI W. OF RTE 674 (SPRINGVALE RD) 0.45 MI W. OF RTE 674 (SPRINGVALE RD)

Previous	Budget	Projected	Total
$1,279,000		$0	
	$0		$1,279,000
	Total Estimate		$1,124,737
	Balance:		-$154,263

	PE	RW	CN
Schedule:			04/30/12
	07/23/09	$0	$849,737
Estimate:			
	$275,000		

Funding Detail (in $1000s)	Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030669 Secondary Formula - Bridge : Fairfax	$1,023	$0	$0	$0	$0	$0	$0
6030670 Secondary Formula - Match : Fairfax	$256	$0	$0	$0	$0	$0	$0

82213 RTE 702 BEULAH ROAD BRIDGE REHAB - SCOUR COUNTERMEASURE

5000.04 Project 0702029395 0.70 miles E of intersection of Rte 7 and Rte 702 0.65 mile N of intersection of Rte 267 and Rte 702

Previous	Budget	Projected	Total
$581,571		$0	
	$626,652		$1,208,223

Total Estimate $1,208,223

Balance: $0

	PE	RW	CN
Schedule:			04/10/12
	08/01/07	$0	$917,223
Estimate:			
	$291,000		

Funding Detail (in $1000s)	Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030669 Secondary Formula - Bridge : Fairfax	$104	$0	$0	$0	$0	$0	$0
6030670 Secondary Formula - Match : Fairfax	$26	$0	$0	$0	$0	$0	$0
6040300 Maintenance Funds :Statewide -	$0	$627	$0	$0	$0	$0	$0
6040305 Maintenance Funds :Statewide -	$361	$0	$0	$0	$0	$0	$0
6040309 Maintenance Funds :Statewide -	$90	$0	$0	$0	$0	$0	$0

82214 WALNEY RD - RT 657 - BRIDGE REHAB OVER FLATLICK BRANCH

5000.05 Project 0657029396 0.42mi S INT Rte 6215 0.03mi N INT Rte 6755

Previous	Budget	Projected	Total
$7,000,000		$0	
	$0		$7,000,000

Total Estimate $7,000,000

Balance: $0

	PE	RW	CN
Schedule:		10/19/12	02/11/14
	08/02/07	$1,425,402	$4,574,598
Estimate:			
	$1,000,000		

Funding Detail (in $1000s)	Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030601 .Formula - Secondary :Federal/State -	$1,728	$0	$0	$0	$0	$0	$0
6030653 Federal Formula - Secondary Bond	$7	$0	$0	$0	$0	$0	$0
6030668 Secondary Formula - EB(MG) :	$194	$0	$0	$0	$0	$0	$0
6030669 Secondary Formula - Bridge : Fairfax	$2,014	$0	$0	$0	$0	$0	$0
6030670 Secondary Formula - Match : Fairfax	$552	$0	$0	$0	$0	$0	$0
6030672 Secondary Formula - State : Fairfax	$2,479	$0	$0	$0	$0	$0	$0
6030675 Federal Formula STP - Secondary :	$27	$0	$0	$0	$0	$0	$0

82215 COMPTON RD. - RTE. 658 - BRIDGE REHAB. OVER LITTLE ROCKY RUN

5000.06 Project 0658029397 0.12mi W INT Rte 8361 0.06mi E INT Rte 8617

Previous	Budget	Projected	Total
$168,000		$0	
	$0		$168,000

Total Estimate $158,950

Balance: -$9,050

	PE	RW	CN
Schedule:			
	08/01/07	$0	$0
Estimate:			
	$158,950		

Funding Detail (in $1000s)	Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030669 Secondary Formula - Bridge : Fairfax	$128	$0	$0	$0	$0	$0	$0
6030670 Secondary Formula - Match : Fairfax	$40	$0	$0	$0	$0	$0	$0

5574 **SPRING HILL ROAD - RTE 684 - RECONSTRUCT TO 4 LANES**

9999.09 Project 0684029306 ROUTE 7 (LEESBURG PIKE) ROUTE 6034 (INTERNATIONAL DRIVE)

Previous	Budget	Projected	Total
$10,400,000		$0	
	$0		$10,400,000
	Total Estimate		$10,406,666
	Balance:		$6,666

	PE	RW	CN
Schedule:		09/03/03	12/29/08
	07/14/87	$4,694,000	$4,815,852
Estimate:			
	$896,814		

Funding Detail (in $1000s)	Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030601 .Formula - Secondary :Federal/State -	$9,572	$0	$0	$0	$0	$0	$0
6030672 Secondary Formula - State : Fairfax	$228	$0	$0	$0	$0	$0	$0
9090623 Local Project Contributions - Urban	$600	$0	$0	$0	$0	$0	$0

16507 **CENTERVILLE ROAD - RTE 657 - WIDEN TO SIX LANES**

9999.09 Project 0657029357 ROUTE 608 (WEST OX ROAD) ROUTE 608 (FRYING PAN ROAD)

Previous	Budget	Projected	Total
$13,171,483		$0	
	$0		$13,171,483
	Total Estimate		$13,171,483
	Balance:		$0

	PE	RW	CN
Schedule:		03/11/06	06/10/08
	11/16/01	$5,936,761	$5,180,733
Estimate:			
	$2,053,989		

Funding Detail (in $1000s)	Previous	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
6030601 .Formula - Secondary :Federal/State -	$11,282	$0	$0	$0	$0	$0	$0
6030622 Accounts Receivable - Secondary	$29	$0	$0	$0	$0	$0	$0
6030623 Local Project Contributions -	$9	$0	$0	$0	$0	$0	$0
6030672 Secondary Formula - State : Fairfax	$1,851	$0	$0	$0	$0	$0	$0

Attachment II

#	PRIORITY PROJECT	COST ESTIMATES IN THOUSANDS				BID AD DATES		
		FY 2012 COST Jun-11	FY 2013 COST May-12	CHANGE/ COST INCREASE	PERCENT COST INCREASE SINCE Jun-11	FY 2012 BID AD DATE Jun-11	FY 2013 BID AD DATE May-12	DELAY SINCE Jun-11 Months
1	SPRINGHILL, ROUTE 7-INTERNATIONAL	$10,406	$10,406	$0	0%	N/A	N/A	N/A
2	CENTREVILLE, FRYING PAN-WEST OX	$13,171	$13,171	$0	0%	N/A	N/A	N/A
3	STRINGFELLOW, U.S. RT 50 TO FAIR LAKES BLVD.	$60,943	$63,321	$2,378	4%	Jul-2011	Jul-2012	12
4	ROLLING, OLD KEENE MILL-HUNTER VILLAGE	N/A	N/A	N/A	N/A	Unscheduled	Unscheduled	N/A
5	ANNUAL PEDESTRIAN IMPROVEMENT CONTRACT	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6	TELEGRAPH, SOUTH KINGS-HAYFIELD ROAD	N/A	N/A	N/A	N/A	Unscheduled	Unscheduled	N/A
7	TELEGRAPH, BEULAH - LEAF	$24,868	$24,868	$0	0%	Feb-2011	Mar-2011	1
	TOTAL COST CHANGES FOR PROJECTS 1 THROUGH 7:	$109,388	$111,766	$2,378	2.2%			

Note: Funding and schedule information for priority item 7 reflects the section of Telegraph Road from Beulah Street to Leaf Road only which is a sub-set of the larger project (from Beulah Street to Hayfield Road).

Board Agenda Item
May 22, 2012

4:00 p.m.

Public Hearing on Proposed Plan Amendment S11-I-B1, Located on Peace Valley Lane, Between Leesburg Pike and Colmac Drive (Mason District)

ISSUE:
Plan Amendment (PA) S11-I-B1 proposes to amend the Comprehensive Plan guidance for a 1.89-acre property, located on Peace Valley Lane in the B5-Barcroft Community Planning Sector, Baileys Planning District. The subject area is currently planned for residential use at a density of 2-3 dwelling units per acre (du/ac). The amendment, as approved by the Planning Commission, would add an option for residential use up to a density of 3-4 du/ac.

PLANNING COMMISSION RECOMMENDATION:
On Thursday, April 26, 2012, the Planning Commission voted unanimously (Commissioners Alcorn and Lawrence absent from the meeting) to recommend that the Board of Supervisors adopt the Planning Commission's recommended text for Plan Amendment S11-I-B1, as shown in Attachment 1, dated April 26, 2012.

RECOMMENDATION:
The County Executive recommends that the Board adopt the Planning Commission recommendation to add an option for residential use at a density range of 3-4 du/ac, which could result in up to 7 single family detached units. The Planning Commission recommendation adds conditions that vehicular access is to be provided only to Leesburg Pike, and that houses should be placed a minimum of 35 feet from the rear property line. The option also includes conditions that address tree preservation, provision of a trail and documentation of cultural resources.

TIMING:
Planning Commission public hearing – February 9, 2012
Board of Supervisors' public hearing – May 22, 2012

BACKGROUND:
On February 8, 2011, the Board of Supervisors (BOS) authorized Plan Amendment S11-I-B1 for (Tax Map parcel 61-1 ((1)) 7) to consider the appropriate residential density for this 1.89 acre vacant property.

Board Agenda Item
May 22, 2012

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:
Attachment 1: Verbatim excerpt
Attachment 2: Planning Commission Recommended Text
Staff Report previously furnished and available online at:
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/amendments/s11-i-b1.pdf

STAFF:
Fred R. Selden, Director, Department of Planning and Zoning (DPZ)
Marianne R. Gardner, Director, Planning Division (PD), DPZ
Clara Johnson, Planner III, Policy and Plan Development Branch, PD, DPZ

Planning Commission Meeting
April 26, 2012
Verbatim Excerpt

S11-I-B1 – COMPREHENSIVE PLAN AMENDMENT (PEACE VALLEY LANE)

Decision Only During Commission Matters
(Public Hearing held on February 9, 2012)

Chairman Murphy: Ms. Hall.

Commissioner Hall: Thank you, Mr. Chairman. Back in February, you heard a proposed Comprehensive Plan Amendment. The application number – or item number – is S11-I-B1. It is for – it's located on Peace Valley Lane north of Colmac Drive and south of the Vinewood Townhouses. Now I'm sure you all have been inundated with emails and I'm going to try to break this down and make it as simple and as straightforward as I can. First, as I usually do is – I announce what the position of the Mason District Land Use Committee is. The Mason District Land Use Committee does not support this Plan Amendment. It had quite a hearing and many of the people from Ravenwood Park came in and spoke in opposition. However, the people who are directly affected by this in the R-3 zoning were in favor of being involved in the development. I've often said that land use is not a popularity contest. It isn't how many votes you get on one side versus the other. If that was the case, we wouldn't need a Zoning Ordinance. You wouldn't need a Planning Commissioner and we wouldn't spend our nights together out here on this dais.

Chairman Murphy: Aw.

Commissioner Hall: Aw – okay. You have to make sense. You have to look at each application as it comes before you if you are a district Planning Commissioner. Whether people like what you come up with or not – you know, I believe that I provide access to everybody who wants to speak to me and I consider everything that is said. The first issue is access. For as long as I can remember and a lot longer, Peace Valley terminates right there by Colmac Drive and there is an iron pole that goes across it. It's been closed for years. It is right down the street from the – from JEB Stuart High School. It's always been closed. This site, which is just less than two acres, did have a single-family house on it for many years. And while it appeared to me that it was not really part of the Ravenwood Community because it did not access that community, it did have its access through Route 7. I've been assured that the person who lived there always considered that property to be part of the community. So the first question is access. Everyone agrees that they do not want Peace Valley to go all the way to Route 7 and I support that. However, that's not the question that is being asked by this Plan Amendment. The reality of it is whether the site remains the way it is, whether it is developed by-right, or if this option is approved and it is developed with access going north to Route 7, there is no guarantee that VDOT will not at some time in the future say, "Oh gee, wouldn't it be a great idea to open that up all the way?" As I said, no one is supporting that. And whether the site is developed by-right and accesses Ravenwood by Colmac or whether it takes the traditional access, which is to Route 7 where you can still see the existing driveway – that is not being discussed or evaluated as part of the Plan Amendment. And it's my understanding that language cannot go into the Plan so the reason I am discussing it is that's the first thing most community members will say that what you're doing is opening this up. What we are proposing is not to open Peace Valley. It can either be developed going north or it can be developed going south. Nothing supports Peace Valley going to Route 7.

I want that perfectly clear. And for those people who wanted to see language in the Comprehensive Plan prohibiting VDOT from doing a road that goes straight to 7, that's the reason you don't see it. We can't do it. We don't tell VDOT what to do and the language does not appear. However, clearly the intent is that there will be only one access point. That is one of the primary concerns. One of the things that have been very frustrating for me as a Planning Commissioner when dealing with this application, which has generated a lot of interest, is the difference between a Plan Amendment and a rezoning application. This is a Plan Amendment and most members of the community are exceedingly frustrated by the fact that they don't have details. It doesn't talk about stormwater management. It doesn't talk about setbacks. It doesn't talk about all sorts of things. And I understand that because I prefer to see things in writing and to the greatest extent, I have worked with staff to get as much language which addresses the concerns of not only the community at large, but those people who are directly affected – that what they are expecting to see is in fact what will happen if this option is exercised. The current density is R-3. Ravenwood is an established neighborhood. It has no doubt – there is no doubt in my mind that it will continue to prosper for many years. It has a great deal of community spirit and if the property was to be developed by-right and nothing in this language takes away that option, the community would welcome these new houses in if it was to Colmac. However, this property, as I mentioned, is just down the street from the high school. The reason this property is even being considered is there was a single family dwelling unit on it that was blighted. Many years ago when Ravenwood was built, this parcel got skipped over if you will. And it only had one house on it, which was accessed from Route 7. Now that house is gone and what we have is this attempt to deal with this property. I've walked around the property. The blighted house is gone and I have lots of photographs of what looks like parties. There are a lot of – you know, drinking – not only soda and water, there were some beer cans, there was some of that Jolt or something – clearly it's a nice place to party and it's right on down the road from the high school. And I'm not blaming necessarily the high school students, but – you know, when you have this vacuum it gets filled with something. So I think it's prudent to consider another option and that option is the one that was further defined in the amendment to the staff report, which was dated – and I have the old one that I'm looking at, which is not the right one. Let me borrow this. Thank you, you don't need it – April 18. The density is – for an option – is three to four. That would produce a maximum of seven dwelling units. There is no guarantee that there will be seven. That is just the possible maximum. It all depends around the rezoning application. Why this would be beneficial is it would require that the traffic go to Route 7 and not through the community. It would also allow for the community to try to secure the mature trees and the other significant vegetation that is on the site. There is also a requirement that the houses be placed 35 feet from the rear property line, which is something that I gather was discussed with the neighbors that abut this property and they're anticipating it. So I wanted to make sure that it was, in fact, included. Now again, I was talking about density – you have R-3 on two sides, but this property abuts R-8 townhomes. It also is adjacent to a large parking lot from the church, which then has condos and apartments on R-30 and R-20. I think that the slight increase in density to address the access issue warranted in this case. We're also talking about the trail and that it should be designed and constructed in a manner that maximizes the existing quality, trees, and vegetation. Last but not least, I don't know what's going to happen with this property. I do know that the existing zoning remains. I do know that if a rezoning application comes forward, it will be well vetted by not only the community but the Mason District Land Use Committee. And I think it provides the community the very best in two options to deal with this site. With that

being said, Mr. Chairman, I MOVE TO RECOMMEND THE VERSION OF PLAN TEXT PROPOSED ON APRIL 18, 2012, BE APPROVED BY THE PLANNING COMMISSION.

Commissioner Migliaccio: Second.

Chairman Murphy: Seconded by Mr. Migliaccio. Is there a discussion of the motion? All those in favor of the motion to recommend to the Board of Supervisors that it adopt Plan Amendment S11-I-B1 with the language submitted this evening dated April 18, 2012, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

//

(The motion carried unanimously with Commissioners Alcorn and Lawrence absent from the meeting.)

JLC

Planning Commission Recommendation

Plan Amendment SII-I-BI

April 26, 2012

ADD: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through 727-2010; B5-Barcroft Community Planning Sector, Land Use Recommendations, p 161

5. Parcel 61-1((1)) 7 is planned for residential use at 2-3 du/ac. As an option, single family detached units may be appropriate at a density of 3-4 du/ac. The traffic impact associated with this option does not require the through connection of Peace Valley Lane. The following are conditions for this option:

- Clearing and grading at the site periphery is minimized to preserve trees, subject to the approval by the Urban Forester; supplemental plantings should be provided and houses should be placed a minimum of 35' from the rear property line to maximize the existing quality vegetation and preserve mature trees;

- Vehicular access is only to be provided to Leesburg Pike;

- A trail for pedestrians and bicyclists is provided to connect existing segments of Peace Valley Lane. The trail should be designed and constructed in a manner which maximizes existing quality trees and vegetation; and

- A phase one archaeological survey is conducted to document any on-site cultural resources before development occurs.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Baileys Planning District as amended through 7-27-2010; B5-Barcroft Community Planning Sector, Figure 48, "Land Use Recommendations, General Locator Map," page 160, to add the new recommendation (#5) to the figure.

PLAN MAP: The Comprehensive Plan Map will not change.

Board Agenda Item
May 22, 2012

4:00 p.m.

Public Hearing on Amendments to the Code of the County of Fairfax, Chapter 82, Motor Vehicles and Traffic (Regulation of Traffic), Section 82-1-6 (Adoption of State Law) and Section 82-4-10 (Speed Limits)

ISSUE:
Public hearing to amend Chapter 82, Motor Vehicles and Traffic (Regulation of Traffic) of the *Code of the County of Fairfax, Virginia*. This amendment would repeal County Code Section 82-4-10, "Speed limits; posting of school zones", and, in its place, adopt Virginia Code Section 46.2-878 into County Code Section 82-1-6.

RECOMMENDATION:
The County Executive recommends that the Board adopt the proposed amendment to Chapter 82.

TIMING:
Board of Supervisors authorized the advertisement of a public hearing on the proposed amendment on May 1, 2012; Board of Supervisors' public hearing scheduled for May 22, 2012 at 4:00 p.m. If approved by the Board after the public hearing, these provisions will become effective immediately.

BACKGROUND:
County Code Section 82-4-10, "Speed limits" currently allows police officers to charge the county code for general speeding violations rather than its related state code section, Va. Code Ann. § 46.2-878. Due to a pending change to the state records management system used by the General District Court, a conviction under County Code Section 82-4-10 will result in the fines being allocated to the County but without any corresponding demerit points assessed to the drivers' record allocated by the Virginia Division of Motor Vehicles (DMV) – a significant traffic safety issue.

In the past, the Office of the County Attorney has opined that because Virginia Code Section 46.2-878 addressed the authority to change speed limits - a responsibility of the Commonwealth Transportation Commissioner and those localities that have jurisdiction over their roadways – the County could not incorporate it into County Code Section 82-1-6. Moreover, County Code Section 82-4-10 contained the same prohibitions as in the corresponding state code section, Va. Code Ann. § 46.2-878. Recently, the

Commonwealth's Attorney has expressed concern about charging County Code Section 82-4-10 rather than Va. Code Ann. § 46.2-878. Given the change to the state's records management system and the concern of the Commonwealth's Attorney, the County Attorney's Office believes that Va. Code Ann. § 46.2-878 should be incorporated by reference into County Code Section 82-1-6. Doing so will alleviate the concerns of the Commonwealth's Attorney while at the same time allowing both fines to be allocated to the County and demerit points to be assessed by DMV.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment 1 – Amend and Readopt Section 82-1-6 of the Fairfax County Code Relating to Adoption of State Law
Attachment 2 – Repeal Section 82-4-10 of the Fairfax County Code Relating to Speed Limits

STAFF:
Robert A. Stalzer, Deputy County Executive
Colonel David M. Rohrer, Chief of Police
Karen L. Gibbons, Senior Assistant County Attorney

ATTACHMENT 1

AMEND AND READOPT SECTION 82-1-6 OF THE FAIRFAX COUNTY CODE RELATING TO ADOPTION OF STATE LAW

AN ORDINANCE to amend and readopt Section 82-1-6 of the Fairfax County Code relating to adoption of state law.

Draft of March 30, 2012

Be it ordained by the Board of Supervisors of Fairfax County:

1. That Section 82-1-6 of the Fairfax County Code is amended and readopted:

Section 82-1-6. Adoption of State Law

Pursuant to the authority of Section 46.2-1313 of the Virginia Code, all provisions and requirements of the following sections of the Code of Virginia, as in effect on July 1, 2011, except those provisions and requirements the violation of which constitutes a felony, are hereby incorporated into the Fairfax County Code by reference, effective July 1, 2011.

18.2-266	18.2-268.9	46.2-100
18.2-266.1	18.2-268.10	46.2-102
18.2-267	18.2-268.11	46.2-104
18.2-268.1	18.2-268.12	46.2-108
18.2-268.2	18.2-269	46.2-109
18.2-268.3	18.2-270	46.2-110
18.2-268.4	18.2-270.01	46.2-111
18.2-268.5	18.2-270.1	46.2-112
18.2-268.6	18.2-271	46.2-203.1
18.2-268.7	18.2-271.1	46.2-218
18.2-268.8	18.2-272	46.2-300

46.2-301
46.2-301.1
46.2-302
46.2-329
46.2-334.001
46.2-341.21
46.2-346
46.2-349
46.2-357
46.2-371
46.2-373
46.2-376
46.2-379
46.2-380
46.2-391.2
46.2-391.3
46.2-392
46.2-393
46.2-398
46.2-613
46.2-616
46.2-617
46.2-618
46.2-704
46.2-716
46.2-724
46.2-730
46.2-800
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46.2-808.1
46.2-810
46.2-811
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46.2-819.4
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46.2-1001
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46.2-1077.01
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46.2-1078.1
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46.2-1080
46.2-1081
46.2-1082
46.2-1083
46.2-1084
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46.2-1088.1
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46.2-1234
46.2-1240
46.2-1242
46.2-1250
46.2-1309
46.2-1508.2
46.2-1552
46.2-1561
46.2-2812

References to "highways of the state" contained in such provisions and requirements hereby adopted shall be deemed to refer to the streets, highways and other public ways within the County. Such provisions and requirements are hereby adopted, mutatis mutandis, and made a part of this chapter as fully as though set forth at length herein; and it shall be unlawful for any person, within the county, to violate or fail, neglect or refuse to comply with any provision of Title 46.2 or Title 18.2-266, 18.2-266.1, 18.2-267, 18.2-268.1 through 18.2-268.12, 18.2-269, 18.2-270, 18.2-270.01, 18.2-270.1, 18.2-271, 18.2-271.1 and 18-2.272 of the *Code of Virginia* which is adopted by this section; provided, that in no event shall the penalty imposed for the violation of any provision or requirement hereby adopted exceed the penalty imposed for a similar offense under Title 46.2 or Title 18.2-266, 18.2-266.1, 18.2-267, 18.2-268.1 through 18.2-268.12, 18.2-269, 18.2-270, 18.2-270.01, 18.2-271, 18.2-270.1, 18.2-271.1 and 18.2-272 of the *Code of Virginia.*

2. That this ordinance shall become effective upon adoption.

GIVEN under my hand this ____ day of May 2012.

_____
Catherine A. Chianese
Clerk to the Board of Supervisors

ATTACHMENT 2

REPEAL SECTION 82-4-10 OF THE
FAIRFAX COUNTY CODE RELATING TO SPEED LIMITS

AN ORDINANCE to repeal Section 82-4-10 of the Fairfax County Code relating to speed limits.

Draft of March 30, 2012

Be it ordained by the Board of Supervisors of Fairfax County:

1. That Section 82-4-10 of the Fairfax County Code is amended and readopted:

Section 82-4-10. Speed limits.

~~(a) Whenever the speed limits incorporated by reference pursuant to § 82-1-6 have been increased or decreased for any highway or portion thereof pursuant to Virginia Code § 46.2-878 or § 46.2-1300, it shall be unlawful for any person to drive a motor vehicle at a speed in excess of such increased or decreased limits, when the same are properly indicated by signs on such highway. As provided for in Virginia Code § 46.2-878, whenever the speed limit on any highway has been increased or decreased or a differential speed limit has been established and such speed limit is properly posted, there shall be a rebuttable presumption that the change in speed was properly established in accordance with the provisions of Virginia Code § 46.2-878.~~

~~(b) It shall be unlawful for any person to drive or operate a motor vehicle upon the highways in the county at a speed in excess of the maximum limits established in Virginia Code §§ 46.2-870—46.2-878.2. (3-13-63; 1961 Code, § 16-71; 9-78-82; 26-81-82; 25-10-82.)~~

Repealed.

2. That this ordinance shall become effective upon adoption.

GIVEN under my hand this ____ day of May 2012.

_____
Catherine A. Chianese
Clerk to the Board of Supervisors

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