

**Fairfax County  
FY 2012 Federal Appropriations Funding Requests  
112<sup>th</sup> Congress, 1<sup>st</sup> Session**

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- Enhancements to Franconia-Springfield Parkway between I-95 and Rolling Road (\$10M) (*new*)
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## Federal BRAC Impact Mitigation at Fort Belvoir

### Transportation

The Fort Belvoir Base Realignment and Closure (BRAC) plan will relocate 12,000-19,000 personnel to Fairfax County and has created the immediate need for infrastructure improvements in the surrounding area. The total estimated costs of Fairfax County transportation projects that are necessitated by the BRAC process vary from \$626 million for the U.S. Army identified improvements to \$1.6 billion for improvements identified by Fairfax County and VDOT due to the BRAC impacts. Regardless of which number one subscribes to, the federal government has not committed to fulfilling even a fraction of the lowest estimate.

Fairfax County is doing its part by providing over \$45 million in funding for BRAC related transportation improvements, while the Commonwealth of Virginia has provided over \$300 million in funding so far. To date, the Federal government has provided \$54 million for completion of the portion of the Fairfax County Parkway within the Engineer Proving Grounds (EPG) through the American Recovery and Reinvestment Act of 2009. In addition, the federal government has provided funding for defense access road ramps from I-95 to access the EPG and construction of Mulligan Road at the main post. However, as BRAC relocation is a federal action, more responsibility for ensuring appropriate mitigation must rest with the federal government. Addressing an issue of this magnitude will require unique federal solutions on a scope not normally associated with the appropriations process.

Fairfax County is pleased that the Army has agreed to disperse the personnel moving to Fort Belvoir by capping the number of personnel at the EPG at 8,500. The County supports the inclusion of the GSA warehouse site as part of Fort Belvoir for any additional growth at Fort Belvoir in the future.

In addition to the many projects already included in the Constrained Long Range Plan and the County's Capital Improvement Plan, the Fort Belvoir BRAC plan has created a need to address numerous transportation impacts that the plan will have on Fairfax County. The full list of transportation improvements and total unfunded project cost to address its impacts, above and beyond what is incorporated in existing plans, include the following:

#### Top Priority (County requests in bold)

- **Reconstruction of the I-95/Fairfax County Parkway Interchange at Newington**
- **Widening of U.S. Route 1 through Fort Belvoir**
- **Widen north and south bound Rolling Road Ramp at the Fairfax County Parkway**
- **Fairfax County Parkway/Neuman Street Interchange**
- Additional and improved ramps to and from I-95 for the EPG

#### Unfunded Project List

- \$ 80 Million
- \$150 Million
- \$ 25 Million
- \$ 50 Million
- \$ 40 Million

#### High Priority

- Improvements to existing EPG entrance at Barta and Backlick Roads \$4 Million
- Additional intersection improvements in the impacted areas \$15 Million
- Improvements to Fairfax County Parkway between I-95 and Kingman Road \$55 Million
- Interchange at Fairfax County Parkway and Kingman Road \$30 Million
- Transit center and ridesharing facility(s) \$45 Million
- Implementation of expanded bus service and circulator service \$75 Million
- Additional grade separated crossings over U.S. Route 1 between North and South posts \$15 Million
- Improvements to Beulah, Telegraph, Backlick, Loisdale, Rolling and Newington Roads \$50 Million
- Interchange at U.S. Route 1 and Fairfax County Parkway \$55 Million
- Interchange at Telegraph Road and U.S. Route 1 \$75 Million
- Extension of Metrorail to Fort Belvoir \$600 Million
- Completion of Van Dorn Street/Franconia Road Interchange \$90 Million

Within the appropriations process, the County is requesting funding for five essential projects that will be the focus of the County’s efforts for BRAC mitigation (shown in bold/italics above and below): \$150 million for the widening of Route 1 through Fort Belvoir and \$5 million each toward to total project costs of the reconstruction of the I-95/Fairfax County Parkway Interchange at Newington (\$80 million needed - total); widening the north and southbound Rolling Road ramp at the Fairfax County Parkway (\$25 million needed - total); construction of the Fairfax County Parkway/Neuman Street Interchange (\$50 million needed - total); and reconstruction of the Route 236/Beauregard Street intersection (\$35 million needed - total). The remaining projects provide an outline of the larger funding needs to be addressed separately.

**Schools/County Services**

Fairfax County and Fairfax County Public Schools will face numerous increases in order to accommodate the BRAC realignment. For example, the Army’s EIS assessment indicated an influx of over 3,200 school-age children into Fairfax County as a result of the BRAC actions. Fairfax County Public Schools (FCPS) estimates the capital costs to accommodate such an increase to be \$77.1 million. Fairfax County will face increased demands in services, including potentially necessary sewer and water capacity expansion, the need for additional parks and recreation facilities and additional demands on County public safety agencies.

**Federal Transportation Impacts to Fairfax County Resulting from Washington Headquarters Services/Mark Center Location Decision**

The arrival of approximately 6,400 Washington Headquarters Services (WHS) employees to the Mark Center site will impact Fairfax County in both the short- and long-term time frames. Transit and traffic operations will be impacted by the construction and implementation of improvements that will be made in response to BRAC Recommendation 133 in the short term; and as a result of increased traffic through the County to the Mark Center in the long term. According to the final Environmental Assessment (EA) for BRAC 133, most of the WHS employees at the Mark Center will travel through Fairfax County from locations in Prince William, Loudoun, Stafford, and Prince George’s Counties, among others. The EA noted the following improvements, at a minimum, would need to be made to accommodate BRAC 133 at the Mark Center:

***Top Priority Regional Improvements (within Fairfax County):***

These projects are in addition to site access improvements needed at the Mark Center to provide capacity on the frontage roads and other facilities:

- ***Route 236 (Little River Turnpike)/Beauregard Street intersection*** ***\$35 Million***
- I-395/Seminary Road interchange capacity improvements \$40 Million

***Top Priority Local Improvements (within Fairfax County)***

Fairfax County has identified the following facilities which will be impacted by increased traffic relating to the WHS relocation to Mark Center:

- I-395/Route 236 (Duke Street/Little River Turnpike) interchange \$20 Million
- Beauregard Street \$10 Million
- Local BRT and Transit \$10 Million
- I-95/I-395 (Shirley Highway) Transit Service \$10 Million

## Fairfax County FY 2012 Federal Appropriations Funding Requests

### County Transportation Requests

#### **I-66/Vienna Metrorail Accessibility and Capacity Improvements (111<sup>th</sup> Congress request):**

Fairfax County is requesting \$5.0 million for the construction of a transit/HOV access ramp from I-66 to the Vaden Drive bridge near the Metrorail Station. This would allow faster transit access to the station, encourage bus ridership, improve the safety of I-66 by eliminating the need for buses to cross three lanes of congested interstate traffic from the HOV lanes to the exit ramp, and alleviate parking problems. This project becomes even more critical as transit ridership increases due to congestion and economic factors.

#### **Richmond Highway Public Transportation Initiative (111<sup>th</sup> Congress request):**

The Richmond Highway (U.S. Route 1) Corridor is one of the most heavily transit dependent areas of Fairfax County. It is also one of the most congested and economically disadvantaged. Currently, pedestrians and transit passengers have significant difficulty crossing the six lanes and numerous turn lanes on Richmond Highway. The Route 1 Corridor Bus Study, conducted by NVTC, found that transit service would be better utilized if transit facilities are upgraded. To help increase transit ridership, reduce traffic congestion and promote economic revitalization in the area, Fairfax County is requesting \$5.0 million for design work, land acquisition, and partial construction of a transit center and park-and-ride lot, as well as a study to examine long-term transit and highway solutions for U.S. Route 1.

#### **Springfield Multi-Use Community Transportation Hub (111<sup>th</sup> Congress request):**

A multimodal transportation, recreation, community and commercial center to include transit, pedestrian, and bicycle access; structured parking; commercial development; open park recreational area; and community meeting space. The Springfield Multi-use Community Transportation Hub will serve as a critical element in reducing traffic congestion in the Northern Virginia region. This facility, based on the *Springfield Connectivity Study*, will provide commuter parking and serve as a hub to access a variety of transit investments that have been made in the Greater Springfield area over the past two decades. The proposed facility consists of a five story structure, with an outdoor recreation space on the rooftop. The facility would support up to 1,100 commuter parking spaces, up to 10,000 square feet of retail space, and up to 20,000 square feet of office/public use space. The outdoor recreation area on the roof would include over 80,000 square feet of open space. Envisioned with a synthetic turf rectangular field, this facility provides an area for athletic events, recreational exercise and includes supporting amenities, such as shade canopies and plantings. Fairfax County is requesting \$5.0 million to partially fund construction of this multi-use transportation hub.

#### **Pedestrian Access Bridge Over Dulles Airport Access and Toll Road (111<sup>th</sup> Congress request):**

This project would construct a new pedestrian bridge adjacent to the existing Trap Road overpass over the Dulles Airport Access and Toll Road (DAATR) including missing sidewalk and trail segments along Trap Road, Campbell Road and across from the Wolf Trap National Park. The proposed pedestrian bridge would provide a safe passage for those who currently cross the DAATR on the existing two lane overpass with no shoulder or sidewalk. The sidewalk/trail segments would provide better connections between neighborhoods on opposite sides of the DAATR, parks and recreation areas, and expand access to larger trail networks like the Fairfax County Cross County Trail, the W&OD Trail and the NoVi Trail Network. The total project length: 0.93 miles. Funding is available for the preliminary engineering and design, but additional funding is needed to construct the project. Fairfax County is requesting \$2,750,000 for this project.

## **Transportation Requests (Cont.)**

### **Jones Branch Interchange (111<sup>th</sup> Congress request):**

Construction of a new four lane roadway (two lanes in each direction) providing north- and southbound access to and from HOT Lanes. The project includes a new ten foot wide sidewalk on the north side of the road. Phase 1 would involve building a bridge with minimal impact on Beltway, by shifting traffic on Jones Branch Drive to the west side to allow construction of the new Jones Branch connector. Phase 2 would involve switching traffic onto the new east side of Jones Branch Drive to allow for completion of construction of the road. Funding is available for Phase 1 of the project, but cost and time savings can be realized if both phases are fully funded. Fairfax County is requesting \$5.0 million to partially fund construction of this project.

### **Enhancements to Franconia-Springfield Parkway between I-95 and Rolling Road (new):**

This project would create enhancements to the Franconia-Springfield Parkway between I-95 and Rolling Road. This includes constructing single occupancy vehicle ramps between Franconia-Springfield Parkway and I-95 - currently, there is only an exit from the HOV lanes. This project will help reduce congestion along this busy corridor and will provide greater access from I-95 to and from the Springfield area and other Northern Virginia locations west of I-95. Fairfax County is requesting \$10.0 million for design of this project.

### **Rolling Road between Fairfax County Parkway and Old Keene Mill Road (new):**

This project will widen this section of Rolling Road from two lanes to four lanes. This portion, the only one north of the Engineer Proving Grounds that is not four lanes, experiences constant congestion, making it extremely difficult for those living on the road to get in and out of their residences. Additionally, Rolling Road is a main route to access the Engineer Proving Grounds from the north. As portions of Rolling Road are currently without sidewalks, the improvements will help provide the missing links for pedestrian access. It also includes wide curb lanes for bike access, which is needed, because Rolling Road connects to the Cross County Trail, the primary multi-use north/south trail in the county. The public hearing has been held on this project, and its design is complete. Fairfax County is requesting \$5.0 million to gain the right-of-way access needed for the project.

### **I-66/Route 28 Interchange (new):**

Currently, the interchange does not fully accommodate all directional movements. In some instances, left-turn signals are required to travel on and off the interstate, which creates extensive congestion. Removing the signalized movements and providing more direct access would greatly improve vehicle flow and significantly reduce traffic and congestion. Fairfax County is requesting \$10 million for a study to decide how to proceed with improvements to this interchange and design of the project.

### **Route 7 Widening Reston Avenue to Dulles Toll Road (new):**

This project will widen Route 7 from four to six lanes, significantly improving extensive congestion along this and nearby roadways. Route 7 is a major thoroughfare into Tysons Corner, one of the largest employment centers in the nation, and is continually subject to overcrowding. Though Fairfax County is working to transform Tysons Corner into a more pedestrian and transit accessible area, vehicle access is still critical and widening Route 7 is essential to ensuring employees can reach their place of work. This project includes multi-use trails on both sides of the roadway, which currently has no place for pedestrians to walk, allowing for greater access for pedestrians and those on bicycles. The project also includes intersection improvements, further improving the safety of the roadway. Fairfax County is requesting \$10.0 million for the design of this project.

### **I-66 Active Traffic Management (new):**

I-66 west of I-495 is a highly congested corridor during both peak and off-peak travel periods. While HOV lane operations are provided in the leftmost lane in the peak direction during peak hours and the right shoulder is usable and opened for traffic flow in the peak direction during peak congestion, further measures are needed during both peak and off-peak periods due to the significant traffic volumes. This proposal is for an Active Traffic Management (ATM) initiative on I-66 between US 29 in Centreville and I-495 in Falls Church to improve traffic flow and safety through the use of variable speed limit signage, lane control signals above mainline and shoulder lanes, and queue warning signage provided tied to speed and traffic flow information in order to reduce sudden stoppages or decreases in speed, as well as any required lane reductions due to lane blockages. Similar applications in other

## **Transportation Requests (Cont.)**

locations have resulted in reductions in travel times and substantial decreases of injury crashes, and comparable benefits are expected for this project. Fairfax County is requesting \$8.0 million to implement this project.

### ***REQUESTS BY OTHERS*** (County Supports)

#### **Dedicated Funding for the Washington Metropolitan Area Transit Authority (WMATA):**

WMATA is the only major transit provider in the country without a permanent dedicated revenue source for a significant part of their revenue base. Congress passed legislation that authorizes \$1.5 billion for WMATA over ten years, if the region adopts a dedicated funding source(s) and provides an additional \$1.5 billion to match the federal funds. Now that the bill has been passed, all three signatory jurisdictions have passed the compact amendments required to receive the federal funding, and the non-Federal matches are in place, this authorization must continue to be accompanied by annual appropriations.

#### **Dulles Rail Extension:**

The Full Funding Agreement issued by the Federal Transit Administration allows for \$900 million in federal funding for Phase I of the Dulles Corridor Metrorail Project. Fairfax County urges Congress to continue to appropriate funding for Phase I consistent with the Full Funding Grant Agreement. In regards to Phase II, Fairfax County's preference is to continue to advance the underground alignment and station at Dulles International Airport while examining an aerial alignment and station in an effort to contain the cost. However, before an endorsement on this option can be made, all NEPA and Section 106 requirements should be met, public hearings on the alignment change should be conducted, and guarantees must be made that additional passenger amenities such as baggage handling and shuttle bus services will be provided at any aerial rail station. Fairfax County also believes that federal and state funding must be brought to Phase II to demonstrate continued commitments to improve transportation in the Nation's Capital.

#### **Virginia Railway Express (VRE) Capital Requests:**

VRE is seeking federal funding for rolling stock (up to \$70 million). Funding would be used to purchase the remaining Tier-Two locomotive to standardize the VRE fleet and to purchase 30 additional passenger railcars to replace existing equipment.

#### **I-395/Seminary Road Interchange Capacity Improvements Study – City of Alexandria:**

Substantial capacity improvements are needed to address the considerable increase in congestion that will occur when the Mark Center site (BRAC 133 EA) opens in 2011, especially at the I-395/Seminary Road Interchange. If this interchange does not operate efficiently, it is likely that traffic will clog local streets in Fairfax County. In addition, a significant amount of the 6,200 employees at the Mark Center will be Fairfax County residents. As such, Fairfax County supports the City of Alexandria efforts to secure funding to study options to address the impending conditions.

### ***OTHER PROJECTS OF INTEREST*** (Not a County Project)

#### **National Museum of the United States Army:**

The museum is in need of \$7.372 million to build needed transportation improvements to access on-site facilities. As such, it is requesting federal appropriation funding to construct parking, circulation areas, a fire access road and an access road to the amphitheater.

## **Environment/Historic Preservation/Parks Requests**

### **Huntington Flooding Remediation (111<sup>th</sup> Congress request):**

In June, 2006 the Huntington community experienced devastating flooding which affected over 160 homes by Cameron Run. The flood waters exceeded the Federal Emergency Management Agency (FEMA) 100 year flood plain elevation by approximately 2-3 feet. Fairfax County has worked with the United States Army Corps of Engineers (USACE) to determine contributing factors and potential solutions. The USACE has concluded that the 100 year flood plain was exceeded as a result of sediments that accumulated in a section of channel in the Interstate 95 right-of-way, combined with an increase in the flood elevations as the result of the Woodrow Wilson Bridge project, also part of the I-95 system. Because responsibility for the severity of the disaster is a shared one (the Interstate project, lack of maintenance of the stream channel in the Interstate right-of-way, and failure of FEMA to adjust elevations after working with the Virginia Department of Transportation on the flood plain study for the Woodrow Wilson Bridge), Fairfax County recommends that the cost of protective measures be shared between the community, the Commonwealth of Virginia, and the Federal Government on an equal basis.

The most feasible solutions to protect this community include a levee, pump station, and limited dredging of the existing channel. The total estimated cost of these improvements is \$30 million. Fairfax County is seeking \$10 million as the federal share for construction, in addition to authorization for the USACE to design and manage the project to completion.

### **New Alexandria/Belle View Flood Control Remediation (111<sup>th</sup> Congress request):**

Hurricane Isabel was responsible for \$1.6 billion in damages statewide, and more than \$10 million of that occurred in Alexandria and Fairfax County. A nine-foot-high tidal surge inundated Old Town and the Belle View neighborhood of Fairfax, resulting in both state and federal state of emergency declarations. In Fairfax County, the New Alexandria and Belle View subdivisions both experienced severe flooding from the tidal surge during Hurricane Isabel in September 2003 damaging over 200 structures and isolating many more during the event. The majority of both subdivisions lies within the 100-year floodplain and are vulnerable to future flooding.

The County contracted with the US Army Core of Engineers to determine if there are potential flood damage reduction alternatives for the Belle Haven watershed that are technically feasible and cost-effective. Their study evaluated structural alternatives, such as levees and flood walls, and flood proofing alternatives such as raising and modifying structures. A preliminary investigation has been completed and 5% concept-level plans developed. To reduce flood damages throughout the entire study area, it was determined that a floodwall/levee combination, with a pumping station for interior drainage, would be feasible and cost-effective at an estimated cost of \$12.7 million. The annualized economic benefits were greater than the annualized project costs, and the benefit to cost ratio exceeded 2 so the project qualifies for a Federal flood project.

### **Historic Centreville Park (111<sup>th</sup> Congress request):**

Acquire additional land of historic value to add to the Fairfax County Park Authority's existing Historic Centreville Park. Historic Centreville Park is a 14.4 acre resource based park located within the Historic Centreville Overlay District in the southwest section of Fairfax County. The park sites cover almost 300 years of history from the early development and establishment of Centreville to modern day suburbia. This time span covers the development of a 1800s era small town, the Civil War period, the post Civil War era and the reemergence of Centreville as a suburban community. The entire park contains significant remains of Civil War era fortifications built by the Confederate Army and ultimately utilized and expanded by the Union Army. It was one of the first fortifications constructed by the Confederate Army for the Civil War and was alternately occupied by both sides during the entire conflict.

The Fairfax County Park Authority seeks to acquire up to an additional six privately owned parcels totaling an additional 15.5 acres directly adjacent to Historic Centreville Park in the amount of \$4,000,000. These additional parcels include the location of historically significant Civil War encampment sites and remnants of Civil War fortifications. The Park Authority will incorporate the additional sites into Historic Centreville Park which will allow for preservation and interpretation of the history of the area.

## **Environment/Historic Preservation/Parks Requests (Cont.)**

### **Lee District Park Family Recreation Area (111<sup>th</sup> Congress request):**

The Park Authority recognizes the importance of providing a variety of user experiences for our disabled patrons. In an effort to expand facilities available to disabled patrons in all parts of the County, a fully accessible Family Recreation Area is planned at Lee District Park. The Family Recreation Area will include a number of different accessible recreation features that will provide cross-over appeal for both able bodied and disabled users across multiple age ranges.

The focal point of the new Family Recreation Area will be a spray park that allows users to play in and experience the water and is designed to be attractive and safe for children. Another important planned feature of the Family Recreation Area is a fully accessible tree house with ramps built in a wooded area. This elevated feature will provide children with the opportunity to play in the trees of Lee District Park and gather in large groups under adult supervision. This feature would be a unique addition to the Fairfax County Park system.

In addition to the spray park and tree house, a themed accessible play area with fully accessible play structures, a fully accessible carousel and accessible picnic area are planned for the Family Recreation Area. Design of these facilities will take into account the various abilities of physically- and emotionally-disabled users and how they use their supporting aids such as wheelchairs, crutches, prosthetics, etc. and creatively explore the opportunities for all users.

The entire Family Recreation Area will feature fully accessible paving of interesting and colorful patterns in order to visually identify different areas and features, create interest, provide safe access, maximize durability, and minimize maintenance.

A coordinated landscape design incorporating attractive seating areas throughout the Family Recreation Area will be included in the project. The plants for landscaped areas will be selected for ease of maintenance as well as textural and sensory changes over three seasons. This feature will add yet another layer to the experience of the Family Recreation Area. Seating will be designed in such a way as to maximize the ability of parents and guardians to watch children within the area. The goal of the Family Recreation Area is to provide interesting activities and complementing uses for different age groups and ability levels that will attract a variety of users.

The Fairfax County Park Authority is planning on constructing the Family Recreation Area in phases. Facilities to be constructed in Phase I include an accessible tree house, an accessible spray park and related infrastructure. Development of Phase I facilities are being funded by a combination of Fairfax County Park Authority development funding and a donation by the Joey Pizzano Memorial Fund. Fairfax County is seeking \$3,241,000 for Phase II construction of the themed accessible play area with fully accessible play structures, a fully accessible carousel and an accessible picnic area.

### **Water Reuse Project (new):**

Fairfax County has begun a water reuse project that will use reclaimed water from the Noman M. Cole Jr. Pollution Control Plant (NCPCP) for irrigation and process purposes. The project involves the installation of a pipeline from the NCPCP to the Covanta Fairfax Energy Recovery Facility, as well as infrastructure to provide irrigation at several athletic fields in the County. Currently, the Covanta plant primarily utilizes potable drinking water for processing and cooling. This project allows Covanta to utilize reused/reclaimed treated effluent from the NCPCP that would otherwise be discharged to Pohick Creek, protecting the watershed while lowering the cost of energy produced at Covanta.

Fairfax County is requesting \$750,000 in federal funds to expand this project to other sites in the County, with potential uses in County parks, recreational facilities and even federal facilities. In addition to providing a dependable, locally-controlled water supply, water recycling provides tremendous environmental benefits, including: decreasing the diversion of water from sensitive ecosystems; decreasing wastewater discharges; and reducing and preventing pollution. Water recycling can help conserve and sustainably manage vital water resources.

## **Human Services Request**

### **Community Based Services for At-Risk Youth (111<sup>th</sup> Congress request):**

Extensive research has shown that children and youth with complex needs and high risk factors can live safely in the community instead of in costly and restrictive long-term residential settings through a comprehensive system of services, supports and treatments, delivered through a collaborative, family-driven service planning process. The goal of this proposed initiative is to reduce the number of youth placed in out-of-state residential treatment centers by 50% or more, from 19 to less than 10. Fairfax County will partner with a local non-profit organization(s) in the creation of evidence-informed community-based treatments for youth in out-of-state residential placement and their families, and is requesting \$300,000 for this effort.

## **Public Safety Request**

### **Law Enforcement Technologies (new):**

Fairfax County is in the process of introducing eSummons, which allows the Fairfax County Police Department to use hand held or vehicle mounted computers to collect information electronically in the field while issuing a summons. Such a system also allows officers to transfer the information electronically to the Police Department's Records Management System. As a result, eSummons will: increase officer safety by reducing time spent on the roadside and allowing the officer to focus on any unforeseen threat from occupants of the vehicle during a traffic stop; increase data entry accuracy by eliminating multiple data entry requirements; improve efficiency in the management of traffic cases, by providing electronic information to the General District Court more quickly, which in turn ensures the information is available online to residents more quickly. This project will be completed in phases, and Fairfax County is requesting \$1.196M for a portion of this project, including equipment and software.